

Lot 1

1976 HONDA CAFE RACER

Registration Number: RLC 360R
Frame Number: CJ 250T - 2006459
Recorded Mileage: c. 387 miles

- Super custom bike, built to a high standard

This unique Honda was built as a homage to cafe racers of the 1950s and 1960s. Using a Honda CJ250 as a donor, the bike was stripped, lightened, the frame powder-coated, and the motor rebuilt and mildly tuned. The wheels were reassembled using stainless/power coated rims with new tyres. A racing-style fuel tank was mounted on the frame with seat, flanked by twin exhausts which were finished with Megaphone silencers. Finally the bike was rewired with a new loom.

This well thought out Honda has been lovingly built to exacting standards with a number of neat details such as clip on handlebars from machined solid aluminium. We understand the bike runs very well and sounds great, ready to hit the road and turn a few heads! The Cafe Racer will be supplied on a UK V5C.

Estimate: 3000 - 4000

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

Lot 2

1966 TRIUMPH T100

Registration Number: ADM 674A
Frame Number: TBA
Recorded Mileage: TBA

The T100 was aimed at the enthusiastic sports rider, the 100 in T100 coming from the manufacturer's claimed top speed of 100mph.

The example offered here was restored in 2014, from an original T100 supplied to Johnson's Motors of Pasadena in California. Subsequently repatriated, the bike's restoration was completed using an earlier 5TA motor supplied to Comerfords of Thames Ditton in 1959.

The bike has been stored in a private collection recently and no doubt will benefit from a small amount of recommissioning before being used once more. This lovely Triumph is supplied with a current V5C and supporting documentation from the Vintage Motorcycle Club.

Estimate: 4500 - 5500

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

Lot 3

1946 STANDARD FLYING EIGHT SALOON

Chassis Number: NA2121DL
Registration Number: KPC 288
Recorded Mileage: 3,690 miles

- Rare early post-war example
- Nicely restored in current ownership

The smallest member of the Standard Flying family, the Flying Eight was launched just prior to the 1938 Motor Show at Earls Court in October of that year. It was a brand new design, marking Standard's first entry into the tax-busting 8 hp market. The frame was all new, with box section longitudinals, and independent front suspension (ifs) by a transverse leaf spring. The 1,021cc engine put out a heady 31bhp through a 3 speed gearbox and stopped with Bendix mechanical brakes operated by cables. Two versions were available from the launch of the model: A two-door all-steel saloon, and a 2/4-seat open tourer, with a drophead coupe from 1939.

The 8 hp model, now without the Flying name, was rapidly re-introduced after the Second World War with the first models appearing within ten days of VE day. The only major update from the pre-war model involved the fitting of a 4-speed gearbox. The car was pitched by Standard against the Austin 8 and Morris Eight rivals, and was priced at £314. The 8 was phased out when the new Triumph Mayflower was launched in 1949. A slow seller, it was soon replaced by the new Standard Eight in 1953.

This very early post-war model was first registered in January 1946 in the London area, later finding its way down to South West England and the ownership of a classic car collector near Frome. In current ownership the Standard has been restored to a very good standard, The black coachwork retains a lovely shine, and the retrimmed interior in tobacco leather presents extremely nicely with little signs of any wear. Dry stored since the passing of the former owner, the Standard will no doubt benefit from some light recommissioning before being used on the road once more.

This charming little motor car is offered with its original buff log book and several period instruction books and data sheets.

Estimate: 3000 - 5000

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

Lot 4

1999 FIAT BARCHETTA

Registration Number: T34 KGO

Chassis Number: 0043561

Recorded Mileage: 56,000

The Fiat Barchetta roadster, pronounced 'bar-KET-ta' and which in Italian means 'little boat', was developed between 1990 and 1994 with the project name 'Tipo B Spider 176' by Andreas Zaptinas and Alessandro Cavazza under the supervision of Peter Barrett Davis and other car designers at the Fiat Centro Stile (albeit the prototyping being carried out by Stola). Produced from February 1995 to June 2005, although production was paused between 2002 and 2004 due to the coachbuilders Maggiora's bankruptcy, the Barchetta was based on the chassis of the Mark 1 Fiat Punto with a 130bhp / 121lbft 1.8 litre 'twin-cam' petrol engine featuring variable camshaft timing. Weighing in at 1056 kg (2328 lb) without air conditioning, the Barchetta could accelerate from 0-60mph in 8.7 seconds and touch 124mph but was limited to left hand drive cars only, even though the car was marketed and sold in two right hand drive markets - the United Kingdom and Japan.

Finished in Midnight Blue with a black interior, this 1999 model shows a sensible 56,000 miles from new, and has clearly been looked after over the years. The Barchetta comes with its original Fiat book pack and service book, showing evidence of regular maintenance. The bodywork presents well with good paint and the odd age-related mark, the interior is similarly in good order, still fitted with its original dealer-fitted radio/cassette, and the convertible roof has recently been replaced with a smart new mohair item.

With a recent MoT certificate valid to August 2023, this stylish Italian sports-car makes a worthy alternative to the more obvious choices from its Japanese or German rivals.

Estimate: 3000 - 4000

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

Lot 5

1984 JAGUAR XJ-S 3.6 CABRIOLET

Registration Number: JAZ 1762

Chassis Number: SAJJNACC7CC114172

Recorded Mileage: 103,000 miles

- £40,000 professional restoration
- Desirable straight six / manual gearbox specification
- Single family ownership for c.30 years

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so a Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Two removable roof panels were stored in the boot, and the Cabriolet did away with the Coupé's two occasional rear seats in favour of a pair of luggage lockers topped by a parcel shelf. Essentially an exercise in niche marketing to test public reaction, the XJ-S Cabriolet's production was entrusted to outside specialist contractors, with bodyshells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final despatch.

First delivered in June 1984, this nicely restored example was inherited by the last keeper from his father, who himself had owned the car since 1989. Sentimentality rather commerciality steered the decision to commission a cosmetic restoration, entrusted to specialist Winspeed of Guildford, who stripped and restored the coachwork and associated targa roof arrangement, at a cost approaching £40,000. During the process the engine was also overhauled, and then the car dry-stored with only a handful of further miles being completed.

Interestingly this car is fitted with Jaguar's 3.6 litre straight six engine and 5-speed manual gearbox, a sporty specification which has recently become more popular with enthusiasts. The XJ-S is stylishly finished in Slate Grey with a matching grey leather interior and refurbished alloy wheels. The targa roof operates just as intended, having been painstakingly fabricated as part of the restoration process. The paintwork is super, as is the condition of the underside, whilst the engine bay is clean with no signs of leaks. The XJ-S is said to drive well with strong acceleration, good brakes, a comfortable ride and smooth gear shifting.

The Jaguar XJS-C is a rare car in this specification, and this attractive example will we are sure make the ideal companion for longer drives in the summer months. The XJ-S is supplied with a history file, UK V5C and both current and older MoT certificates.

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 6

1985 PORSCHE 944 COUPE

Registration Number: C612 VPL
Chassis Number: WPOZZZ94ZGN401398
Recorded Mileage: 112,000 miles

'Here was a model much more in the Porsche tradition, a 217km/h (135mph) coupé with sparkling acceleration and superlative handling. Some 90,000 were built during a 10-year manufacturing life.' – Jonathan Wood, 'Porsche – The Legend'.

Announced in 1981, the 944 was the third of Porsche's new family of front-engined sports cars. The first of the line, the 924, had arrived in November 1975 and drew heavily on Volkswagen/Audi components: the 2.0-litre, four-cylinder, overhead-camshaft engine being a development of the Audi 100's and the four-speed transaxle transmission a VW unit. Six years later, along came its close relative – the 944 – which was constructed along similar lines and from a distance hard to tell apart from its 924 progenitor.

Beneath the bodywork (50mm wider than the 924's) was a 2.5-litre, 163bhp overhead-camshaft 'four' – in effect half of the 928's V8 bored out – fitted with twin balancer shafts to counter the vibration often encountered in such units. The rear transaxle – a five-speed affair this time – was retained, while the 924-type running gear was suitably up-rated to cope with the 944's superior performance. Subsequent developments included a Turbo, 16-valve 944S/S2 and a cabriolet.

First registered in November 1985, this early facelifted Porsche 944 was specified from new in a very period colour scheme of Mahogany Brown Metallic with a matching chocolate pinstriped velour interior. The 944 was formerly the pet-project of an employee of McLaren racing, who treated the Porsche to a full belts service with all fluids, an overhaul of the power steering pump, new anti-roll bar bushes, front and rear brake pads, CV boots, and sundry other smaller items.

In current ownership the 944 has gained a newly retrimmed original steering wheel, the dash top has been recovered, the heater controls repaired, rear boot latches repaired, sunroof mechanism repaired, a few minor electrical glitches rectified. Receipts for in the region of £3,000 support this recent work.

Showing just over 110,000 miles from new, the Porsche is said to drive and perform well, and is offered with a current UK V5C, its original book pack and various receipts and bills for recent maintenance in the last few years. Although running and driving nicely, the 944 would now benefit from some cosmetic attention to the paintwork and trim.

Forget about firing up the Quattro, instead go with this cooler, more refined, unburstable modern classic.

Estimate: 4000 - 5000

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

Lot 7

1982 FERRARI MONDIAL COUPE

Registration Number: TBA
Chassis Number: ZFFLD14B000044063
Recorded Mileage: 39,000 miles

- Three private owners from new, the last since 1988
- Supplied with all books and tools
- Recently recommissioned with all fluids and belts

The Mondial saw Ferrari return to Pininfarina as its choice of styling house, and it was sold as a mid-sized Coupé and, eventually, a Cabriolet. Conceived as a 'more usable' model, offering the practicality of four seats with the performance of a mid-range Ferrari, it was aimed at attracting a slightly wider audience than their traditionally more focused two-seaters. The car's body was not built as a monocoque in the same way as a conventional car but instead, the steel outer body was produced by the famous Italian coachbuilder Carrozzeria Scaglietti, just down the road in nearby Modena and clothed a lightweight steel box-section space frame.

The Mondial Quattrovalvole, or QV, of 1982 boosted power to 240bhp, using a combustion chamber design based on that of Ferrari's Formula One cars. According to CAR Magazine in 1983: "The Quattrovalvole engine is a turning point in the Mondial's fortunes...now it has the urge to please a wider area of buyers, coupled with the refinement of suspension, ride quality noise suppression and drivetrain smoothness that makes it uncompromisingly modern."

Only 152 Quattrovalvoles were exported in right-hand-drive for the UK, making them a relatively rare sight on roads today.

Originally purchased from Maranello Concessionaires in December of 1982, attractively finished in Blu Chiaro with a Crema leather interior, this early 4-valve model has clearly been well loved by its three private owners from new. The last owner purchased the Ferrari in 1988 and enjoyed the car for 12 years before storing carefully when moving abroad in 2000. In 2021 the Ferrari was removed from storage and thoroughly recommissioned for use once more. The engine was removed, and all belts, seals and rubber hoses replaced. Various items were soda blasted and where suitable crackle-coated as per original, the fuel injection system was also stripped and rebuilt. Bills are available to support this work, in addition to many receipts for previous maintenance over the Mondial's life.

Showing just under 39,000 miles from new, this highly original car bears the signs of a well-cared for cherished example. The Mondial is fitted with period-correct TRX tyres on each corner, and its original Pioneer radio/cassette player. The coachwork is in very clean condition, whilst the interior shows a light patina commensurate with its age.

Supplied with a thick file of invoices, stamped service book and original manuals, this is a very genuine example of an affordable yet attractive classic Ferrari.

Estimate: 22000 - 26000

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

Lot 8

1961 BSA GOLDSTAR

Registration Number: 402 DYH

Frame Number: CB32.11162

Recorded Mileage: 107 miles (since restoration)

- Clubman's trim specification
- Restored at a cost of £24,000
- Matching numbers example

On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the 'Gold Star' that would give BSA's new super sports model its evocative name. Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s. While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for the majority of enthusiasts the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The ultimate road going 500 Gold Star, the DBD appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club.

This fabulous BSA, first registered in December 1961 via Gus Kuhn Motors of London, is presented in peerless condition following a comprehensive restoration by a leading marque specialist, over two years at a cost in the region of £24,000. During its restoration the Goldstar was fitted with a Pearman electric starter, a very neat job which makes light work of starting.

Our Goldstar, specified from new to Clubman trim with an RTT gearbox, must surely be one of the nicest available to buy today.

Estimate: 18000 - 20000

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

Lot 9

1963 TRIUMPH TR4

Registration Number: 848 VDH

Chassis Number: TBA

Recorded Mileage: c.17,000 miles

- UK delivered from new
- Matching numbers example
- Recent £30,000 restoration to fast-road specification

The Triumph TR4 was introduced in 1961 to follow its very successful predecessors, the TR2 and TR3. Code named 'Zest' during development the body was given a more modern and updated appearance by Michelotti but its drivetrain and chassis remained the same using the well proven 4 cylinder pushrod unit, however its capacity was increased from 1991cc to 2138cc. Handling was improved by a three inch wider track and steering was also updated to the more modern and precise rack and pinion system.

Internally the car gained wind up windows and the new angular rear end allowed for a boot with a very reasonable luggage capacity for a sports car. Another innovation was the option of an alloy hard top with a removable roof panel that was five years ahead of Porsche's famous 911 Targa. 40,235 cars were built between 1961 and 1965 and over the years this car has become one of Triumph's most popular sports cars

This beautiful and rare matching numbers example was delivered to its first UK owner in April 1963. In recent years the TR4 has enjoyed a comprehensive restoration to fast-road specification, which was completed around three years ago. During the restoration the TR4 was fitted with a number of upgrades, which include updated braking, a fast road engine and other minor modifications such as rally lamps (currently not fitted). The interior is nicely appointed with more comfortable modern leather sports seats (the originals are available if required), walnut dash and a grippy Moto Lita steering wheel.

Since completion the TR4 has been driven seldomly, as such the owner has decided to pass on to a new enthusiast who will enjoy the car more than he is currently able to. The overall impression of this car is very positive; the coachwork is in excellent order, the interior tidy and inviting, and the engine bay well detailed.

Supplied with a detailed file of recipes and photographs outlining the restoration and upgrades, a warranty for the rebuilt engine, the desirable Surrey Top, and still on its original registration number, 848 VDH, this TR4 is an attractive proposition for the keen driver seeking a fast yet useable 1960's sports car.

Estimate: 19000 - 23000

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

Lot 10

2007 ASTON-MARTIN DB9 COUPE (LHD)

Registration: UK Registered

Chassis Number: SCFAD01AX8GA09117

Recorded Mileage: 16,600 miles (26,800 kilometres)

- Rare LHD example to 2008 specification
- Genuine low mileage with full service history
- Factory sports package

The DB9 was the star of the 2003 Frankfurt Motor show, where it was unveiled to the public for the very first time. The DB9 was powered by a third generation version of the now familiar 6.0 litre V12, with a top speed of 186mph. It was the first of what was to become a long line of production Aston Martins to use VH architecture; Superformed parts were applied in the chassis and footwell as well as the body panels. The individual die-cast, extruded or stamped aluminium elements of the VH platform are bonded with strong adhesives and self-piercing rivets to make a lightweight but stiff backbone. Aston Martins have always made the interior of their cars to be very special places. Beautifully tailored with the finest of materials, the DB9 uses Bridge of Weir leather, aluminium and wood. A design now 20 years in production, the DB9 is very much a modern classic and one which shaped the direction of Aston-Martin for many years to come.

This stunning low mileage example was supplied in late 2007 to 2008 facelift specification for its first and only registered family owners. Originally based in Dubai, the family relocated to London, bringing their beloved Aston-Martin with them and registering the car for UK roads. Importantly the car has been issued with all relevant documentation to enable registration in Europe, which includes technical data sheets, and both Certificate of Conformity and Certificate of Origin.

The DB9 was specified in Stratus White Pearl metallic coachwork with a full Mugello Red leather interior. A desirable option ticked was the full Sports Pack; the ride height is lowered by 10mm, an uprated steering rack fitted, and electronic Bilstein dampers installed alongside red brake calipers and five-spoke light alloy wheels with magnesium bolts. Other options include parking sensors front and rear, a later navigation system, black satin front grille, and an uprated hi-fi with bluetooth. A full specification is available upon request.

Offered with both sets of keys, all service books, older MoT certificates and numerous bills for maintenance and other minor repairs and improvements, the DB9 has clearly been maintained religiously over the years. The car has recently benefited from a recent full service (with a bill for £1769) and the fitting of replacement Piano Black trim to the facia and door cappings (further bill for £2,290 available), and new Pirelli tyres on each corner. The DB9 model is the car which put Aston Martin back on the map, and we feel this outstanding LHD example is a must for the true collector.

Interested parties should note that the current cherished number will not be supplied with the vehicle.

Estimate: 38000 - 42000

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

Lot 11

1978 LANCIA MONTECARLO SPIDER

Registration Number: XLP 670S

Chassis Number: TBA

Recorded Mileage: 99,000 miles

- In previous ownership for over 15 years
- Extensive history file dating to the 1980s
- Recently restored in 2021/22

The Beta Montecarlo was originally designated the X 20 and was to be the "big brother" of the Fiat X 19, but whilst deciding what engine to fit, ranging from Abarth derived units, Abarth had carried out a lot of development work on the car, to the 3.2 V6 from the 130, the 2.0 litre Lancia Beta engine was used as it had a good blend of performance and economy. The name Montecarlo came from Munari's recent win of the Montecarlo rally in a Stratos and in February 1975 it became the Lancia Beta Montecarlo and was first shown at Geneva in March.

Prior to current ownership this beautiful early RHD Series I Montecarlo had received regular maintenance over the years indeed there is a impressive history file going back to the 80s however it was clear that a partial restoration was in order. The vehicle was professionally stripped and any remaining rust removed, requiring some fabrication work and many hours of preparation. Once ready for paint all glass was removed and the Montecarlo refinished in its original shade of Lancia Silver Metallic, followed by the application of the correct side stripes and badging. The original wheels were refurbished and refitted with new tyres .

The vehicle has in the last 3 months had a trip to a specialist called Darren Cooksey who runs Monte servicing and repairs in Kingsclere. Darren well regarded, and is thought of as a guru when it comes to all things Montecarlo. His remit was to go through the car and bring it up to scratch. After a further investment of c. £2,000 Darren was happy with the vehicle.

In Darren's own words:

"It was my pleasure to have this Montecarlo in with me earlier this summer. I run MSMR and have been involved with and owned Montecarlos for over 20 years. The owner wanted me to go through the car and identify any issues that needed attending to, in order to make it a very good usable example. This I did concentrating on engine, cooling, braking and electrics. I can confirm there was no rust of any significance underneath indeed it was very good. It was a good usable example that drove very well. A good example to be loved and enjoyed now - these cars are best driven and not kept in a garage. And if desired improved on over time."

An estimated £10,000 has been spent in current ownership to bring the Lancia to the standard the owner is happy with. The Montecarlo has just been MoT tested and granted a fresh certificate (interested parties should note the MoT tester mistakenly identified a factory drain hole as being corrosion, but this has been pointed out by the vendor and a new MoT issued as such).

More modern classics from the late 1970s are now finding their feet in the classic car world, Now restored back to original specification, and complete with a good history file dating back to the 1980s, this rare early "baby Ferrari" is ready to be cherished and enjoyed once more.

Estimate: 19000 - 23000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 12

2002 MASERATI CAMBIOCORSA SPYDER

Registration Number: YG02BZD

Chassis Number: ZAMBB18C000005658

Recorded Mileage: 42,500 miles

- Low mileage example in excellent colour scheme

Unveiled at the 2002 Detroit Show, the 177mph Maserati Coupé (a.k.a. 4200 GT) was styled by Giorgetto Giugiaro of Italdesign, a man with an impressive curriculum vitae, to say the least. Both Coupé and Spyder shared the normally aspirated Ferrari/Maserati F136 V8 engine, which produces 385bhp and 332lb/ft of torque. Beautifully engineered, the Coupé does feature a slightly longer wheelbase and a slightly lower kerb weight but while the fixed roof version remains the driver's choice, the soft-top adds a multidimensional element that many prefer.

The Spyder is a very safe car too, featuring roll-over bars behind each seat as well as the same range of dynamic aids and interventions as the Coupé. The roof is also deployed electronically for extra style points, taking around 30 seconds each to furl and unfurl. Lowered, it tucks behind a very neat metal cover, giving a clean look to the Spyder's lines. The Spyder continued until 2007, at which point it and the Coupé were replaced by the new GranTurismo model.

This attractive 2002 Maserati Cambiocorsa Spyder is finished in a stylish combination of Grigio Metallic with a wine red leather interior. The Spyder is fitted with a stainless exhaust system and other useful options such as navigation, parking sensors and remote locking. Complete with original book pack, this low mileage Maserati has been serviced six times, the last time in 2021 at more or less the current mileage. The Maserati will come to the auction with a fresh MoT certificate. Ferrari engines, Italian styling, and modern practicality for £15,000, in our opinion the Maserati Spyder is a hugely compelling proposition.

Estimate: 11000 - 13000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 13

1984 FORD CAPRI 2.8i SPECIAL

Registration Number: B90 BGK

Chassis Number: L30180

Recorded Mileage: c. 46,000 miles

- Genuine low mileage example in an attractive colour scheme
- Two former private owners from new
- Recent cosmetic refurbishment

Keen to see if it could replicate the stunning success of the Mustang in the United States, Ford Europe began to brainstorm a new project. The new model, to be called the Colt, had to appeal to a younger audience than was the norm for a Ford. German designer Uwe Bahnsen penned the Colt's looks, and clearly he understood exactly what was needed. When early audiences were shown the new American-inspired design (the long nose, the falling creases along the sides, the fake vents ahead of the rear wheels), the feedback was unanimous, Ford had picked a winner!

Just like the Mustang, the Capri's options were numerous, engines ranged from 1300cc to 3100cc as well as a myriad of trim specifications which kept the model fresh throughout the 1970s. For 1982 model year, a model debuted at the Geneva Motor Show - the 2.8 Injection boosted power to 160bhp to give a top speed of 130mph. The Capri 2.8 Injection breathed new life into the range. The Capri Injection 'Special' featured half-leather seating and a limited slip differential, seven spoke RS wheels and colour-coded grille and headlamp surrounds. Capris have become hot property and many enthusiasts regard the 2.8-litre injection cars as the best of the bunch.

First registered in November of 1984, amazingly this example has had just two owners for the majority of its life, the second long term owner in had known the original purchaser for a number of years before persuading him to sell the car.

After being stored for some years, our vendor, Our client, who owns a restoration facility, upon purchasing the Capri commissioned remedial cosmetic works as required to bring the car up to scratch. The Capri enjoyed a full glass-out repaint in Crystal Blue Metallic, and additionally minor trim items have been replaced as required. The engine bay has been detailed to match, the interior though is original and as it left the factory, even down to the period Ford radio/cassette mounted in the dash.

With just over 46,000 miles recorded and confirmed by the previous owner, and complete with UK V5C and a number of older MoT certificates to support the mileage, this is a nicely presented example of one the most collectible of all Fast Fords.

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 14

1964 JAGUAR E-TYPE SERIES 1 FIXED HEAD COUPE

Chassis Number: 861674

Registration Number: ACM 288B

Recorded Mileage: 6,242 miles (unwarranted)

- UK delivered from new with matching numbers
- Formerly the demonstrator for Peco exhausts
- Restored in the 1990s and well maintained since

It is remarkable to think of the effect the E-Type had on the world when launched in 1961. At a time when 70 mph was considered perfectly rapid enough for a family car, here was a British-built sports car which could hit a claimed 150mph! The top speed figure was possibly a little optimistic but the public didn't object - with a list price of just over £2,000 it was half the price and just as striking as its more exotic rivals from Italy.

The Jaguar E-Type is without doubt one of the most important and prettiest sports cars of all time, at its Geneva Auto Saloon launch in 1961 Enzo Ferrari famously referred to the E-Type as the most beautiful car in the world, and he surely was someone who should know. Clearly the E-Type was strongly influenced by the famous Le Mans-winning D-Type racer of the late 1950s. Less famous but no less relevant was the lesser known E1A prototype of 1957; smaller and less powerful than the final production E-Type but showcasing the new independent rear suspension design that went on to be a hallmark of Jaguar models for four decades. The E-Type's performance did not disappoint; it weighed around 500lb less than the preceding XK150 and sported one of the most elegant and efficient shapes ever to grace a motor car.

This genuine UK, matching numbers, RHD example was delivered new to Veco Products, maker of the Peco Exhaust System which was popular in the 1960s. Originally Opalescent Green with a Suede Green leather interior, our E-Type was the factory demonstrator for Peco's exhaust system, even featuring in the June 1968 edition of Hot Car Magazine wearing a rather dashing set of four tailpipes (a copy of which is in the file).

In the 1990s the E-Type was subject to a comprehensive restoration, and pleasingly has been well maintained since. The suspension was rebuilt in 2011, and in 2016 the car benefitted from some further recommissioning works. The E-Type is very clean inside, outside and underneath, with clean lines and even panel gaps. The car is said to drive very well, aided no doubt by recent improvements such as a new clutch and master cylinder, air box and filter, fan belt & tensioner. The interior trim has been smarted further with a new headlining and soft trim around the rear hatch.

Finished in a striking shade of Carmen Red with a biscuit leather interior, and supplied with a detailed history file from new, various receipts, older MoT certificates, service and operating manuals, and a complete tool roll, this well maintained E-Type is ready to take to the open road once more!

Estimate: 90000 - 110000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 15

1958 MGA ROADSTER

WE REGRET TO INFORM YOU THIS LOT HAS NOW BEEN WITHDRAWN BUT IS AVAILABLE TO BUY AT PRIVATE TREATY

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 16

1954 JAGUAR XK120 SE OTS ROADSTER

Registration: 476 UYN

Chassis Number: S674627

Recorded Mileage: c. 24,000 miles

- Best in category at the 2016 and 2019 editions of the London Concours of Elegance
- Blue-printed fast-road 3.8 litre motor, triple SU carburettors, five-speed gearbox
- c. £55,000 in development and maintenance since 2016

It was at the 1948 London Motor Show that Jaguar threw the sports car world into turmoil with its stunning XK120. Here was a car with incredible style and looks, a powerful six cylinder engine installed in an outstanding chassis, and a remarkably low price, a quarter that of a V12 Ferrari, but with similar performance.

At the heart of the William Lyons styled roadster was that all-new 3,442cc twin overhead camshaft XK engine, producing 160bhp via twin SU carburettors, sufficient for 126mph and 0-60mph in 10 seconds. The XK120 became a massive success, both on the road and the track, where it scored numerous victories. The many drivers included Stirling Moss, Peter Walker, Peter Whitehead, Leslie Johnson and Ian Appleyard. In XK120C/C-Type form it won Le Mans in both 1951 and 1953, while its engine was to power three more Le Sarthe winners and a whole host of successful Jaguar models for the next fifty years.

This hugely impressive XK120 SE Roadster was delivered to Hornburgs, Los Angeles, in January of 1954, finished in Lavender Grey with a Red interior and Fawn soft top. By the late 1980s the XK had found its way back to the UK and into the ownership of a Swedish enthusiast who embarked on a significant program of restoration and upgrades with leading specialist Guy Broad. After a further 25 years or so years of ownership, in 2015 the Jaguar passed to our current vendor, a UK-based enthusiast who took his beloved XK to the next level to produce the beautiful yet highly usable example you see today.

Entrusted to well respected marque specialists Winspeed of Guildford, the Jaguar has enjoyed much further work as detailed in the extensive history file. In addition to regular maintenance and minor refurbishment as and when required, our car received a number of major upgrades. The 3.4 litre engine was removed and replaced with a bespoke 3.8 litre blue-printed, balanced and polished unit, fed through triple 1 3/4" SU carburettors and driven through a Broadsport 5-speed gearbox, well suited to driving at high speed over long distances, and with the minimum of fuss. During the build the cylinder head was gas-flowed and converted to lead-free fuel, and fitted with larger XJ6 exhaust valves. The flywheel was lightened, a high-torque starter was fitted, as was a new clutch, and starting was improved with the fitting of electronic ignition. A bill for £34,308 supports this work alone.

In current ownership the XK has become somewhat a celebrity on the concours scene, winning its category in the annual Concours of Elegance events in 2016 and 2019 at Windsor and Hampton Court respectively. Not to say this is merely a trailer queen; the Jaguar has been much used and enjoyed over the last few years, a testament to its usability and quality of mechanical rebuild.

Finished in black with comfortable and stylish tan leather bucket seats, lightened by the removal of its bumpers, cooled by its additional bonnet vents, and more streamlined with its Brooklands aero screens, this uber-cool classic road racer is the ideal companion for long trips to Le Mans or quick blasts to Goodwood, in comfort and at speed. This wonderful machine is on the button and is offered with an extensive history file outlining its ownership and maintenance over a 35 year period. The XK will be supplied with the original bumpers, screen, roof, newish tonneau, side panels and wipers.

Estimate: 80000 - 100000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 17

1964 FERRARI 330 GT 2+2 SERIES 1

Registration Number: BVN 781B

Chassis number: 5863GT

Recorded Mileage: 43,000 miles

- Matching numbers, UK delivered from new
- One of only c. 20 known surviving RHD examples
- In current ownership since 1971

Replacing the 250 GTE 2+2 and the limited-production 330 America was the Ferrari 330 GT 2+2, making its first public appearance at the Brussels Salon in January 1964. This new model helped carry on the success of the 2+2 models of the immediate past with several key updates, in hopes of seeing an increase in sales over the 250 GTE 2+2. Ferrari's new four-seater featured a completely new body style from Pininfarina, one that was very distinctive from the other Ferrari models on sale at the time. The easiest way to identify the first-series 330 GT 2+2 is by its quad headlight front end. The Series II cars did not adopt quad headlamps, which was the easiest way to identify them. The public did not warm to them and so no other future Ferrari used quad headlamps. Other notable cosmetic changes include more angular nose and tail sections from the 250 GTE 2+2 and the introduction of a wider front grille to help increase airflow to the engine.

Following in the footsteps of the 330 America in terms of its drivetrain, the 330 GT 2+2 featured a four-litre V12 engine

mated to the existing four-speed-plus overdrive transmission as in the 250 GTE. Its wheelbase was increased by two inches, and with the installation of Koni adjustable shock absorbers, handling improved immensely. The 330 GT 2+2 remains one of Ferrari's finest four-passenger touring cars - with its 300-horsepower, 4.0-litre engine, the 330 is powerful yet easy to drive around town, while its luxurious appointments make the car as suited to today's road tours and events as when it was new. The 330 GT 2+2 still provides a great opportunity to enter into classic V12 Ferrari ownership at a reasonable price.

An early RHD 'Series 1' model, chassis number '5863' was delivered new on 1st August 1964 to Maranello Concessionaires on St. Swithin's Lane in the City of London. Finished in a dark shade of Blu Scuro with a stylish red leather interior, the 330 was soon to be despatched to its first private owner, the Scottish businessman Sir John "Jack" Stewart-Clark, who kept the Ferrari for a two or so years before moving the car on to its next custodian.

Changing hands a few times during the 1960s, during which time the 330 had been repainted from dark blue to a sportier shade of red, in October 1971 our current vendor Peter chased up a classified ad placed by a dealer in London's Notting Hill for a "Ferrari 330 Sports". According to the seller, the car was a "fabulous looker" and "a snip" at a mere £1,750! Our man, a devoted Italian classic car enthusiast and collector, promptly bought the Ferrari and took to the road.

After purchase, and knowing that the clutch needed adjustment, upon removing the gearbox it transpired more than a new new clutch was needed, the flywheel was blue with radial cracks after only a thousand miles use, and more work than that was immediately revealed. Other than the necessary work at the time, the 330 had some later work in 1987 and at the time a new MoT certificate obtained. The doors had previously been lightened in 1973, at which point new perspex windows were also fitted, with a sliding panel to the driver's window to enable pit signals in light competition use. However the car never raced and remained with a number of other exotic Italian classic cars in the collection.

After 51 years of ownership, and due to a general desire to thin out his collection, our vendor has finally decided the time is right to find a new home for his 330 GT. In August 2022, in preparation for sale, an engineer was brought in to wake the slumbering V12 engine. After careful preparation, and some work to the carburettors and fueling, the engine was turned over and instantly burst into life,. Whilst largely complete the brakes are disconnected and the car lacks its door furniture. In recognition of this our vendor has asked for the pre-auction estimate to be reduced accordingly.

In largely solid and well preserved condition, this hugely stylish, understated classic GT car of the 1960s is the perfect candidate for full restoration to original condition.

The 330 is supplied with a record of continuous ownership from new, a copy of the original buff logbook and an original Ferrari 330 brochure. A UK V5C will need to be applied for, which Dore & Rees are happy to assist with if required.

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 18

1985 MG Metro 6R4 Works Rally Car
Registration Number: C874 EUD
Chassis Number: #134

- The 1986 Austin Rover Motorsport test and development and recce car
- One of only five works cars in this chassis sequence
- Three private owners with extensive period rally history

The MG Metro 6R4 is one of the unsung hairy-chested heroes of the legendary Group B rally era. Co-developed by Williams F1, and unlike its Group B turbocharged rivals, the 6R4 was fitted with a 400hp+ naturally-aspirated V6 driving through all four wheels. The name "6R4" stands for "6-cylinder, Rally, 4-wheel drive."

Ayrton Senna and Colin McRae at the time both declared the 6R4 the ultimate driver's car, McRae in fact commissioned two to enjoy when not competing. If Winston Churchill were a car, he'd be a 6R4; pugnacious, powerful, daring and different. The great British defender of the realm.

Five 6R4 works specification chassis were registered with the EUD suffix in November of 1985, C867 EUD, C868 EUD, C869 EUD, C870 EUD and finally the last chassis, C874 EUD.

These Works prepared chassis were ordered by the Works to full International 410bhp specification, to be pressed into competition immediately with the Lombard RAC Rally of November 1985, which was entered by C867 EUD driven by Malcom Wilson, and C869 EUD in the very capable hands of Tony Pond, who finished 3rd overall.

C868 EUD and C870 EUD went on to debut with Wilson and Pond at the Monte Carlo Rally the following January, C872 EUD was destined for a short career in tarmac rallying in the hands of Tony Morgan, which leaves our car, C874 EUD.

Initially pressed into service as the 1986 test and development car, and works recce car for Pond and Wilson, after the demise of Group B in 1986, 874 became the National Test car for 1987 before going on to have prolific and highly successful rallying career in the hands of privateer Donald Milne. Taking up rallying to "relax" from his business commitments, Milne was a committed and passionate driver and a mentor to a teenage Colin McRae, often lending young Colin cars in order to get his career moving.

Milne acquired 874 after the end of Group B, in response to the advert placed by Austin-Rover's Mike Capon in Motorsport

Magazine on 22nd October 1987, a copy of which is in the file.

Milne modified 874 to qualify for Clubman 2.5 litre category rallies. In this guise 874 rallied from 1988 through to 1992, participating in 17 rallies across the United Kingdom, winning the Esso Scottish Rally Championship in 1991 and competing as far abroad as Indonesia in the Starko Rally of 1988. For 1989 874 went to prolific rally driver Peter Lloyd, finishing second in the Welsh SGC Printing Harry Flatters tarmac rally, also the Metro 6R4 Trophy Race supporting the FIA Formula 3000 Birmingham Super Prix race, which incidentally was won by Tony Pond.

The Metro 6R4 continued to participate in events such as the 1990 Johnstons & Paton Rally in Argyll (which it won), and 3rd on the Scotphone Stages. In 1994 Milne teamed up again with Bob Wilson and wheeled out the MG Metro 6R4 once more. He started the season with a bang, winning the Snowman, finishing 3rd on the Valentine behind George Gauld and Neale Dougan, and then beat arch rival David Gillanders to the victory on the Granite City. He next won the Weldex ahead of Dougan and was 12th on the RSAC Scottish after trouble with the car, and that was it, rallying finished.

In 1994, having done everything he had hoped to do in 874, Milne decided to hand the baton over to a new custodian, in stepped fellow collector and enthusiast James Leask, who kept the 6R4 in his collection for a further 9 years before title passed to our current vendor. Our client, a noted racing and collector, acquired 874 in 2003, proceeding to return it to its correct 1985 Works specification. The engine was rebuilt to full International specification by highly regarded specialist Goodmans, fuelled by the correct Lucas injection system. The body was stripped of paint and returned to period-correct Computervision livery.

C874 EUD is offered complete with FIA papers and a UK V5C Registration Document, and period RAC logbooks and scrutineering signatures, documenting rallies entered over it's career. Also included are period magazine articles relating to our car, in addition to several images and prints of the vehicle in competition.

In these uncertain times, Group B cars with competition history represent the gold standard for collectors. Iconic and successful, only a handful of works Group B Metro 6R4 rally cars still exist.

Of all Group B cars, the 6R4 is the easiest and most affordable to run. With spare parts and deep knowledge in abundance this car has the greatest utility of any racing car. There are few thoroughbred machines that an owner can run themselves without factory support throw around a circuit and drive to the shops to pick up the Sunday papers.

C874 EUD, this wonderful survivor, with continuous ownership history from new, is placed directly on the scene of a legendary period in rallying.

Estimate: 260000 - 310000

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

Lot 19

1989 FERRARI TESTAROSSA

Registration Number: G441 WPN
Chassis Number: ZFFAA17C000082817
Recorded Mileage: 21,000 miles

- Rare RHD example
- Recent full service and belts by Ferrari specialist

Ferrari's flagship model of the 1980s, the Testarossa, revived a famous name from the Italian manufacturer's past when it arrived in 1984. A car of abnormal design and performance, the new Testarossa was born to stupefy, as was clear from the day of its unveiling: instead of one of the traditional motor shows, Ferrari chose the stage of the famous Paris Lido nightclub for the new model's launch. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-liter, flat-12 cylinder engine, which now boasted a maximum power output raised to 390bhp at 6,300rpm, courtesy of four-valve cylinder heads. Despite the power increase, smoothness and drivability were enhanced, the car possessing excellent top gear flexibility allowing for a maximum speed in excess of 180mph.

Rivaling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly. Its side gill slats, which fed air to its side-mounted radiators, instantly became one of the modern era's most recognizable styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tires – the Testarossa managed the trick of combining high downforce with a low co-efficient of drag, its body design being notable for the absence of extraneous spoilers and other devices. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Detail improvements were made regularly throughout the Testarossa's seven-year production run, one of the first being the adoption of dual door mirrors. One of the most recognizable and iconic models from the Italian company, the Testarossa would grace many young car enthusiasts' bedroom walls in poster form during the late 1980s.

This later rare RHD Testarossa was delivered when new to Singapore in October 1989, later returning to the UK in the mid 1990s, which is where the history picks up. In the last 15,000 miles the Ferrari has been serviced by specialists Mortimer and Houghton, Mike Reeder, Imperial Motors, and main dealer Graypaul. Later maintenance has been undertaken by performance car specialists Merc Spec and Chillingham Classics, with most recently a full fluids and belts service in September 2022 by Ferrari specialist SB Race Engineering of Aylesbury. Additionally we note the clutch was replaced in 2005 at around 18,000 miles, and in 2016 the fuel system was overhauled, since then the car has been stored and used lightly. Unfortunately in 2005 when being used for a wedding at the time. the then driver of the Testarossa misjudged an

entrance to the venue and caused a scrape alongside one rear wing. This was rectified at the time with the correct documentation, but interested parties should note the car was subject to an insurance claim. The exterior presents well with we noticed only one or two minor blemishes, as does the interior, although the driver's seat shows minor signs of wear which could be improved upon as the new owner sees fit.

Complete with its leather wallet, service and instruction books, recent and previous service bills dating back to the 1990s, rare supercar icon of the 1980s really merits closer inspection.

Estimate: 90000 - 100000

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

Lot 20

1987 PORSCHE 911 3.2 TARGA

Registration Number: D306 GYE

Chassis Number: WPOZZZ91ZHS140584

Recorded Mileage: c.97,000 miles

- Two private owners from new
- 97,000 miles, full Porsche/specialist service history
- Rare Non-Sport specification from new

The name "Targa" came from the Targa Florio sports car road race in Sicily, Italy, in which Porsche had notable success, with seven victories since 1956, and four more to come until 1973. This last win in the subsequently discontinued event is especially notable as it was scored with a 911 Carrera RS against prototypes entered by Italian factories of Ferrari and Alfa Romeo. The road going Targa had a stainless steel-clad roll bar, as Porsche had, at one point, thought that the National Highway Traffic Safety Administration (NHTSA) would outlaw fully open convertibles in the US, an important market for the 911.

What a find this beautiful 1987 911 Targa is! Fitted with the later, and much improved G50 gearbox, D306 GYE was originally supplied by Follett of Mayfair to the first owner in February of 1987, changing hands just once in 2015 to the current keeper.

Finished in Venetian Blue metallic with a part-leather Marine Blue interior, this rare non-Sport version is presented just as it left the factory, wearing its correct Teledial alloy wheels, fitted still with its factory-optional Blaupunkt Toronto radio cassette player, and with its original tool roll, compressor and accessories pack.

This Targa has clearly enjoyed much care and attention, supported by a maintenance book containing a total of 12 services, the most recent in September 2021 at 97,344 miles. Looking through the fully stamped service book, we see initial maintenance was undertaken by main dealer Charles Follett, followed by AFN of Guildford and specialist Camtune, and in current ownership by JZM Porsche and Number 5 Garage of West London.

Other than regular maintenance, the Porsche has also benefited from the recovering of the Targa roof with the correct-type black vinyl. With only around 100 miles since its last major service, and supplied with a full book back, Porsche Certificate of Authenticity, UK V5C, bills for maintenance in current ownership, and two sets of keys, this is a wonderful example of a very usable modern classic Porsche.

Estimate: 40000 - 45000

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

Lot 21

1974 JAGUAR XJ12L SALOON

Registration Number: VPG 33M

Chassis Number: 2R.2342BW

Recorded Mileage: c. 28,500 miles

- Genuine low-mileage example
- Finished in a very stylish and discreet colour scheme

The 1968 Jaguar XJ Series I made its debut just prior to the London Motor Show on September 26 of 1968. It was advertised as Jaguar's best saloon car, embodying sportiness, comfort, performance and style. The final version presented to the world featured a base model with a 2.8 litre engine, or the 4.2 litre engine with twin carbs, which was moderately priced for its class and generated 245bhp, accelerating from 0-60 in 9 seconds, and with a top speed of 124mph. It was available with a four-speed manual gearbox or an automatic. The new XJ6 won "Car of the Year" in Britain, but was not considered for the European distinction overall. These models cleared production lines and didn't spend much time on showroom floors as their popularity soared.

It had always been Jaguar's intention that its flagship saloon would accommodate the new all-alloy V12 engine that had debuted in the E-Type, and the resulting XJ12 duly appeared in July 1972. With a top speed of over 135mph courtesy of the 5.3-litre V12, the newcomer combined high performance with a level of luxury unmatched by many less-accommodating Grand Tourers costing several times as much. A longer wheelbase version was introduced in August 1972, becoming the standard bodysheet when the model was up-graded to Series II specification the following year, while

the 'Sovereign' version took its name from the range-topping Daimler variant and came with just about every conceivable optional extra incorporated as standard. A truly magnificent car, the original XJ12 bowed out in Pininfarina-styled Series III guise in 1992.

Originally delivered by dealer John Coombs Garage of Guildford in September of 1974, this simply outstanding early carburettored car really does tick all the boxes in our view; 28,500 miles recorded and documented miles from new, in beautiful condition, and finished in an extremely stylish colour combination of Jaguar British Racing Green with a complementing Deep Olive leather interior.

Previously owned by well-known specialist Eagle Racing, the XJ is completely unmodified and always garaged when not in use. The coachwork is straight with excellent shutlines, no obvious dents or dings, the paint finish impressive bar the odd stone chip, and the chrome trim in excellent order throughout. Inside the leather seats show a light patina which really adds to the car's charm, and the door panels and carpeting are similarly in very good order. The Jaguar starts and runs very well, having just taken our vendor over 200 miles in great comfort and refinement, belying the age of the vehicle.

Accompanying the Jaguar is a comprehensive history file containing the original 'Passport to Service' service and instruction books in their correct tan plastic wallet, several older MoT certificates to confirm the mileage, period Service Reports from Coombs and other Jaguar dealers Julians and Lancaster, and a copy of the car's entry into the Jaguar Driver's Club 1991 Concours.

Jaguar XJ models of the 1970s are not difficult to locate in the UK classic car market, but genuine low mileage examples of this quality are a rare commodity. We would suggest you to go and view the others, and then come and buy this low mileage beauty.

Estimate: 19000 - 22000

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

Lot 22

1935 MG NB MAGNETTE DROPHEAD COUPE

Registration Number: MG 4844

Chassis Number: NA 923

Recorded Mileage: 17,750 miles

- Restored to original specification
- Continuous ownership history from new
- Allingham four-seat drophead coupé coachwork

MG built a formidable reputation in the market for smaller capacity six-cylinder cars in the early 1930s, starting with the Magna 'F' of 1931. Initially putting out a meagre 37bhp, by the time of the launch of the N-Type, in 1934, the 'KD' engine was modified to deliver a much more interesting 56bhp.

The N-Type featured a more advanced chassis, lower profile gas tank and upgraded suspension, improving its handling and stability at speed, ideal for racing. The ND featured the N-type chassis with an MG K3 body and was the most successful racing MG of the era, notably winning the 1934 Tourist Trophy. The NA could be ordered with Airline fixed-head coupé or Allingham two/four-seater drophead coupé coachwork, both of which were the work of freelance designer, H W Allingham.

The N-type Magnette still possessed the purist styling and sprightly roadgoing manners for which MG was already widely known. As a niche offering positioned between the Midgets and MG's larger, soon-to-debut SA, these charming cars were never destined to sell in large numbers. This model was the ultimate MG touring car before the cost-cutting of the Nuffield organisation took place.

The first owner of this delightful two-tone example was American showgirl, dancer and actress Hazel Forbes-Richmond, presumably dipping momentarily into the \$2m fortune bequeathed to her when her husband Paul Owen Richmond, a dental and hair products tycoon, passed in 1932.

Hazel took delivery of the sporty Magnette as an early Christmas present to herself whilst residing at London's Savoy Hotel in December 1935. The N-Type was ordered in Green with a matching Green leather interior, a colour scheme it wears to this day. Hazel owned the MG for a couple of years before in 1938 selling to fellow thespian Frank Forest, an American operatic tenor and actor who enjoyed success in the 1930s and 1940s. Forest took the car over to the US and enjoyed it for a number of years before passing the title to Californian-based Ward Kimball. Ward Kimball was a prominent animator for Walt Disney, who worked on films such as Pinocchio, Fantasia, Snow White, Alice in Wonderland, and Bednobs and Broomsticks.

By the 1960s the MG was in the possession of William Lackey, Ward Kimball's son in law. William enjoyed the MG for a further 25 or so years until his passing in 1990. During his ownership the MG was repainted in cream, although the seats remained in the original green leather. Upon his passing the MG was purchased from the estate by Nick Channing and shipped to England. Another enthusiast, John Shute, purchased the car for his collection before ownership passed to Alan Hogg in 1995. Whilst the car was in very sound condition, Alan completed a full restoration of the car back to its original former glory. During the restoration the original two-tone Dublin/Ulster green was found underneath the cream paintwork, and so was able to be accurately matched, and the car refinished to this colour scheme.

Our vendor Aubrey Pavard purchased the car in 2017, enjoying much touring with the MMM Register, before his recent passing. The MG remains in good order, with recent servicing work to the engine to ensure good running. Bills for over £10,000 support the recent servicing and maintenance works, to be found in the car's history file.

The N-Type comes complete with a copy of the original order from University Motors dated 19th December 1935, a copy of the build sheet, older US title documents, period images dating back to ownership in the United States, a number of MoT certificates and tax discs, the original instruction book, service parts list, and older UK registration documents.

All in all this is a delightful little sports car with a list of glamorous earlier owners, with a good history file and presented in very nice order.

Estimate: 50000 - 55000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 23

1951 JAGUAR XK120 OTS "ROADSTER"

Registration Number: LXJ 300

Chassis Number: 660612

Recorded Mileage: 31,310 miles

- Original RHD example, delivered new via Henlys of Manchester
- Entrant in the 1977 Mille Miglia and other period historic motorsport events
- Complete with detailed history file dating to the 1970s

A war-fatigued Britain, still getting back onto its feet following the 2nd World War, saw a glimpse of the future in October 1948 with the launch of the Jaguar XK120 at the Earls Court Motor Show. The '120' referred to the car's top speed which, at the time, made it the fastest production car in the world. Jaguar seems to have always had a flair for marketing and to illustrate that the car's top speed was not a figment of a publicist's imagination, in May 1949, on the Jabbeke to Aeltre autoroute, an XK120 with its hood and side screens in place recorded a speed of 126mph, and no less than 132mph with the hood and windscreen detached and an undertray fitted. The car was in almost instant demand and went on to spawn the famous XK lineage of fast and elegant sports cars.

The XK120 became a massive success both on the road and the track, where it scored numerous victories. The many drivers included Stirling Moss, Peter Walker, Peter Whitehead, Leslie Johnson and Ian Appleyard. In XK120C/C-Type form it won Le Mans in both 1951 and 1953, while its engine was to power three more Le Sarthe winners and a whole host of successful Jaguar models for the next fifty years.

This wonderful survivor was delivered to its first owner via Henlys of Manchester on 1st February, finished in Pastel Blue with Duo Blue interior trim and a French Grey fabric roof. The XK changed hands several times in the following twenty or so years until being acquired by a Mr. David Bowles in response to classified advert placed in Motor Sport magazine in May 1976. Mr. Bowles promptly prepared the Jaguar for a new career in historic rallying, commencing with the first Mille Miglia retrospective event of June 1977. The detailed history file contains his entry pack for the event, in Italian of course and containing schedules and maps, in addition to a rather delicious looking menu for the dinner finale.

The trusty Jaguar went on to participate in, amongst others, the 1979 Del Garda Circuit Race, the 1980 VSCC Pomeroy Memorial and Wiscombe Hill Climb, the Shelsley Walsh Hill Climb in 1984 and the Norwich Union Classic in 1989. The Bowles kept their beloved XK for a further 17 years before in 2006 ownership passed to our current vendors, motorsport enthusiasts and locals to Prescott Hill Climb. In preparation for rallying in period the Jaguar was fitted with a later 3.8 litre Jaguar motor fed via twin 2-inch SU carburettors. The original 3.4 litre engine, which was subject to a full rebuild in the 1990s but has not run since, is also supplied with the car.

Having not been restored since the 1970s but well maintained over the years, in the last 15 or so years this lovely original Jaguar has enjoyed regular servicing and minor running repairs as and when required. Notably the car was treated to various recommissioning works in 2022, supported by an invoice for £1585. The comprehensive history file supplied with the XK contains the original buff logbook and more recent registration documents, various correspondence going back to the 1970s, bills for maintenance works and older mechanical rebuilds, and a number of older MoT certificates.

Presented in admittedly a few shades of Willow Green with nicely worn in interior, and featuring a number of period scrutineering stickers still on the dashboard, this charming old Jaguar could be driven as is or fully restored as the next owner so wishes.

Estimate: 45000 - 55000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 24

1997 LOTUS ESPRIT V8

Registration Number: R623 EAA

Chassis Number: SCCO82918VHA15276

Recorded Mileage: 7,239 miles

The silver Italdesign concept that eventually became the Esprit was unveiled at the Turin Motor Show in 1972, and was a

development of a stretched Lotus Europa chassis. It was among the first of designer Giorgetto Giugiaro's polygonal "folded paper" designs. Originally, the name Kiwi was proposed, but in keeping with the "E..." naming format of Lotus tradition, the name became Esprit.

For the S4 of 1993, Lotus designer Julian Thomson took another crack at keeping the Esprit relevant. The biggest changes were to the bumpers and the aero package, with a restyled rear spoiler. Engine output remained the same as the previous SE model at 264bhp, but in 1994 the Esprit S4 Sport arrived, with added engine modifications it topped a heady 300bhp from the 2.2-litre turbocharged four pot. The introduction of a V8-powered Esprit in 1996 was the biggest news in some time. The flat-plane-crank 3.5 litre engine was of Lotus design, fed by twin Garrett turbochargers, and driven through a modified Renault-sourced five-speed transaxle. The 0-60 sprint dropped once again, this time to the low four second range. A Sport 350 variant included bigger brakes, bigger aero bits, and stiffer suspension. A final facelift in 2002 by Russell Carr was the last major change for the Lotus Esprit, which ended production in 2004.

This wonderful low mileage Esprit V8 has been in the custody of just two owners from new, who between them have covered just over 7,000 miles in 25 years. First registered in November 1997, the Esprit was specified in rare Ruby Red metallic with a Magnolia leather interior and carpeting in red. One or two other options were specified such as a full sports exhaust system, glass sunroof (in addition to the factory item), and an Alpine CD player, as noted in the original bill of sale for £56,850.

The Lotus has been maintained correctly over the years, by Lotus Dealer Haydon of Salisbury at 1,644, 4,026, 4,453 and 5,548 miles, and latterly by leading Lotus specialist Cos De-Martino of Sportomotive in Bournemouth, who further serviced the Esprit at 6,404 miles, and most recently at 7,176 miles in 2017.

Currently reading a genuine 7,239 miles from new, this is a truly unique example of this model, which has been dry stored by our current vendor in the last few years. Offered with a UK V5C, stamped Lotus service book, a number of older MoT certificates and several maintenance invoices over the years, this genuine low-mileage example of one of the best incarnations of the legendary Esprit, is well worth a closer look.

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 25

1974 LAMBORGHINI ESPADA

Registration Number: HYM 297N

Chassis Number: 9414

Recorded Mileage: 34,500 miles

- Rare UK delivered example in RHD specification
- Continuous ownership history from new (previous keeper of over 20 years)
- Extensive history file with invoices for c. £60,000 in older maintenance and restoration

The 1967 Geneva Motor Show event saw the unveiling of the sensational Lamborghini Marzal concept car, which was seen as an approach to a four-seat Lamborghini and a forerunner for the distinctive Espada. Named after a matador's sword, the Espada was styled along lines similar to those of the concept Marzal but carried a 4.0 litre V12 up front, first seen in the 400GT and Islero.

Designed by Marcello Gandini at Bertone, the Espada first appeared in 1968 in Series I guise, followed in 1970 by the Series II, adding the uprated engine to Miura 'S' specification, ventilated disc brakes, and Miura-style knock-off wheels. The Series III of 1972 brought further enhancements, such as a new aluminium-trimmed instrument panel, Campagnolo alloy wheels, new tail lights, and a square-mesh front grille. ZF power steering and air-conditioning were also fitted as standard. The claimed performance figures were 0-60mph in 6.5 seconds, with a top speed of 155mph. Espada production ceased in 1978 after 1,217 of these imposing cars had been built. Even today there are few cars that can match the on-road presence of the Espada.

Fewer than 500 examples of the Series III were built, and only 121 in right-hand drive. This rare UK delivered (RHD) Series III Espada was registered when new to Gilbey Textiles of Mile End in London on 13th September 1974, who kept the exotic GT for around a year before ownership passed to Mr. Keith Osborne of Sussex. The Espada changed hands again in 1982 to Mr. Douglas Thompson of Chessington, and then to Mr. John Roberts of Bath in 1987.

In Mr. Robert's ownership the Espada was subject to restoration with marque expert John Hartland of Motorapide (latterly Hartland Motorsport). At this point the car was fitted with a replacement engine and gearbox of the correct type, from a Jarama GTS model which has the same 4.0 litre displacement but is rated at a higher 365 bhp. The engine was fitted with new piston rings, gaskets, main and big-end shells, the bores were honed, one camshaft re-profiled, all valves re-seated, and the carburettors adjusted. During the restoration, the bonnet, which had previously sustained some light panel damage, was replaced, and at the same time the nearside inner arch wing repaired and refinished. In 1992 Mr. Roberts sold on to a local man, Mr. Robert Kenhard, also of Bath, who passed title to Mr. Kevin Baxter of Norwich in 1994. Mr. Baxter kept the Espada for a few years until another enthusiast, Mr. Blair Thompson, acquired the car in 1997, keeping it for a further 20 years.

Throughout this time the Espada continued to be maintained by John Hartland. In 2008 the engine top-end was rebuilt at a cost of circa £11,000, which included converting the car to run on unleaded fuel. Also in the file are a number of receipts

for various works including refinishing of the paintwork, reconditioned shock absorbers (plus bushes), reconditioned clutch slave cylinder, new fuel pipes plus refurbished tanks, a refurbished dashboard, new front carpets, servicing and rebuilding the carburettors.

Noteworthy upgrades included new modern air conditioning and heater, new radiator core with revised radiator header tank/positioning for improved cooling, modern radiator fans, stainless steel exhaust system, stainless steel brake pistons, a modern brake servo, and a modern CD/iPod stereo system. The front seats were also re-covered and fitted with new inertia-reel front seat belts, the handbrake modified, the headlights upgraded, and also central locking and an alarm system installed.

Looking through the extensive history file reveals receipts for over £60,000 in restoration and maintenance works, dating back to the late 1990s. Such was Mr. Thompson's faith in the car that he took it on the long journey to Italy in 2013, to participate in the Grand Giro Lamborghini 50th Anniversary event.

Extensively restored and improved over the years, this striking and rare RHD Espada is offered with a continuous record of ownership from new, current and older V5C registration documents, various correspondence, and both a new and several older MoT certificates dating back to the 1990s.

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 26

1965 JAGUAR C-TYPE BY PROTEUS

Registration Number: CHG 635C
Chassis Number: 1B54867DN/CC2121
Recorded Mileage: See description

- All-aluminium single-door period Le Mans chassis by Proteus
- 3.4 litre Jaguar engine with triple Weber carburettors
- Running in mileage only since completion

Where else to start but with legendary test driver Norman Dewis. Whilst testing a C-Type for The Motor, he summed the new model up thus:

"Within a very few hours of first acquaintance, the experienced driver feels well able to travel at speeds in excess of 120mph whenever the road traffic conditions render such motoring prudent...as the speed climbs beyond the 130 mark, the car does tend to feel a little light, but the curious sense of becoming faintly airborne is offset by no loss whatever in directional controls. At such speed there is no shake or even tremble in the body nor is there anything to indicate that much higher speeds would not feel equally safe to the occupants in the car. The driving of the Jaguar XK120C on the motor roads of Europe is in fact a great and memorable experience."

Built in a remarkably short space of time, the first ever competition model from Jaguar, the C-type brought the firm international recognition in motor racing. Following Leslie Johnson's impressive outing at the 1950 Le Mans in an XK120 S, management approved the development of a new racing model based on the XK, initially named the XK 120 C, the model was later known as the C-Type. The new model started with an all-new lightweight tubular space frame, redesigned rear suspension and an upgraded 3.4-litre engine with a new cylinder head, high-lift camshafts, racing pistons and a side-exit dual exhaust system. Stylist Malcolm Sayers designed the wonderful coachwork with the classic elliptical grill.

Three factory C-Types were entered into Le Mans in 1951, two retiring early but Peter Walker's and Peter Whitehead's car pressed on for victory, becoming the first British car to win Le Mans in almost 20 years. Duncan Hamilton returned in 1953 in his Weber-carburetor fed "Lightweight" to win again, meanwhile Jaguar built a further 40 or so customer cars. Rare, beautiful and historically significant, the C-Type was a true watershed moment in the evolution of post-war racing sports cars.

Unsurprisingly there remains a healthy level of interest in authentic replicas of this rare and exotic racer. Originally named 'Copycat', Proteus was founded in 1980 by architect Jim Marland, the company being re-named as Proteus in 1983. Over the years Proteus developed a reputation for building some of the finest Jaguar C-Type recreations available, ultimately focusing entirely on the production of this vehicle. In true Jaguar XK120-C tradition, the Proteus features a tubular chassis with a lightweight aluminium body, period Jaguar engine and drivetrain, and authentic period design details such as the leather bonnet straps, original-style dials, wire wheels on spinners and a Le-Mans style fuel filler. The Proteus was always supremely quick, with a quoted 260 BHP, and was capable of reaching 0-60 in a shade over five seconds. Each car was built to customer specifications, with various options for colour and trim. Only around twenty cars were built each year, making the Proteus C-type both rare and desirable.

The build of this fabulous Proteus C-Type started over 20 years ago, the basis being frame number CC2121, an earlier Proteus C-Type replica chassis, with a lightweight all-aluminium single door "Le Mans" body and vented bonnet. The former owner, a prominent historic racer and collector, and custodian of a genuine factory C-Type, was exacting in his requirements for this pet project. In addition to its lightweight body, our car features a 3.4 litre XK engine with period-correct triple Weber carburettors, a four-speed gearbox with overdrive, live rear axle, 16" wire wheels and disc brakes on each corner. Early in the build the owner was dissatisfied with the fit and shape of the bonnet supplied, and so commissioned a brand new aluminium bonnet by CMC of Bridgenorth, complete with authentic Le Mans 1953 scoop to feed its thirsty Webers.

The car was actually completed in the early 2000s, but was subsequently dry stored for some years before being recently recommissioned in preparation for road use.

This wonderful example presents very nicely with only the slightest evidence of road use and age. The paint shows an excellent finish throughout, capturing the fluidity of the undulating lines as achieved over 70 years ago. The construction of the body panels is exceptional, with excellent fit and finish, authentic and attractive exterior trim and lighting, a properly nested side exhaust, clear headlight covers, and correctly painted wire wheels. The aircraft-inspired cockpit is focused, purposeful and engaging, the low windscreen and additional aero-screens effectively transport you back to this golden era of motor racing. Climbing in creates a sense of racing heritage and purposeful features; neatly clustered instruments sit behind an attractive wooden steering wheel. The authentic green leather seats sit neatly in the cockpit, revealing just a few painted frame tubes, a reminder of the C-Type's racing heritage. Under the bonnet, the engine features prominently with its Weber carburetors, a handmade aluminium airbox, polished cam covers and tubular exhaust manifolds.

Finished in a correct shade of Jaguar racing green, this is a highly accurate replica of the original 1953 winner, finished to an exceptional standard and with only a handful of shakedown miles since completion. The C-Type is supplied with invoices totalling over £40,000 for its build, with much work in period by specialist Legends Racing of Cheltenham (in addition to the initial cost of the base Proteus chassis/body and donor engine, transmission and drivetrain). The car has been serviced in September 2022 to ensure proper operation and driveability, and fitted with a new starter motor, fuel pumps and lines, attention to the suspension, carburation and running, and new Blockley tyres on each corner.

A masterpiece of automotive design and racing excellence, the Jaguar C-Type is a car only a few in the world can truly aspire to. This highly authentic replica offers the enthusiast to live the 1950s Le Mans dream in what is effectively a barely run-in example of the marque. This super C-Type will be supplied with UK V5C, new MOT certificate and file of invoices detailing its older build and recent expenditure.

Estimate: 65000 - 75000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 27

1973 JAGUAR E-TYPE SERIES III ROADSTER

Registration Number: CMS 781

Chassis Number: 1S1868

Recorded Mileage: 34,726 miles

- One family owner, under 35,000 miles from new
- Desirable manual gearbox
- Complete with rare factory hard top

Whilst the concept of the Jaguar E Type was without doubt one of the finest pieces of automotive design ever to be put into general production, one of the problems with its continued development was the inevitable weight gain. Throughout the 1960s ever more stringent safety legislation emanated from the USA and, as this market was a major breadwinner for Jaguar, it was perhaps unavoidable that the purity of the original design would be compromised to compete within it. Emissions legislation had forced the adoption of twin Stromberg carburetors on trans-Atlantic bound cars resulting in a reduction in power to 177bhp instead of the quoted 265bhp for European examples breathing through triple Webers.

However, the balance was to be redressed with the introduction of the Series 3 model powered by Jaguar's new 5.3-litre, overhead camshaft V12 developing 272bhp. This resulted in a top speed in excess of 140mph with 0-100mph taking just 16 seconds, the fastest ever acceleration figures for the model. Revisions to the running gear included anti-dive geometry on the front suspension and ventilated disc brakes. Power steering was standard and flared wheel arches were incorporated to allow fitment of wider rubber to maintain grip. A deeper radiator aperture with chrome grille completed the restyle. With manual or automatic transmission options the Series 3 ensured the immortal E Type would survive into the new decade of the 1970s.

The very original example you see here is not only a rare surviving RHD Series 3 E-Type Roadster (fitted with the more desirable manual gearbox) but also one with an interesting history. The one and only family took delivery of this later Series III Roadster just in time for the summer of 1973, ordered from new in a very period 1970s colour scheme of Fern Grey with a tan leather interior.

The E-Type was used regularly until 2008, at which it was carefully dry-stored until being recently recommissioned by Jaguar specialists Twyford Moors of Hampshire. The recommissioning works included a service, the clutch bled and adjusted, draining and flushing of the fuel and cooling systems, a new fuel pump, carburetors rebuilt, also attention to the brakes and exhaust system. The Jaguar has been well preserved yet showing a lovely patina often lacking on newly restored examples.

Still registered on its cherished plate CMS 781, and with an MoT to July 2023, it is really welcoming to see such a nice genuine example of what is rapidly becoming one of the more popular of the E-Type variants, and in our case a car with such an interesting history.

The E-Type is complete with original book pack and wallet, older logbook and current V5C, older MoT certificates, also bills for previous maintenance and repairs over the years.

Estimate: 60000 - 65000

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

Lot 28

1935 BROUGH SUPERIOR 4.2 LITRE DUAL PURPOSE COUPE

Registration Number: BYN 486
Chassis Number: 542398
Recorded Mileage: c. 10,000 miles

- Believed to be the first chassis, and third eight-cylinder car
- Previous family ownership for over 60 years (five owners from new)
- Supplied new to Major Michael Wills of W.D and H.O Wills Tobacco

Having built a Meadows-engined prototype in 1933, George Brough decided bodying another manufacturer's rolling chassis was the best way into small-scale motorcar production. Settling on Hudson's high-performance 'Eight' as the ideal donor, he secured a supply from the American manufacturer only to meet with fierce resistance from Noel Macklin's Railton concern which had had the same idea several years earlier and did not wish to share running gear with a UK rival. Threatened with legal action, Hudson only sold twenty-five eight-cylinder chassis to Brough before providing fifty examples of their less contentious six-cylinder chassis. As he had with the prototype, Brough commissioned W.C. Atcherley of Birmingham to body his four-wheeled creations. Undeniably well-proportioned and attractive, the coachbuilder's patented 'Dual Purpose' design featured a three-position convertible roof that folded almost level with the door tops.

'BYN 486' is believed to be the first Brough Superior eight-cylinder chassis, and the third registered for the road. The first owner was Major Michael Wills of the tobacco importer and cigarette manufacturer, W.D and H.O. Wills. Major Wills later passed title to fellow forces man, Wing Commander Sykes of Buckinghamshire, who kept the Brough until well into the 2nd World War. It is thought he changed the original eight-cylinder engine for a slightly thriftier six-cylinder unit whilst on RAF leave, placing the original engine into storage at the time. Post-war the Brough was stored until the father of the previous owner acquired it in 1960, prior to embarking on an extensive restoration of the car. The Superior was stripped, the original engine overhauled and reinstalled, the coachwork revived and refinished, and a new convertible roof fitted. The Brough stayed in the same family for a further 60 or so years, before ownership passed recently to a collector in the South West of England.

The car was used lightly in 2021 but has since been kept in dry storage as part of a small collection. Our vendor deciding on balance that it should be in the care of an enthusiast who can make more use of the car than he is currently able to, hence the Brough being offered for sale. 'BYN 486' is offered complete with a file containing the current V5C, sales brochure and a selection of other documents and correspondence.

As an alternative to more obvious choices from other similar marques of the period, the Brough is a compelling proposition; stylish, rare, very well engineered and built to a standard rather than a price - there is a lot to like about this discreet 1930s tourer.

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 29

2001 PORSCHE 996 CARRERA COUPE

Registration Number: TBA
Chassis Number: WPOZZZ99Z1S606873
Recorded Mileage: c.114,000 miles

- Desirable non-sunroof example
- Excellent history with Porsche/marque specialists
- Documented IMS bearing upgrade

By the early 1990s it was becoming abundantly clear that upcoming emissions regulations would make it impossible for Porsche to continue to deliver 911 levels of performance from its air-cooled engine. That realisation led to the release of the first ever water-cooled 911, the Type 996. The 996 Carrera Coupe made its world debut at the 1997 Frankfurt Motor Show. Designer Pinky Lai had spent many hours in a wind tunnel refining the car's slippery shape, a Cd of just 0.30 was the result, down from 0.33 for the 993. A new feature was the electric rear spoiler which extends at 75mph, then retracts again at 37mph - Lai recalls how he had to fight for the inclusion of the electrically operated rear spoiler to better manage downforce at high speeds, despite the company arguing there wasn't enough funding for this to be included. Thankfully Lai won through, and the active spoiler was included as standard in the final production specification. 911s have become progressively bigger over time, but the 996 is a beautifully manageable size for UK driving; plenty of power, poised handling, well weighted steering and a well damped ride all combine to provide a truly rewarding driving experience.

This well maintained non-sunroof 2001 996 Carrera Coupe is to late Gen 1 specification, fitted with the 3.4 litre boxer six cylinder motor, Tiptronic gearbox and all-wheel-drive drivetrain. This combination delivers a car with the perfect blend of performance, usability in various traffic conditions, and of course fabulous grip at all speeds.

The 996 has clearly been well maintained over the years, as indicated by a total of 17 stamps in the service book, with a combination of original dealer maintenance history, followed latterly by marque specialists. Importantly the IMS bearing (a

common issue with 996s) has been replaced with an updated unit, the steering rack renewed (2020) and both new battery and Pirelli tyres recently added. We understand the Porsche was last serviced around 1,000 miles ago by a local Porsche specialist. A worthwhile upgrade is the Dansk sports exhaust system, which gives a lovely tone without being intrusive, and also the fitting of 18" five-spoke 997 Carrera S wheels.

Supplied with service book and relevant manuals, bills for servicing and any minor mechanical repair work, two keys, and a newly issued MoT certificate, this is clearly a well maintained, powerful yet eminently practical Porsche which can be enjoyed all year round.

Estimate: 12000 - 13000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 30

1964 PORSCHE 356 C COUPE BY KARMANN

Registration Number: DHJ 606B

Chassis Number: 217299

Recorded Mileage: 113,500 miles

- Recent £40k restoration
- Very well sorted, great driving car

Introduced in 1948, the Porsche Type 356 is acknowledged to be one of the world's greatest sports cars. Over a 15-year production run, the handsome and durable 356 evolved from a streamlined little aluminium-bodied coupe powered by a VW-derived, 46bhp 1,100cc air-cooled flat four to a powerful autobahn burner with a 130bhp 2-litre 4-cam boxer Carrera engine. Over time came coupes, luxurious cabriolets and more spartan Speedsters and Roadsters, and more than 76,000 were built by the time production ceased in 1965.

By the time the 356B arrived in September 1959, Porsche's first sports car had gained a one-piece rounded windscreen and 15-inch wheels, along with further styling revisions and a 1,600cc engine. Outwardly very similar to the final 356B, the ultimate 356C model arrived in 1963 sporting disc brakes all round (first seen on the 2-litre Carrera 2), a new ZF steering gear and a compensating spring at the rear to calm the swing axle rear suspension. Engines options were the 75bhp 'C' and the 95bhp 'SC', both 1,600cc, the latter replacing the Super 90 model.

Originally finished in Signal red (6407) with Grey leatherette, this very well presented later "C" series model was produced on 20th February 1964, destined for the booming US market. The 356 was registered to its first owner on 1st May 1964, supplied by P.C. Import of Northbrook, Illinois, one of seven Porsche importers in the USA at that time. At some point the original type 616/15 motor was upgraded with a similar unit from a slightly later Porsche 912 model (type 616/36). By 2005 the car was with a Mr. Mack Foss of Ogden in Utah, who used local air-cooled specialists Bugg Craft, BC Autoworks and Der Otto Werks as and when required. Works other than regular servicing included engine repairs, a new aluminium oil cooler, new fan and rebuilt generator, replacement shock absorber and a new clutch.

Title changed in 2010 to a Bob Wilson, of California then in late 2012 at 107,282 miles the Porsche arrived in the UK via specialist Karmann Konnection, to be sold to a collector in the North West of England. Maintenance was picked up by Porsche specialist Lee Mayor of Preston, who performed various mechanical jobs to the suspension, brakes, servicing and other minor repairs as required. Around 2018 the 356 moved to the South West of England where it resides to this day, maintained by leading specialists Roger Bray who performed an overhaul of the brakes, and latterly Williams Crawford of Saltash.

In current ownership the 356 has been carefully maintained by Williams Crawford and used regularly by its enthusiastic owner. Aside from regular servicing, in late 2020/21 the car enjoyed a program of further mechanical, bodywork and trim restoration, involving the replacement of a myriad of items. Additional bills for over £40,000 support this work, outlined by a detailed report in the history file.

Now showing just over 113,000 miles recorded, this extremely well sorted and attractive classic 356 is supplied with detailed history file, Porsche Certificate of Authenticity and UK V5C document.

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 30A

1962 LANCIA FLAMINIA SPORT 3C 2.5-LITRE COUPÉ

Registration Number: 463 UXV

Chassis Number: 824.13.3144

Recorded Mileage: c.46,400 kilometres

- In current ownership for over 16 years
- Desirable triple-carburettor model
- One of 174 Sport 3C 2.5-litre Zagatos made

Launched at the 1956 Turin Motor Show to replace the ground-breaking Aurelia model, Lancia's top-of-the-range Flaminia retained its predecessor's basic layout, with the exception that the 'sliding pillar' independent front suspension was replaced by a more modern double wishbone arrangement. The new model did however carry over the Aurelia's 2,458cc V6 engine

and De Dion rear transaxle with inboard brakes. Once the basic platform of the car was signed off, Lancia went to the top Italian stylists to prepare variations on the Flaminia theme to suit different markets.

Zagato, a very well established and highly respected design house, quickly took advantage of the post-war boom in GT racing, providing both factory and privateer teams with cars which could be driven to the track on Friday, raced over the weekend, and driven home on Monday. For the Flaminia, Zagato turned to its star stylist of the time, Mr. Ercole Spada. Known for his fluid and aerodynamic lines, Spada has an impressive CV to his name; from the Kamm-tailed Alfa-Romeo TZ, and both Giulietta and 2600 SZ models, through to the legendary Aston-Martin DB4GT Zagato, not to mention his work for Lancia on other chassis of the time.

The Zagato-bodied Sport and Super Sport models shared their shortened wheelbases with Touring's GT coupés and convertibles. The earlier Series 1 cars are recognisable by their faired-in lights and a 119bhp single-carburetor engine. From 1960 the lights were exposed but the model was unchanged mechanically, until the introduction of the new 140bhp Sport 3C featuring triple-Webers. Zagato made 174 such examples through to 1963, and a further 70 with the later 2.8-litre 146bhp engine, although it has been said to boost sales many earlier cars were upgraded with later 3C V6s when new. The faired-in lamps made a return on the Super Sport (1964-'67, 150 produced) with a Kamm tail, and now 150bhp. The striking Zagato-bodied Lancia Flaminias featured the Milanese styling house's renowned 'double bubble' body form. Convex roof bulges above each front seat help lower the roof line and improve the aerodynamics whilst allowing enough headroom for the occupants.

This example of the last word in old-style Lancia design is one of 174 Zagato Sport 3C 2.5-litre models built during 1962/1963. Chassis '3144' has been in current ownership since 2006, at which point it was purchased after seeing the car advertised in Belgium, a market known for its love of classic Lancias. Our vendor, a devoted classic car enthusiast, has driven the Lancia lightly over the last 15 years, and dry-stored it when not in use. In the last few years the Lancia went to a respected restorer in the north of England, was returned to bare-metal and refinished in its original shade of Avorio Chantilly. The Flaminia has also benefited from rechroming of its brightwork and also additional soft trim work. The Lancia looks beautiful in this stylish period colour, contrasted by attractive red leather seating. The paint finish presents well, the period-correct rubber mats protect the grey carpeting nicely from dust and dirt, the chrome is in very good order and the engine bay clean, neat and tidy.

Although sometimes overlooked and frequently under-appreciated, in our opinion the rarely seen Lancia Flaminia Sport Zagato is one of the finest and most beautiful grand touring cars of the early 1960s. Showing just over 46,000 kilometers recorded, the Flaminia is supplied on a UK V5C document, with the previous bill of sale from 2005, and receipts for works completed over the years.

Exceptionally rare and desirable, this is a great opportunity for the discerning collector, to acquire one of the true greats in Italian automotive design.

Estimate: 150000 - 180000

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

Lot 31

1976 JAGUAR XJ-S COUPE

Registration Number: MPN 480P

Chassis Number: 2W1365BW

Recorded Mileage: 68,800 miles

- Early chassis from March 1976
- Recent extensive bodywork restoration

Introduced by Jaguar on September 10, 1975, at the Frankfurt Motor Show and put into production the following year, the XJ-S carried on the legacy of the E-Type with its V12 engine. The new coupé was produced in three series until 1996, the last of which lost the hyphen in its name and became simply the XJS. From the E-Type, it inherited the 5.3-litre 12-cylinder engine but fitted with a new innovative Bosch D-Jetronic electronic injection system, developed by Jaguar's own engineers. The bodywork, elegant and rich in heritage compared to Jaguars of the recent past, is based on a platform derived from that of the company's flagship XJ, making the XJ-S more suited to long, fast journeys than to purely sporting driving. Performance, on the other hand, is excellent, with a 0-100 km/h sprint in less than seven seconds and a top speed of 245 km/h - a remarkable figure for a kerb weight of 1,675kg.

The XJS has come of age. The E-type was always going to be a hard act to follow, but the replacement coupe launched in September 1975 retained the mighty 5343cc V12, endowing this grand tourer with silken thrust. It rode on typically Jaguar independent suspension: double wishbones up front, and the William Heynes-designed independent rear suspension that ingeniously uses the driveshaft as the upper suspension link, saving space. Comfort and pace were unrivalled. At first, buyers had the option of a manual four-speed gearbox or a three-speed automatic, but all XJSs were automatic from 1978. There were soon engine upgrades to more efficient HE spec and eventually 6 litres, and the choice of a 3.6 and later 4.0-litre straight sixes. In 1991 the XJS was facelifted with revised rear styling and new front and rear lights. Replaced by the XK8 in 1996, it was in production for longer than the E-type and sold in greater numbers.

Time has been kind to the XJS's looks, and now prices are rising as its popularity increases. As many have rotted away, good ones are increasingly harder to find.

This very early XJ-S, chassis 376, was first registered in March of 1976, finished in Old English White with a contrasting red leather interior. Unusually the XJ-S was specified without standard factory air-conditioning, and as with other early cars, lacks fitted foglights in the rear bumpers.

The XJ-S has been in the ownership of just two enthusiasts since 1996, the current one since 2014. Upon acquiring the Jaguar to add to his classic car collection, our vendor quickly realised the car required more work than he initially anticipated. The car was stripped and repaired as and where required, all glass removed and then the body completely refinished to its original colour. The glass was then refitted with new rubbers all round. The interior is believed to be the original, and is in well preserved condition, with the exception of the headlining which has been replaced with a new item. An estimated 1,000 hours have been put into the project to date.

Having been serviced with new filters and spark plugs, the Jaguar's engine is said to run well, and the transmission/drivetrain operate smoothly. The vendor advises that one or two electrical items need attending to, these being the horn, fuel gauge and oil pressure switch. However the oil pressure has been checked with a manual gauge and reads around 40psi. The front suspension bushes have also dried through storage and are a little squeaky, another minor item to attend to.

Early Jaguar XJ-S models are a rare commodity indeed; this desirable model from the first year of production, as driven in period by Simon Templar's character in *The Saint*, and with all the hard work completed, is ready to be taken to the next level by its future owner.

The XJ-S is offered complete with original books, manuals, receipts for work over the years, and a UK V5C document.

Estimate: 10000 - 13000

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

Lot 32

1996 JAGUAR XJ EXECUTIVE SALOON

Registration Number: P474 HMH
Chassis Number: SAJJFALG3BP792179
Recorded Mileage: 27,000 miles

- Three owners from new
- Low mileage with extensive history
- In beautiful condition inside and out

Introduced in September 1994, the restyled 'X300' was just about the final step in the evolution of Jaguar's long-running XJ6 series. Its arrival marked a welcome return to the more fluid lines of the Series III XJ6, the angular appearance of the outgoing XJ40 having failed to meet with universal approval. Equally importantly, the enlarged boot could now accommodate the benchmark 'two sets of golf clubs' just like that of the original. Designated 'AJ16', two heavily revised six-cylinder 24-valve engines of 3.2 and 4.0 litres capacity replaced the previous AJ6 series, producing 200bhp and 246bhp respectively. The 'old' V12, already enlarged to 6.0 litres, continued in the XJ12 and Daimler Double Six models, though its V8 replacement was only just over the horizon.

We are very pleased to offer this stunning Executive version of the X300 model, powered by a silky smooth 3.2 in-line AJ6 engine. First delivered by Woodford Jaguar of London in early January 1997, the Jaguar has been exceptionally well cared for over the years. The service book contains 11 stamps in all, 10 of which were carried out at Jaguar dealers over the years, with the last service at 25,845 miles being undertaken by a specialist motor engineer.

Finished in Metallic Carnival Red with a grey leather interior, the paintwork gleams, the interior wood cappings and leather are similarly in super order. The car is said to drive extremely well, all electric adjustments work, and the air conditioning is ice-cold.

With just three owners from new, this is an exceptionally clean example of a highly usable modern classic Jaguar saloon. The Executive comes with a UK V5C, complete book pack, full set of keys, and a (as yet unused) toolkit.

Estimate: 6500 - 7500

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

Lot 33

1968 LAND-ROVER SERIES IIA 88" LIGHT UTILITY

Registration Number: KTC 834F
Chassis Number: 24132798D
Recorded Mileage: 61,750 miles

- Desirable Series IIA variant
- Recent comprehensive restoration

The successor to the successful Series I was the Series II, which saw a production run from 1958 to 1961. It came in 88 in (2,200 mm) and 109 in (2,800 mm) wheelbases. This was the first Land Rover to receive the attention of Rover's styling department- Chief Stylist David Bache produced the familiar 'barrel side' waistline to cover the vehicle's wider track and the

improved design of the truck cab variant, introducing the curved side windows and rounded roof still used on current Land Rovers. The Series II was the first vehicle to use the well-known 2.25-litre petrol engine, although the first 1,500 or so short wheelbase (SWB) models retained the 52 hp (39 kW) 2.0-litre petrol engine from the Series I. This larger petrol engine produced 72 hp (54 kW) and was closely related to the 2.0-litre diesel unit still in use. This engine became the standard Land Rover unit until the mid-1980s when diesel engines became more popular.

The Series IIa revised version of the Land Rover made its debut in 1961 and is regarded by many Land Rover aficionados as the version that Rover got right. It is generally thought of as the most durable and easily repairable of the "Series" Land Rovers.

This fabulous example of automotive history has benefitted from a very comprehensive restoration in recent years. Acquired by the previous owner in 1997 as a retirement project, due to his passing the project was picked up by a local enthusiast and fastidious classic car restorer. Over the years the Land-Rover has been dismantled and rebuilt from a brand new galvanised chassis. From the structure and coachwork, its mechanical and electrical components, to a myriad of trim and other finishing items, the amount of detail which this restoration has involved is exhaustive.

This beautiful Series IIA is presented in the classic combination of Deep Bronze Green with a Hard Topped roof and black vinyl interior. Such is the quality of the restoration that we feel this must rank as one of the nicest we have seen. The Land-Rover is supplied with older registration documents and detailed list of expenditure in current ownership.

Estimate: 16000 - 18000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 34

1953 MORGAN PLUS FOUR

Registration Number: 388 YUM

Chassis Number: P2579

Recorded Mileage: 14,800 miles

- Desirable, early flat-radiator style
- Nicely restored and maintained
- Stylish and rarely seen British roadster

While the Morgan brand itself dates to 1910, Morgan didn't introduce a four-wheeled car – the Famous Four - until 1936. Production resumed after World War II with the 4-4 and its 1,267cc Special Standard motor. In 1950, the new Plus 4 appeared, with a 2,088 cc Standard (later Triumph) engine producing 68bhp and delivering an 85 mph top speed. The Plus 4 also featured a stiffer frame, improved front suspension, and Girling hydraulic brakes. Three body styles were offered: the two-seater, the four-seater, and the drop-head coupe. The early "Flat-Rad" Morgans were facelifted in 1954 with a new, rounded nose, and became a true 100 mph vehicle in 1956 with the introduction of the new 2.2-liter Triumph TR3 engine. Plus 4 production continued into the late 1960s, when it was replaced by the Plus 8.

Last of the 'Flat Rad' Morgans, this Plus 4 was despatched on 12th March 1953 to Swedish agent Alpen Gundersen of Gothenberg. The Morgan was to RHD specification (Sweden was still a RHD market in 1953), and finished in a rather striking shade of Carnation Red. It is understood that the car was stored for much of its life in Scandinavia, and so survived well through the years.

Upon repatriation in 2013 the Morgan was subject to a sympathetic yet meticulous professional restoration, with attention to the mechanical/electrical and cosmetic aspects of the car, including the brightwork and interior trim.

Recent improvements include new a front bulkhead and toolbox, complete wiring loom, Rutherford Engineering front suspension upgrade with adjustable shock absorbers, electric heater, inertia reel seat belts and a stainless steel luggage rack. The Morgan also benefits from a stainless steel exhaust, wood rimmed steering wheel and full weather gear.

Now finished in the period factory shade of Brunswick Green with a lovely Tan interior, this is a very nicely presented example which we understand runs and drives as well as it looks. The 2-litre engine is strong, maintains good oil pressure and pulls strongly through the 4 speed gearbox, which is positive and light to use.

This well presented and thoroughly prepared Morgan is sold on a current UK V5C, and with a large history file outlining the various works completed.

Estimate: 24000 - 28000

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

13.2% inc VAT for Live Bidding and Autobids

Lot 35

1974 VOLKSWAGEN TYPE 2 DOUBLE-CAB PICKUP

Registration Number: VMR 491M

Chassis Number: 2642-126-905

Recorded Mileage: 43,000 miles

- Rare Twin-Cab version of the venerable Type 2
- Recently purchased and restored at a cost exceeding £40,000

Volkswagen's Type 2, known officially (depending on body type) as the Transporter, Kombi or Microbus, or, informally, as the Bus (US), Camper (UK) or Bulli (Germany), was introduced in 1950 as its second car model following the eponymous Type 1 Beetle.

The Volkswagen Type 2 Transporter van's forward control layout endowed it with huge versatility, allowing it to be configured in a bewildering number of variants, from simple panel van through to the relatively luxurious Samba Deluxe camper. All models shared common mechanical underpinnings, with a Beetle-derived flat-four air-cooled engine, later adopting the Volkswagen/Porsche developed two-litre unit. By the time production ended almost 1.5 million Transporters were on the roads, with a high survival rate due to a fanatical following and very good spares availability. The Type 2 remained in production in Brazil until increasingly stringent regulations finally killed it off in 2013.

This beautiful example, fitted with the later 2-litre Type 4 engine as fitted to the Porsche 914 model, was imported from South Africa in the last few years. The Pickup was subjected to a 12-month comprehensive restoration in current ownership, which was completed around the start of 2021. Much of the fabrication and restoration work was entrusted to respected specialist Beetlelink of Surrey, supported by bills for c. £18,000. Our owner, an experienced classic car restorer himself, tackled the remaining mechanical rebuild and reassembly.

The schedule of restoration work in the history file runs into 150 or more rows of various parts acquired or services provided, with numerous items being purchased from specialists such as from Just Kampers and Volkswagen Heritage. New sills, wheel arches, cabin and cargo floors were let in, and both new drop-sides and tailgate fitted. The engine and gearbox were rebuilt and reinstalled, the Pickup then being fitted up with numerous replacement mechanical, electrical and trim components. Upgrades have included the fitting of two twin choke Weber carburettors, and also power steering.

The cost of all of this effort was in excess of £40,000, as detailed in the truck's history file.

This fabulous VW is finished in an attractive shade of light blue, with a tan canvas tilt and Porsche 17" Design 90 wheels, painted in Satin Black. One of the best Double-Cabs in the country, the Pickup is supplied with a history file and UK V5C.

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 36

1964 MORRIS MINOR SALOON

Registration Number: 589VYD

Chassis Number: MA2S51023641

Recorded Mileage: c. 99,500 miles

Launched at the 1948 Earls Court Motor Show, the Alec Issigonis-designed Morris Minor went on to become one of the most successful British cars of all time with over 1,000,000 units sold by 1961 and production continuing right up until 1971. It was conceived as a vehicle to combine many of the luxuries and conveniences of a good motor car with a price suitable for the working classes. Compared with competitor products throughout the 1950s, it excelled as a roomy vehicle with superior cornering/handling characteristics which continue to delight driving enthusiasts to this day.

The Minor came in several variants including two and four-door saloons, a wood-framed Traveller estate, a panel van and a pick-up. Most glamorous and sought-after of all was the convertible Tourer model which offered top-down motoring at a budget price. All models were gradually but subtly improved over time, gaining a one-piece windscreen, better heating and an engine that grew from a 27bhp 918cc sidevalve unit to a 1098cc ohv unit that produced 47bhp and could propel the car to a top speed of 77mph.

We are delighted to offer this lovely example, finished in the classic Morris colour scheme of Almond Green with matching interior seating and carpeting. The Minor has been extensively restored in the last few years. The comprehensive mechanical overhaul including the fitting of an unleaded cylinder head, new radiator and hoses, a new petrol pump and electronic ignition with an uprated coil. Recently the wheel hub seals have been stripped and replaced, and new rear brake drums fitted, as was a brake servo. This little Minor now starts and stops exceptionally well, with sharp steering and positive handling.

Ready to show or just to take to the open road, this delightful motor car is offered complete with current V5C and a large history file to support the various works completed.

Estimate: 6000 - 6500

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

13.2% inc VAT for Live Bidding and Autobids

Lot 37

1946 TRIUMPH ROADSTER

Registration Number: NJO 765

Chassis Number: TRA 1283

Recorded Mileage: 6,500 miles

The first post-war offering Triumph, the new Roadster was produced from 1946 to 1949. Initially equipped with a 65bhp Standard 1.800cc engine, it was superseded by a 68bhp 2-litre version in 1948.

Styled by Frank Callaby and Arthur Ballard, with mechanical design by Ray Turner, the Roadster was intended as a rival to Jaguar, whose cars had also used Standard engines in the pre-war period. Post-war steel shortages meant that the swooping bodywork was built from aluminium using rubber press tools that had been used by Standard to make parts for the Mosquito fighter bomber during the war. The chassis was hand-welded from steel tube and featured transverse leaf sprung independent suspension at the front and a live axle with half-elliptic springs at the rear. The rear track was considerably narrower than the front. Brakes were hydraulic and drive was via a four-speed column-change gearbox with synchromesh on the top three ratios. On the 2-litre model this was replaced with an all-synchro three-speed 'box.

The front bench seat could accommodate three at a squeeze and additional room for two was provided by dickey seats in the rear and a stepped rear bumper to aid entry and exit. A Triumph Roadster was famously driven by Bergerac in the BBC crime drama of the same name, starring John Nettles. Just 4,501 examples were made, making these elegant roadsters rare and desirable today.

Our example, NJO 965, was delivered in late May of 1949 to Sir Vivian Naylor-Leyland, a prominent aristocrat and later successful banker. Resplendent in black with an attractive red leather interior, the wooden dash cappings are in good order, as is the convertible roof which is produced in red to match the seating.

This well presented and much enjoyed example is in good order throughout, supported by a large history file outlining various works over the years. The Triumph has a current V5C and also older buff log book, confirming the car wears the same registration as when new in 1949.

Estimate: 20000 - 24000

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

Lot 38

1953 MORRIS LC5 PICKUP TRUCK

Registration Number: KCA 68

Chassis Number: LC531947

Recorded Mileage: 19,250 miles

- Three owners and just over 19,000 miles from new
- Restored over an eight year period
- Fitted with the more desirable tipper body

Morris Commercial as a division was borne from William Morris' purchase of Birmingham-based large axle company E.G.Wrigley & Sons from the receivers in January 1924. The factory was the base for a new range of Commercial trucks, by the early 1930s moving to the other side of town. The range of specialist vehicles included, amongst other things, ambulances, taxis and buses.

Their post-war efforts were in line with the general trend towards smaller wheels and more driver-friendly cabs. By 1952, the Morris Motor Company had merged with the Austin Motor Company, giving both firms access to a huge range of engines and transmissions.

The LC range of the 1950s was powered by the 2.2-litre 61bhp petrol engine from the Austin A70 range of saloons, and with a payload of 1500 kg proved a popular vehicle for business use. By 1954 for the first time a 3.4 litre 4-cylinder diesel engine was an option. The production of Morris LC5 ran until 1960, when it was replaced by the Morris FG.

First registered in November 1953, this LC5 Pickup Truck, fitted with a useful and sought after tipper body, has had just three owners from new, in that time covering a mere 19,000 miles or so. The truck has benefitted from an eight-year restoration to a good standard, and is now ready to be showed or pressed into active service once more. The LC5 is offered with a UK V5C document and newly issued MoT certificate.

Estimate: 14000 - 16000

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

Lot 39

2002 LAND ROVER DEFENDER 90 TD5

Registration Number: PK02 YLL

Chassis Number: SALLDVA572A637649

Recorded Mileage: 105,000 miles

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 adopting coil springs, lockable center diffs along with a more modern interior.

This later 2.5 litre TD5 model, first registered in 2002, and now shows 105,000 recorded.

The Land Rover comes with a current MoT certificate, valid to July 2023, and is ideal for light commercial use, green laning or trusty every day use.

Estimate: 10000 - 11000

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

Lot 40

1982 ALFA-ROMEO ALFASUD SC SERIES 3

Chassis Number: ZAS901F40*05127100

Registration Number: WLM 795X

Recorded Mileage: 82,500 miles

- Low ownership example with one keeper for 33 years

Towards the end of the 1960s Alfa-Romeo felt the need to compete more actively with its home market rivals in the form of Fiat, Lancia and Simca. It was decided that a modern front-wheel-drive design would suit. Alfa-Romeo planned to take advantage of government incentives to produce goods in the poorest parts of southern Italy, hence the name of the new model, Sud, meaning simply, South.

The development project for the Sud kicked off in 1967 under German engineer Rudolf Hruska, with styling handed to Giorgetto Giugiaro, the man behind instant classics such as the Lotus Esprit and Maserati Ghibli. Nicely designed, these early cars though suffered from poor build quality; rust proofing was non-existent. But nonetheless it was a big hit with drivers, who loved its rev-happy four cylinder boxer engine, which gave the 'Sud a very low centre of gravity, leading to class-leading handling.

All Alfasuds were upgraded in 1980 with plastic bumpers, a new instrument panel, headlamps and rear lights, as well as other revisions. The Ti version was fitted with a twin-carburetor version of the 1490 cc engine that had been fitted to the Sprint the previous year, developing 95 bhp. A three-door hatchback was added to the range in 1981 in either SC or Ti trim. The range was topped by the five-door Gold Cloverleaf model. In 1983, the five-door Alfasud saloons were replaced by the new 33 model.

First registered in January of 1982 via Alfa-Romeo of Edgware Road in London, this 1500cc SC model has had just five custodian in its 40 years. Notably the Sud was kept with just one owner as part of a larger Alfa-Romeo collection for 33 years alone, before passing to our current vendor.

The extensive history contains we understand every MoT certificate from new, alongside receipts and invoices for works completed over the years, much of it with Alfa-Romeo specialists. It would appear that much of the mileage on the car has been completed earlier on in the car's life, the last 20 years shows around only 5,000 miles to have been covered. After a period in dry storage the Sud has recently been thoroughly recommissioned, which included new timing belts, a replacement head gasket, and all fluids.

Now ready to be enjoyed once more, this is a rare starter classic which we are sure will be hugely enjoyable to drive, and much admired.

Estimate: 5000 - 7000

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

Lot 41

1997 MITSUBISHI 3000 GT 4WD WS

Registration Number: R629 VOO

Chassis Number: JMAMJZ216AVY000197

Recorded Mileage: 86,500 miles

- UK delivered from new
- Desirable twin-turbo engine with six-speed manual gearbox

The Mitsubishi 3000GT is a front engine all-wheel/front-wheel drive sports car built from 1990 to 2000. Manufactured in Nagoya, Japan, the car was marketed in the Japanese domestic market as the GTO, and the 3000GT globally. Mitsubishi unveiled the car to compete with the Mazda Cosmo, Nissan 300ZX, Subaru SVX, and the Toyota Supra. The car dropped the GTO name internationally because Mitsubishi was concerned auto enthusiasts would object to GTO name, known primarily with the Ferrari 250 GTO and Pontiac GTO, being used on a Japanese car.

This genuine UK-delivered Twin-Turbo charged, six-speed model was purchased by the previous vendor in 2003 at 62,000 miles, and enjoyed for a further 5 or so years before being stored before ownership passed to our current vendor in 2021. The Mitsubishi is offered with original service, owner's handbooks and UK V5C, a recent minor service and new MoT Certificate.

Estimate: 8000 - 9000

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