

# CHARTERHOUSE

Auctioneers & Valuers

**Auction held at**

**The Footman James Classic Car Show**

**Royal Bath & West Showground**

**Shepton Mallet BA4 6QN**

**Sunday 15<sup>th</sup> February 2015 at 12 noon**

**Entry by catalogue only on the auction day**

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**CHARTERHOUSE**

The Long Street Salerooms Sherborne Dorset DT9 3BS Telephone 01935 812277

[enquiry@charterhouse-auction.com](mailto:enquiry@charterhouse-auction.com)

[www.charterhouse-auction.com](http://www.charterhouse-auction.com)

**Starting at lot 300.**

**300** A 1973 MG Midget, registration number WBW 987M, chassis number GANS 139935G, engine number 2977, Black Tulip. The vendor acquired this MG in 1989. Considerable restoration and maintenance work have been carried out over the years, including a major mechanical overhaul in April 1992, including a replacement engine, gearbox and clutch (costing £2,650+VAT). In April 1994 the MG was rebuilt into a California shell purchased from Murray Scott Nelson and professionally resprayed. Numerous other parts were replaced, including the hood, carpets and seats. The MG was last used in 1999 when it was driven from Essex to the vendor's then new home in Somerset. At that time it had been driven approximately 4,000 miles since the new engine and gearbox were fitted and hasn't been used since, being stored in their garage under wraps. The MG is offered for auction with numerous old receipts and MOTs. V5, no MOT See illustration Sold for £3700

**301** A 1968 Morris Minor two door saloon, registration number RPM 17G, grey. This saloon is affectionately known as Gladys. In her current ownership she has had a new clutch, lower trunnions and has been resprayed. She is also fitted with front disc brakes and is accompanied to auction with old MOTs and general servicing information. V5C, MOT to September 2015 See illustration Sold for £2100

**302** A 1973 DAF 44 Luxe automatic, registration number OHY 62M, chassis number 880950, engine number 137463, green. This DAF 44 has been dry stored since 1989 (last tax disc displayed 31 08 89). It would appear in remarkably sound condition with no signs of rust in the usual suspect areas of inner wing strut tops, door bottoms and wheel arches. Originally supplied by Tanner & Sons (Bristol) its one and only registered keeper a Mr CS Heale of Patchway Bristol. It has a fully stamped service book with the last service recorded at 54,189 miles in 1987, an owners manual, dealers network list, pre delivery check list and its last MOT which expired in 1989 at \*\*\*56,668 miles NOT 66,668 miles.\*\*\* V5, no MOT See illustration Sold for £1500

**303** A 1956 Sunbeam Rapier Series I saloon, registration number JPR 878, chassis number A3601860HOD/HSO, engine number A3601860, blue with grey flash. This very original Rapier Series I was originally supplied by Saunders of Sherborne/Yeovil. It will require a full restoration after being dry stored for a number of years. She retains her original two tone blue and grey leather interior which should respond to cleaning and feeding. A desirable manual overdrive model which the vendor says should be a straightforward restoration project for the next owner. V5, V5C, no MOT See illustration Sold for £1500

**304** A 1966 Austin A35 5cwt van, registration number LGN 486D, chassis number AAV8-60732, engine number 45286, green. Austin's lightweight commercial was manufactured between 1956 and 1968. A familiar sight on British roads they were a firm favourite with small businesses ferrying many a plumber or electrician to a his next job or a grocer on a delivery round. This charming example was registered

to its owner a Mr Frank Kinner from Ashford Surrey who retained the van until 1970 when it was sold to a Wiltshire gentleman. According to the RF60 logbook and other documentation the van has subsequently resided in the West Country. The current owner purchased the van in 2008 from a friend and embarked on a restoration. This came to fruition with the van taking to the road approximately three years ago. During the restoration all corroded metal was cut out of the body and new metal installed where necessary (a large job!) The 1098cc engine was rebuilt, a new wiring loom was installed, the suspension was rebuilt and the braking system was thoroughly overhauled with new components. The vendor now informs us that after all of the mechanical refurbishment the van drives very well. The bodywork was repainted by hand due to space constraints and would benefit from a respray. The A35 van is still a viable work horse making an excellent commercial advertising vehicle which would certainly make your company stand out from the crowd. RF60, V5C, MOT to May 2015, tax exempt See illustrations Sold for £3500

**305** A 1955 left hand drive Fiat 500N, registration number 268 UYH, Medium blue. The 500N model was the winner of the 1959 Compasso d' Oro, an important Italian industrial design prize. This little Fiat is unique as it has not been restored but very carefully looked after and maintained to a high standard throughout by two previous owners, informs the vendor. This car was manufactured in February 1959 in the Fiat Mirafiori factory and still retains the original engine. The vendor informs us the canvas roof has been replaced and all mechanics have been checked and replaced where necessary. She sits on powder coated wheels with whitewall tyres. V5C, MOT exempt See illustrations Sold for £0

**306** A 1973 Rover P6 3500S, registration number \*\*\*SYC 887M (not SYC 88)\*\*\*, Arctic white with Huntsman brown roof. This local car spent most of its life in Somerset, until 2002 when it was sold to a garage proprietor in Westbury. He put the car into storage with plans to restore it during his retirement but due to failing health this has not happened. This P6 will now require some recommissioning in order to obtain a new MOT. Accompanying the car are the original handbooks, service books, heritage certificate and other related documentation, to aid the new owner with this project. \*\*\*V5 (not V5C)\*\*\*, no MOT See illustration Sold for £1600

**307** A 1960 Ford Consul 375, registration number OJT 913, red with white roof. Introduced in 1951 the Consul was the base model of the three model Zephyr range, comprising the four cylinder Consul and the six cylinder Zephyr and Zodiac. The Mk II version became available from 1956 with the code 204E and featured a 1703 cc straight four cylinder engine. This Mk II example has been recommissioned after long term storage. The Ford benefits from having been retrimmed in beige vinyl and new black carpets have been fitted. The vendor informs us that the car is running well since being recommissioned. V5C, MOT to September 2015 See illustration Sold for £0

**308** A 1998 Jaguar XK8 coupé, registration number S861 UEY, silver. Jaguar's new grand tourer was launched in 1996 with coupé and convertible body styles. Powered by the new four litre AJ-V8 engine they were capable of 155 mph in style and comfort. Finished in silver with a black leather interior this coupé was

supplied by Evans Halshaw of Stoke on Trent to its first owner a Mr D Shearo. The Jaguar has a fully stamped service book the last stamp on \*\*\*4th October 2014 (not 2004)\*\*\* when a replacement engine was installed (approximately 7,000 miles on the unit) by Marina Garage Ltd. It comes to auction with an original dealers wallet containing all of the original owners manuals, \*\*\*one (not two)\*\*\* past MOTs and a receipt from Marina Garage Ltd. Jaguar's XK8 model offers tremendous value in todays market as Quentin Wilson commented upon in a recent Daily Mirror article so grab yourself a bargain before prices start to rise. V5C, MOT to October 2015 See illustration Sold for £0

**309** A 1955 Land Rover Series I 86 inch short wheel base, with canvas tilt, registration number UYA 712, chassis number 7105465, Olive green. This three owner Series I has been dry stored for approximately 20 years. It is presented in very original condition with the exception of the replacement canvas tilt. The Land Rover will now require general reconditioning and restoration. RF60, \*\*\*Has a V5 NOT a V5C\*\*\*, MOT exempt See illustration Sold for £4000

**310** EXTRA LOT: A 1988 Porsche 944S, registration number E339 CPC, white. Porsche's 944 models offer excellent value in today's classic car market. With their inherent build quality, racing pedigree and everyday useability, they really are a sports car which can be used on a daily basis or a track cars. This example is finished in white with a black vinyl and cloth interior and is fitted with a factory fitted sunroof, five speed gearbox, electric windows and central locking. The vendor informs us that the Porsche has had a recent cam belt change. V5C, MOT to June 2015 See illustration Sold for £2200

**311** EXTRA LOT: A 1989 Mini 30th Anniversary edition, only five (5!) miles from new, red. This limited edition Mini is in time warp unused condition and has spent the majority of its life in the Heritage Motor Centre collection at Gaydon. The Mini is offered for auction with all its original handbooks and literature. It has never been registered Sold for £0

**312** A 1992 Audi 80 cabriolet, registration number K185 YVS, blue. This well maintained example of Audi's stylish four seat cabriolet is attractively finished in metallic blue with a grey leather and blue Alcantara interior and a blue mohair hood (recently replaced). There is a vast history file outlining servicing work for many thousands of pounds, old MOTs and general correspondence. V5C, MOT to August 2015 See illustration Sold for £850

**313** A 1983 Ford Fiesta 1100 Popular Plus, registration number HFJ 474Y, Coral beige. This Mk I Fiesta has only had three owners from new. The first a titled lady, who sold the Fiesta to Mr M Facey, of Barton Garage who retained the car between 1986 and 1990. The current and third owner a retired garage proprietor has owned the Fiesta since. An original example which has been well maintained comes to auction with a history file containing a Ford service plan, original handbooks, service receipts and past MOTs. This example of what was a very common site on British roads is now somewhat of a rarity and deserves to be preserved for future enthusiasts. V5C, MOT to \*\*\*February 2016 (not March 2015)\*\*\* See illustration Sold for £0

**314** WITHDRAWN: A 1973 Austin 1300 Countryman, registration number PMB 620L, blue. This rare Mk III model has recently undergone a full external respray in blue. The tan vinyl interior is complemented by a wood effect dashboard and a set of new carpets. PMB 620L still retains its 1300 engine and automatic gearbox, which the vendor informs us shifts gear nicely. V5C, MOT to June 2015 See illustration Sold for £0

**315** A Ford Escort Mk III race car, unregistered, red. It is believed that this race car went from the factory to Brands Hatch where it was used as a track day car. When Brands Hatch upgraded to the BMW 3 series this Escort was bought by an employee at the track. It appears to have been raced during the 2000s and then stored until being bought by our vendor. The car has recently been serviced and recommissioned for hill climb and track day use. Works included replacement four point safety harness, fire extinguisher, new brake lines and a timing belt. This track day car is reluctantly for sale due to lack of time to enjoy it. No accompanying paperwork See illustration Sold for £600

**316** A 1924 Citroen 5CV C3 Cloverleaf, registration number TC 9492, chassis number 24451, engine number C28378, maroon. Citroen's light car was introduced in 1921 and is very similar in concept to our own Austin Seven. The distinctive Cloverleaf body configuration, with its third seat became available in 1923. Further improvements at that time included the engine being upgraded with alloy pistons which helped raise the top speed to a heady 45 mph over the original's 38 mph. This beautifully restored example still retains its undomed wings and correct separate sidelights. From the large history file accompanying the car and correspondence contained within it it can be ascertained that TC 9492 was restored by a Mr B M Tregenza in 1965 to show standard, winning many concourse awards during his ownership. The vendor purchased the Cloverleaf from a Mr Peter Batty Dodkins from Staffordshire over ten years ago. In the vendor's ownership the 5CV has seen considerable restoration work, including an engine rebuild, new weather gear, retrimmed interior and running gear. There are numerous receipts on file for many thousands of pounds detailing works carried out from respected specialists. This beautifully presented example has been use by the vendor to attend local shows and events and is said to be in excellent condition. It is now offered reluctantly for auction due to a recent lack of use and is accompanied by its large history file containing receipts, RF60, past MOTs, SORNs, photographs and correspondence from previous owners. V5C, MOT exempt See illustrations Sold for £10800

**317** A 1971 MG B roadster, registration number BKA 74K, chassis number GHN5247702G, engine number 25149, Tartan red. This desirable manual overdrive, tax exempt roadster is presented in restored condition. Accompanying the MG B is a large history file with receipts for restoration and maintenance going back as far as 1989 detailing all works carried out including a bare metal respray with photographs, an engine rebuild with an unleaded cylinder head, new wiring loom etc. BKA 74K is presented in Tartan red with a black hood and sitting on painted wire wheels. The interior has been restored in black vinyl with red piping, the dashboard has been veneered in walnut, a roll cage has been fitted and a handsome Moto-Lita style wood

rim steering wheel graces the dashboard. MGs are always popular and this well presented example should offer the next owner a pleasurable drive and value for money. V5C, MOT to May 2015 See illustrations Sold for £6500

**318** A 1958 Land Rover Series I 88 inch short wheel base, registration number 166 CRO, beige. This Series I has been in the same ownership since 1976. Previous to the vendor's purchase the two litre diesel was rebuilt in 1975 and only approximately 30,000 miles have been completed since. This rare overdrive model, which is fitted with a heater, has been maintained and used as a works vehicle by the vendor who is a blacksmith. The canvas tilt was replaced two years ago by Exmoor Trim, and the seats were recovered. This Land Rover comes to auction with a spare windscreen, two full doors, a tailgate and a half door. The history file includes old MOTs, old tax discs, receipts, original workshop manual and original sales brochure. RF60, V5C, MOT exempt See illustration Sold for £6428.57

**319** A 1958 Standard 10, registration number KSJ 224, black. This charming little Standard has formed part of a museum collection recently and is only for sale because a Standard 10 with racing history now graces the stable. Previously KSJ 224 was owned by Dobles Garage, Hemyock, Devon, where it was taken in as a part exchange vehicle in 1991 and then retained and maintained for the next 20 years. V5C, MOT to March 2015 See illustration Sold for £2000

**320** A 1985 Range Rover four door Classic, registration number C532 TDD, Graphite grey. This Range Rover has been in its current ownership since 2008, and during this time it has been well maintained and restored. In February 2012 it was resprayed in Graphite grey and the body sills were welded where necessary. Other work has included a new fuel pump, shock absorbers, carburettors, alternator, front and rear springs and bushes. The Range Rover retains its original beige cloth interior but has been uprated with a five speed manual gearbox, aiding fuel consumption. V5C, MOT to January 2016 See illustration Sold for £2200

**321** A 1973 VW Baja Bug, registration number EBE 463L, chassis number 1132347581, engine number AD689591, red. The Baja Bug, a cut down and modified Beetle, originated in Southern California as an inexpensive answer to the successful Dune Buggies of the mid 1960s. They gained popularity in the late 1960s and 70s and campaigned in production car trials in Britain with some success. This 1600cc example has recently been recommissioned and MOTd after a period of dry storage. It features all the usual modifications, including five spoke wide Weller type wheels, 1600cc twin port engine with quiet pack exhaust, bucket seats, Mountney steering wheel and louvered rear window. V5C, \*\*\*MOT to February 2016\*\*\* See illustration Sold for £1750

**322** A 1963 Morris Minor two door saloon, registration number 935 FYK, Old English white. Morris Minors are a very popular choice as a starter classic. Having excellent support from both specialist part suppliers and restorers and a superb owners club, to offer guidance in running and maintaining them. This example was purchased by the vendor from Charles Ware in 2001 with a recorded mileage of 34,736. Since then the mileage has only increased to a modest 41,406 at the last MOT. Finished in the traditional colour scheme of Old English white with a

red interior which has been fitted with front and rear seatbelts. The vendor has had general servicing and some body repairs carried out during his ownership with receipts from Charles Ware and other garages on file. V5C, MOT to August 2015  
See illustration Sold for £3200

**323** EXTRA LOT: A circa 1963 Land Rover Series IIA. No accompanying paperwork Sold for £0

**324** EXTRA LOT: A 2000 Subaru Impreza Sport Special AWD, registration number X89 ULS, black. MOT to February 2016 Sold for £820

**325** A 1938 Daimler EL24 Saloon, coachwork by Charlesworth, registration number FAE 590, chassis number 47927, maroon over black. This imposing pre WWII Saloon has formed part of a West Country collection. She still retains her original brown leather interior with rear occasional seats and sunroof. Accompanying the Daimler is a history file containing a EL24 maintenance manual, fluid flywheel south changing transmission hand book, past MOTs, tax discs, a list of works carried out including a stainless steel exhaust and manifold, new headlining and carpets and a Motor road test report. V5C, MOT exempt See illustrations Sold for £0

**326** A 1980 Mini 1100 Special, registration number LPM 788W, metallic silver. The Mini Special was built to commemorate the Mini's 20th anniversary. A total of 5,100 were made in silver and rose metallic with 2,500 being manufactured in 1979 and 2,600 in 1980. The all featured the A Series 1098cc engine, metallic paint, alloy wheels, Innocenti wheel arch extensions, vinyl roofs, special interiors with a unique steering wheel, special badges and 1275 GT instruments. This silver example, which is believed to be one of only approximately 20 survivors has been painstakingly restored by the vendor. The body shell was stripped and any rust removed before a full respray was completed inside and out. The interior was restored using two interiors to create the original specification. A new vinyl roof was fitted. The engine was rebuilt with an unleaded cylinder head and was tuned by Sigma Engineering. The alloy wheels were refurbished and fitted with new Yokohama tyres, new shock absorbers and subframes were fitted. During the rebuild the opportunity was taken to upgrade the front brakes to Cooper S specification with discs and servo assistance and an electronic ignition was also fitted. This restored Mini 1100 was originally supplied by J H S Swaffield & Son of Crewkerne, Somerset, and is now described by the vendor as in excellent condition in all respects and ready to grace any show. V5C, \*\*\*MOT to October 2015 (not August 2015)\*\*\* See illustrations Sold for £5500

**327** A 1970 Velar press launch pre-production Range Rover, registration number NXC 243H, chassis number 355000-38A, beige. Velar was the code name given to the first Range Rovers. Manufactured by a small engineering company set up by the British Leyland Group. In total 40 cars are believed to have been registered as Velars. The first 26/28 as prototypes and the remainder as pre-production press cars. NXC 243H is one of these historically significant Velar press launch cars. The history of the car is unknown before 1992 when it was owned by a man in Clevedon, Somerset. The vendor purchased the Range Rover from him in 2005 and it has been used enthusiastically by him ever since to attend shoots and as

a business vehicle. The Range Rover has been extensively restored and modified from its original specification. The original V8 has been replaced with a Land Rover 300TDi diesel engine and five speed gearbox has been fitted. The bodywork has had new panels installed into the body shell whilst under restoration, including doors and a rear side panel (without fuel filler aperture) purchased from Australia. The interior has been retrimmed with later seats and dashboard, plus other detail changes. All of the restoration and modifications have resulted in an extremely usable vehicle, but obviously they detract from the originality. It is felt that all of the changes are reversible, and as values of early Range Rovers have skyrocketed it would seem that a second restoration to original specification would not only be desirable but financially viable. V5C, MOT to February 2016 See illustrations Sold for £23000

**328** A 1998 Jaguar XK8 coupé, registration number SIB 2652, light metallic blue. This XK8 has just been recommissioned after a period of two years in storage as the previous owner took it off the road to replace the fuel lines above the rear axle but never completed the work. Work has included a rear axle overhaul with new bushes, new springs, new shocks, new brake discs and pads, new handbrake cables and handbrake shoes, new wheel bearings, new rear brake hoses, new rear bumper stops and a new fuel filter. V5C, \*\*\*MOT to February 2016 (not January 2016)\*\*\* See illustration Sold for £0

**329** A 1964 Morris Minor post production convertible, registration number XFX 618B, Old English white with a red hood. This post production convertible retains its original red duotone interior, which is complemented by a new carpet set. V5C, MOT to January 2016 See illustration Sold for £4500

**330** A 1976 Ford Transit SWB, registration number JGA 255X, white. This Transit has recently been imported from Malta. It comes to auction in restored condition with many body panels having been replaced with new old stock sourced in Malta. During this restoration the 2.5 York engine was removed and replaced with a diesel unit that has the same cylinder block, making it a direct replacement, also a five speed gearbox has been fitted. The vendor informs us that it drives like a modern van, is smooth and good on diesel. It is fitted with a DVD player, an 'eardrum breaking' stereo and sits on alloy wheels. V5C, \*\*\*MOT to October 2015 (not January 2016)\*\*\* See illustration Sold for £0

**331** A 1997 Ford Mondeo GLX estate, registration number R277 KDF, red. This one registered keeper Mondeo comes to auction with less than 12,000 miles on the clock, which is supported by full service history. The estate has just undergone a light service and recommission after a period of storage. The vendor informs us that before the auction the current wheel trims will be replaced with genuine Ford period ones. V5C, MOT to January 2016 See illustration Sold for £0

**332** EXTRA LOT: A 1992 Daimler XJ40, registration number K691 LGT, blue. This automatic Daimler has a cream leather interior piped in dark blue, and all the usual luxury refinements associated with the marque. There is a good history file accompanying the car from recognised specialists, including Marina Garage Ltd, Westover and others, and a service record and warranty booklet. V5, V5C, MOT to December 2015 See illustration Sold for £500

**333** EXTRA LOT: A 1987 Vauxhall Cavalier cabriolet, registration number D142 HYK, silver. Believed to be one of only 48 remaining in the UK. It is fitted with a hood, hood bag and matching tonneau cover, power steering, original 15 inch alloy wheels and a JVC quadrophonic CD player. V5C, MOT to August 2015 Sold for £0

**334** EXTRA LOT: A 2000 Ford Cougar, registration number W392 PGF, silver. The vendor advises us that this rare modern classic is fitted with a full charcoal leather sports interior with heated and electrical seats, air conditioning, heated front screen and alloy wheels. It has covered a believed 70,000 miles from new and has all of its original service history and handbooks. V5C, MOT to February 2016 Sold for £1300

**335** A 1961 Sunbeam Rapier Series IIIA saloon, registration number 923 UYJ, chassis number B3051830HHO, engine number B3051830HHO, Pippin red with grey flash. This Rapier has formed part of an important Rootes Group car collection. The car has received considerable restoration, including a professional body rebuild and full respray inside and out. The engine bay is noteworthy, having been detailed. The interior has been kept as original as possible and retains its original red trimmed seats with white piping and roof lining. The door cards and carpets are new. A very well presented example which is now ready to show. V5C, MOT to November 2015 See illustrations Sold for £6000

**336** A 1971 Green Mini, registration number AOR 331J, green. This beautifully prepared and highly successful multiple class winning, hill climbing Mini was originally built by Duncan Barnes and Steve Harris Motorsport using a new Rover Motorsport Bodysell . Built to the highest of standards for Duncan to compete very successfully in the BARC Gurston Down Championship and the Leader Hillclimb series, where it regularly finished in the top three places. The car has also featured in Mini World Magazine, been driven by Bill Sollis and was driven by David Grace to promote the Gurston Hill Climb School. Steve Harris of Harris Motorsport has owned it since 2007, competing in over fifty events with many class wins and finishing third in the ASWMC Hill Climb Championship. The Mini is currently fitted with a touring specification freshly built + .060 1330cc engine with a Harris classic modified cylinder head, breathing through twin HS4 SU carburetors and a Manifold driving through a four speed gearbox on a 3.1:1 final drive, a Stack Instrumentation Curley dash and 6 x12 Revolution wheels with Yokohama A048 tyres. The high quality of the initial build of this car is still retained to date. The car is road legal therefore ideal for the person wishing to own a superb performance Mini with pedigree for road use or speed events. It has a MSA log book so easily adaptable to compete in modified MSA events. As it stands it is very well suited for the DEWS Speed Championship or similar. This is now an exciting opportunity for the next owner to buy a fully prepared and class winning Mini, which is on the button and ready to continue its racing career or to add to a collection of Mini history. V5C, \*\*\*MOT to September 2015\*\*\* See illustration Sold for £6250

**337** A 1992 KVA GTD40 Sports, registration number Q847 DPF, blue. This GT40 replica took four years to build and was eventually registered in 1992. The aluminium tub and GTD subframe support a KVA GRP body. This housed a Talbot

Tagora V6 engine with twin three valve Weber carburettors, a Renault Turbo 3.44 diff, K&N air filters and cooler. She is fitted with twin petrol tanks, a Facet electric fuel pump, a Renault 21 Turbo five speed gearbox, modified Ford Granada drive shafts, fully adjustable GTD suspension, Ford Granada front disc brakes and Ford Sierra Cosworth rear disc brakes. The black interior is fitted with ventilated bucket seats and in true GT40 tradition the gear lever is situated to the right hand side of the driver's seat. Finished in Audi Azure blue, this GT40 replica has Sebring mirrors, Revolution 7 x 15 front wheels with 195/65 tyres and 8 x 8 x 15 rear wheels with 235/60 tyres. The car is accompanied to auction with a large history file containing receipts, previous MOTs, correspondence between GT Developments and KVA, and notes on the build specification. Having covered less than 7,000 miles, this GT40 replica will turn heads wherever it goes. V5C, MOT to October 2015 See illustrations Sold for £0

**338** A 1961 Lancia Flaminia GT Carrosserie Touring coupé, registration number JMC 43K, body number T1232, engine number 82300, blue. This exciting barn find has languished in a Dorset barn for over 40 years. An exclusive and expensive car in its day with only 868 being made in GT configuration. This left hand drive manual coupé is a single carburettor version. The Flaminia appears in very original condition with a beautifully patinated red leather interior which still retains the quilted leather carpets, a rare feature which seldom survives. The vendor advises us that the bodywork is better than it appears with all panels being straight apart from a ding to the front left wing. The boot floor would appear solid, but the floor pans have suffered in storage. The engine bay and bulkhead are good, and the engine and running gear are all complete. This rare Italian coachbuilt coupé was on par with the world's most exclusive marques in period, costing more than a contemporary Aston Martin. It now requires restoring to its former glory and once completed will be a pleasure to own. No accompanying paperwork See illustrations Sold for £0

**339** A 1940 Daimler EL24 Limousine, coachwork by Daimler, registration number EWK 959, chassis number 48053, engine number 88959, black over blue. Affectionately known as Victoria, this charming and elegant Daimler Limousine has been part of a West Country collection in recent years and prior to that was in long term ownership for 33 years. There is a large history file accompanying the Daimler, with an album of photographs illustrating the car during restoration, a copy of a spare parts list, an original spare parts list, MOTs, tax discs and Freeman (Tony) Daimler & Lanchester An Illustrated History. V5, V5C, MOT to April 2015 See illustrations Sold for £0

**340** A 1982 Range Rover Mk I Monteverdi, registration number OYH 555Y, ivory. The Range Rover Monteverdi was launched in March 1980 at the Geneva Motor Show. The Monteverdi designed conversions were produced by the Fissore Works in Italy and sold via Land Rover dealers with a full factory guarantee and service backup. The production of these four door conversions was short lived with Land Rover introducing its own four door model in 1981. This Monteverdi was originally owned by Black Sabbath guitarist Tony Iommi. In 2011, the vehicle was subject to a comprehensive and fully documented body off restoration. This was

carried out by Douglass Motors Ltd at a total cost in excess of £25,000. The Range Rover was resprayed in ivory but retained its original tan leather interior. The car is accompanied to auction with original manuals, original Monteverdi advertising literature and photos of the restoration. V5C, \*\*\*MOT to February 2016 (not January 2016)\*\*\* See illustrations Sold for £0

**341** A 1969 Morris Minor post production convertible, registration number YPG 73G, Smoke grey. This well presented convertible has been finished to a high standard. She retains her original powder blue interior but is fitted with new carpets, a new Everflex hood and hood bag in dark blue. The 1098cc engine sits in a detailed bay and sits on powder coated wheels. V5C, MOT to January 2016 See illustrations Sold for £0

**342** A 1955 Land Rover Series I 86 inch short wheel base, unregistered, green. This original RAF vehicle has recently been imported from Malta where it spent a number of years in Malta airport. She has been rebuilt with new brakes all round. The vendor informs us that the chassis and bulkhead are rust free and that the engine is very sweet and starts well. The tilt is new and was replaced in the rebuild, as were some of the body panels. No accompanying paperwork See illustration Sold for £5400

**343** . Sold for £0

**344** . Sold for £0

**345** A 1959 Austin Seven Mini, registration number 404 DDV, chassis number A-A2S7-10144, Farina grey. The vendor informs us that this Austin Seven was last taxed in 1977 and has been dry stored since. It appears in very original condition, with the original rectangular holed hubcaps, riveted ten inch wheels and period roof rack. This barn find Mini is one of only 184 1959 Minis registered, according to the 1959 Mini Register. V5C, MOT exempt See illustrations Sold for £0

**346** A 1931 Armstrong Siddeley 15HP Mulliner four seat tourer, registration number LJ 3855, chassis number 30366, body number B3260, engine number 6719, ivory over black. LJ 3855 was originally supplied to its first owner a Mr R Dover by Chine Motors. From the Armstrong Siddeley ledgers it can be confirmed that LJ 3855 is a matching numbers car and it is believed to be only surviving 15HP car with its original Mulliner tourer body. Finished in ivory over black with full weather gear including a new mohair hood, this Armstrong has been retrimmed in nutmeg leather with matching brown bound carpets. The history file contains a copy of the AS ledger, RF60, receipts, past MOTs, club correspondence, awards and an original owners handbook. The current owners have had great pleasure in owning the Armstrong attending shows, weddings and local runs out. They inform us that the car has always run without issue and has always been reliable. It is with great sadness that they now have to sell her but recent health problems have made it necessary. RF60, V5C, MOT exempt See illustrations Sold for £12200

**347** A 1924 Austin Seven Chummy, registration number PP 2213, chassis number A14691, engine number 4722, grey over black. Introduced in 1922, Herbert Austin's charming Chummy was designed to bring motoring to the masses in a very similar way that Henry Ford had achieved with Model T. We are pleased to offer for

auction one of the most popular variants which still retains its original engine and registration number. A very original car which has only had four owners from new. During the third owners tenure the Chummy was on display at the Bentley Wildfowl and Motor Museum in Lewes Sussex for a number of years. A very well presented and honest example that has full weather gear, comprising of a hood, side screens, tonneau, dust and hood cover. The car is currently running on a spare engine but the fully rebuilt original engine accompanies the car. The vendor has known the car for a number of years as the third owner was a family friend before he took over ownership eleven years ago. During his custodianship the Austin has been used to attend local events and trips out on to the local moors. Also PP 2213 was a participant in the 2005 London to Brighton run to commemorate the 100th anniversary of the Austin marque and was one of the cars which took part in the opening ceremony for the Channel Tunnel, being the second car to cross, with Lord Montagu's car being the first. The vendor who was an Austin apprentice has had all of the servicing and maintenance carried out by Barton Garages during his ownership, and says that the car is on the button and always a pleasure to use. Accompanying the diminutive Austin is a history file, spare half shafts and other spares and a Brian James twin axle trailer with safety pack, winch and recently fitted new tyres. This charming Austin is a credit to its past owners and is ready to be enjoyed by the fifth new lucky owner. RF60, V5C, MOT exempt See illustrations Sold for £14500

**348** A 1934 Bentley 3.5 litre Eddie Hall TT replica special, registration number BGT 448, chassis number B5BN, engine number Y5BD, red. Eddie Hall campaigned as a privateer racer during the motor racing pre-WWII golden age, competing at Brooklands and other prestigious events. He was elected to the British Racing Drivers Club in 1932 and was awarded the Gold Star in 1933 driving a 4.5 litre Bentley partnered by Dr J D Benjafield in the BRDC 500 Mile Race, where they came second on handicap. In 1934 he persuaded Rolls Royce to build him a special racing Bentley, which he campaigned with great success at the Ards circuit gaining second places on handicap in the TT in three consecutive years between 1934-36. B5BN was commissioned by its first owner, a Mr G Smith, a Harley Street doctor, and was despatched in rolling chassis form to Mr Smith's coachbuilder of choice, Park Ward Ltd, on 31st August 1934, where it would receive a four door sport saloon body. Mr Smith would retain possession until 1957. During Mr Smith's custodianship B5BN would be put into storage between 1940 and 1947. B5BN would pass to its second owner, a Shropshire doctor in 1957 and would remain there until 1963. The third custodian, a Mr A W Reynolds was responsible for converting the Bentley into its present configuration. This took place during 1964-65 with the chassis, engine and running gear receiving considerable restoration before the TT replica body was fitted. Mr Reynolds didn't keep the Bentley for long after the rebuild and reboddy, selling the car to a Mr B Stein from Hammersmith, London in 1967. From correspondence on file it appears that Mr Stein only used the Bentley in France during his ownership. In 1973 Mr Stein sold the car to it's fifth owner, Mr R W Webb from Hampshire, a Bentley Owner's Club official who retained the car for the rest of

his life. Mr Romaine, the sixth owner (now deceased) purchased B5BN direct from Mr Webb's widow in 2001. Mr Romaine would appear to only use the Bentley for approximately four years before putting it into storage on blocks, where it has remained until being moved for auction. It appears in a sound and honest condition, with a thick layer of dust having accumulated during its slumber. The Bentley is equipped with weather gear consisting of a tonneau and a hood. A history file accompanying the car containing past MOTs, SORNs, tax discs an original owner's handbook, copies of the build cards, receipts from Rolls Royce/Bentley specialists, including L Fiennes Engineering, Bristol Motor Company and others, club magazines and correspondence from past owners detailing the car's history. B5BN will now require recommissioning, but once this has been completed this handsome and rakish sporting Derby Bentley will offer the next owner great fun whether exercised on the road or racetrack. V5C, MOT exempt See illustrations Sold for £59000