



**ESTIMATE £7,000 – 8,000**

## 1951 Bentley Mk VI Saloon

|                 |           |
|-----------------|-----------|
| <b>Reg No.</b>  | 378 FSM   |
| <b>Chassis</b>  | B19MB     |
| <b>Colour</b>   | White     |
| <b>Interior</b> | Grey/Blue |
| <b>MOT</b>      | June 2010 |

Introduced in 1946, the MKVI was Bentley's first post-war model. Aimed at the emerging 'owner-driver' luxury car market, the newcomer was closely based on the 1939 MKV (of which only fifteen were produced). Built around a massive cruciform-braced chassis with independent front suspension and a leaf-sprung 'live' rear axle, it was fitted with a freshly developed 4257cc OISE (overhead inlet side exhaust valve) straight-six engine mated to a four-speed manual gearbox. Capable of over 100mph when clad in the factory's understated but stylish 'standard steel saloon' coachwork, the MKVI quickly developed a reputation for being a refined yet responsive drive. Though, the availability of the so-called 'Big Bore' 4566cc powerplant from late 1951 onwards brought a welcome increase in flexibility and acceleration. However, despite the excellence of the 'basic' car, there remained a core of Bentley enthusiasts who found its styling too anonymous. Only in production for two seasons, just 1,202 'Big Bore' MKVIs were made.

Finished in white with blue / grey leather upholstery, this particular 'Big Bore' example is described by the vendor as being in "good" condition with regard to its four-speed manual gearbox, electrical equipment, interior trim, bodywork and paintwork. Purchased from our October 2nd 2002 Buxton auction as "a two owner car" that was "believed but not warranted to have covered 58,872 miles from new", '378 FSM' is since said to have been treated to "a repaint, stainless steel exhaust and engine overhaul (camshaft, pistons, main bearings etc)". Despite the latter work being carried out in November 2005, the Bentley reportedly has a tendency to "overheat in traffic" which given its present usage as a wedding car is less than ideal. Though, we are informed that the MKVI behaves rather better when on the open road. Showing an unwarranted 61,647 miles to its odometer, this tempting Bentley is offered for sale with "copy invoices totalling approximately £10,000", current MOT certificate valid until June 2010 and historic class (free) road tax.



**ESTIMATE £2,000 – 3,000**

## 1994 BMW M5 Touring

**LHD**

|                 |                   |
|-----------------|-------------------|
| <b>Reg No.</b>  | M833GGP           |
| <b>Chassis</b>  | WBSHJ91060BL01730 |
| <b>Colour</b>   | Green             |
| <b>Interior</b> | Black             |
| <b>MOT</b>      | April 2010        |

BMW's 'M' cars are now part of automotive folklore. The first model to wear the now famous badge was the M5 introduced at the 1984 Amsterdam Motor Show. It was based on the 535i chassis of the time (E28), handbuilt by the company's motorsport technicians and powered by an evolution of its M1 engine. Unsurprisingly, it instantly became the world's fastest production saloon. The second generation M5 followed the same pattern - it was handbuilt around the latest 535i chassis (E34) and initially powered by a tuned straight-six cylinder engine of 3.5-litres capacity producing 315bhp and 266lbft of torque. It featured firmly sprung independent suspension all-round and was readily distinguished by its unique wheels, purposeful looking exhaust tailpipes and the much-coveted 'M' badges. Late in 1991, engine displacement was increased to 3.8-litres, further raising the power output to 335bhp. The following year saw the introduction of Touring (estate) version. The small run of some 891 cars did not justify the development of a RHD version, but the British enthusiasm for BMW's 'M' cars ensured that a number of the LHD Tourings made their way to these shores.

The car on offer is just such an example. A 1994 model finished in green with black leather interior, it reportedly boasts "a CD changer/player, electric/heated seats, climate control, electric windows/mirrors and cruise control" as well as "lots of bills and some history". It is further understood to have recently benefited from "new springs and Bilstein dampers (the original self-levelling shock absorbers are included in the sale), a replacement clutch, rear tyres and radiator". The owner admits to some "small defects in the bodywork and paintwork" and some "tappet noise from the engine", but says the car has been "well maintained and drives well". It is MOT'd until April 2010 and has a valid tax disc. With its unique combination of load capacity and outstanding performance, the M5 Touring represented the quickest way of transporting passengers and their luggage across Europe when it burst into being in the '90s - a tradition continued by the E61 M5 Touring of today. Rare and quick even by current standards, there remains a firm following for those inaugural examples.