



On instruction of the Beneficiary
**ASHRIDGEWOOD FARM
WOKINGHAM
BERKSHIRE
RG40 5RD**



**THE LATE PETER LUFF
COLLECTION**
of
**VINTAGE &
CLASSIC VEHICLES
and TRACTORS**



**DISPERSAL SALE BY
ONLINE TIMED
AUCTION**

**Viewing:
Monday 10th and
Tuesday 11th April 10am – 4pm.**

**Bidding:
Starts at noon on
Tuesday 11th April 2017
and closes from
12 noon on
Wednesday 12th April 2017**



Thimbleby & Shorland

Directions:

Ashridge Wood Farm is situated about 2 miles due north of Wokingham on the B3034 Forest Road. See map on outside back cover of catalogue. Direction signs will be in evidence on viewing days.

Parking:

Please follow on site directions.

Viewing & Bidding:

Monday 10th and Tuesday 11th April 10am – 4pm. Bidding will start at noon on Tuesday 11th and close at 12 noon on Wednesday 12th April 2017.

The closing time of each lot will be staggered by at least 5 seconds. If a bid is made on any lot during the final five minutes the bidding time of that lot will automatically be extended for a further ten minutes.

Registration:

Prospective purchasers should follow the link from www.tsauktion.co.uk to register for online bidding. A £500 deposit will be taken at the time of registration. The deposit can be taken from a credit or debit card when registering and will be refunded in full if no purchase is made.

Buyers' Premium:

A buyers' premium of 6% (plus VAT) will be added to the hammer price of all lots

VAT:

No VAT is payable on this private collection.

Payment:

Invoices will be emailed to successful purchasers on Wednesday 12th April. No sale is confirmed until an invoice has been issued. Invoices must be settled immediately – methods of payment are credit card (with a 2% plus VAT surcharge), debit card, bank transfer or cash. Cash payments must be made at our Reading office.

Our bank details are: Natwest, sort code 20:17:21 account number 95544070.
IBAN: GB 66 NWBK 60172195544070, BIC code NWBKGB2L.

Please note that all lots remain at the risk of the buyer from the fall of the hammer and it is strongly advised that you effect insurance immediately.

Payment in Cash:

In order to comply with money laundering regulations we will not accept payments in cash exceeding £9,000. Cash payments in excess of £4,000 must be accompanied by valid proof of identity ie passport/driving licence, supported by two utility bills, bank statement or equivalent. The Auctioneers will only accept payment from and permit removal of goods purchased by the successful purchaser or their duly appointed agent. No lots will be transferred to third party invoices after the auction.

Clearance:

Clearance may be effected on Thursday 13th April between 9.30 am and 4pm, thereafter by arrangement providing payment has been received and funds cleared.
PLEASE NOTE THAT THE PREMISES WILL NOT BE OPEN FROM FRIDAY 14th APRIL TO MONDAY 17th INCLUSIVE – EASTER WEEKEND

Descriptions:

All lots have been described to the best of our ability and from information supplied. No liability whatsoever is undertaken in respect of faults, deficiencies and error of descriptions either oral or printed. ALL LOTS ARE SOLD AS SEEN WITHOUT WARRANTY and are available for inspection prior to sale. We recommend that you view before bidding.

For full conditions of sale go to www.tsauction.co.uk

Thimbleby & Shorland

31 Great Knollys Street
Reading
RG1 7HU
0118 950 8611

Peter Luff acquired this small collection of vehicles and tractors over the last 25 years when the opportunity presented itself. They have all been lovingly restored and are in 'showroom' condition.

They have all been garaged under wraps and have not seen the light of day for some time. All will be recommissioned and up and running for viewing.

Lot 1

Standard Nine 4 Door Saloon (March 1935)



Registration Number: ARH 285
Serial Number: 311288
Engine Number: 224084
Engine Type: 1052cc side valve petrol
V5 registration document



A superb example of its marque complete with sunshine roof. The 'RH' registration plate would indicate that this vehicle was first registered in the City of Kingston upon Hull, East Yorkshire, the current City of Culture.

The Standard Motor Company was founded in Coventry, England in 1903. Production ceased during the First World War when the company concentrated on aircraft and armament production. Civilian car production recommenced in 1919.

Introduced in 1930 the Standard Nine and Standard Ten, indistinguishable apart from the bonnet lengths, addressed the low to mid range market, to be superseded by the 'Flying' Standard range in 1936.



Purchased by Triumph in 1945 the company name was changed to Standard Triumph in 1959 when the Ferguson tractor manufacturing side of the business using the noted Vanguard engine was sold simultaneously to Massey Ferguson

Lot 2
Peugeot 201 B 4 Door Saloon (1933)



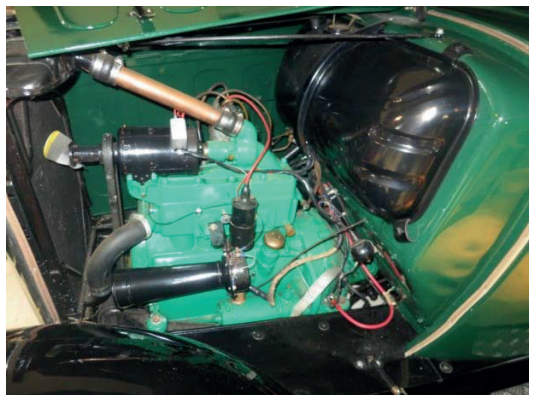
Registration Number: 429 EH 76
Serial Number: 669415
Engine Number: 41613
No V5 registration document

This right hand drive model was built for export to the UK but never actually made it. The story goes that it was hidden in a barn during the war years to prevent the Germans commandeering it. It was re-registered in France in 1972 under the index number it currently bears.

It was imported into the UK in 1989 but was never registered despite being MOT'd in 1997. The mileage showing (43,000) is believed to be genuine



Named because it was the engineering department's 201st project, the Type 201 was introduced in 1930, a straightforward worm drive SV1100cc family saloon with coil ignition. The 201 was continued until 1937, acquiring transverse independent front suspension with the C series in 1932 and a synchromesh gearbox in 1934.



It was Peugeot's first volume model with 142,309 produced, to be superseded by the 202.

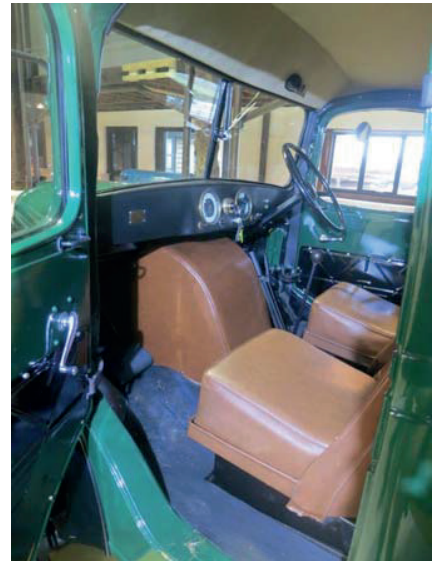
Lot 3

Austin K2 Lorry with Wooden Dropside Body



Registration Number: MME 492
Serial Number: K2 VV98124
No V5 registration document

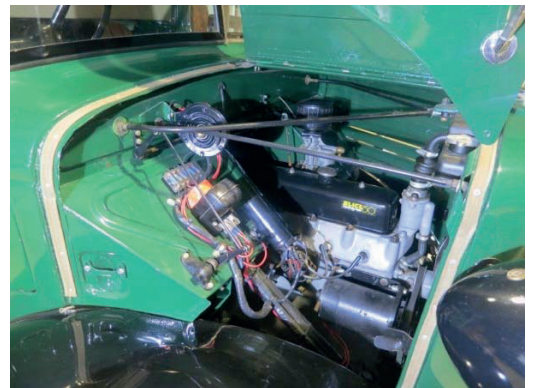
Often referred to as the 'Birmingham Bedford' this fine 1.5 tonner is in showroom condition. Finished in green with black wings with highly varnished wooden body and as good inside as out.



The Austin Motor Company was established in 1908 but did not begin building trucks until 1913 at the onset of WW1, only to leave the market shortly thereafter having only built some 2,000.

It was not until 1939 that Austin returned to the market when the 'K' range was introduced and large numbers built for military use during WW11, most notably the K2/Y Military Ambulance (K2 1.5 tonnes, K3 4x2, K5 4x4, K6 6x4)

The 'K' Range continued with little change until 1951 when Austin merged with Morris to form the British Motor Corporation.



Lot 4

Fordson Major E27N Petrol/TVO Tractor (c1951)



Registration Number: 295 FAM
Serial Number: 43-377 (1208137)
V5 registration document

A very smart tractor just right for showing.

Although the V5 carries the serial number 43-377 (which we believe to be the gearbox number) the correct serial number should be 1208137 making it a 1951 model and not 1980 when first registered.



The Fordson E27N was introduced in 1945. It was an upgrade of the Model N having the same engine and transmission but with completely new crown wheel and pinion differential. Provision was also made for the addition of a PTO Smith or Varley hydraulic lift with an adjustable width front axle.

The E27 was superseded by the 'New Major' in 1952.

Lot 5

Fordson Standard N 4 cylinder Petrol/TVO Tractor (1941)



Serial Number: 887614
No V5 registration document

A lovely classic Fordson tractor and on rubbers.



The Fordson Model N replaced the Model F in 1927. First manufactured in Cork, production was transferred to Dagenham in 1933.

Featuring a 27hp engine the optional extra, a PTO was introduced in 1935 also the choice of pneumatic tyres in preference to steel wheels in the same year.

Undoubtedly the most important tractor in the United Kingdom during World War 11 with 136,000 rolling off the production lines at Dagenham.

The Model N was replaced by the E27N in 1945.

Lot 6

Fordson Power Major 4 cylinder diesel Tractor (1959)



Registration Number: 912 LPH

Serial Number: 1526790

V5 registration document

Another great tractor, ready to roll.

The serial number shown on the V5 registration document differs from that identified on the tractor 502F58437.



The Power Major was introduced in 1958, an improved version of the E1A 'New Major' range with 51.8hp engine, improved transmission and 'live drive' hydraulics only to be superseded in 1960 by the 'Super Major'.

Lot 7

BMB President Model STV 4 cylinder Petrol/TVO tractor (C1950)



Registration Number: DSV 325

Serial Number: 273014

Engine Number: B2673

V5 registration document

A pretty little tractor ready for work or showing. An early 1950's tractor and not 1984 when first registered as shown on the registration document.



BMB tractors were manufactured by Brockhouse Engineering of Southport following their acquisition of the British Motor Boat Manufacturing Company (BMB) in 1947. Already well known for the two wheeled JAP engine Cult-mate, Hoe-Mate and Plough-Mate garden tractors, the four wheel President was added to the range in 1950. Powered by the 4 cylinder 918cc Morris 8 side valve engine, production ceased in 1956.

Lot 8

OTA Monarch 3 Wheel Petrol Row Crop Tractor c1951/52



Not registered
Serial Number: 1019
Engine Number: 511610
No V5 registration document

A rare three wheeled tractor primarily designed for market garden use and capable of considerable speed.



Manufactured by Oak Tree Appliances, Coventry and first produced in 1949, the Monarch was introduced in 1951.

Powered by a Ford E93A 10hp side valve petrol engine, this light tractor was designed primarily for market garden work but like the BMB President sales declined in preference to more powerful models. The company was sold to Singer in 1953 and production subsequently ceased.

**Lot 9
Bamfords No 7 RTC Tractor Drawn Finger Bar Mower**



NOTES

NOTES

CONDITIONS OF SALE FOR ON-LINE AUCTIONS & TENDERS

1. At the fall of the hammer, closing of the tender sale or the on-line lot closing time, the highest acceptable bid for each lot shall be the Purchaser and, in the event of any dispute, the Auctioneers shall have absolute discretion to settle such dispute.
2. All lots are put up for sale subject to any reserve price placed by the Vendors
3. All intending bidders at on-line or tender sales must register with the Auctioneers prior to placing a bid. All intending bidders must make prior arrangements regarding method of payment before attending or participating in a sale.
4. No lot or lots shall be removed from the premises until paid for, but each and every lot shall immediately at the fall of the hammer be considered as delivered and be and remain in every respect at the absolute risk of the respective Purchaser or Purchasers thereof, and shall be removed at the Purchaser's expense after the conclusion of the Sale and taken with all faults or errors of description.
5. The Auctioneers act only as agents for the Vendor(s) and are not responsible for any default by either Vendor(s) or Purchaser. In particular, they shall not be liable to pay the Vendor until payment is received from the Purchaser.
6. No undertaking of the Auctioneers or their employees to take charge of any lots after the sale or to forward them to their destination shall be held to impose upon the Auctioneers any legal obligation or vitiate any of the foregoing conditions.
7. In all cases of transfer the original Purchaser shall be held responsible for the purchase money.
8. The Auctioneers have described the lots to the best of their ability and belief, but any statement made either in advertisements, catalogues, on-line description, photograph or other publicity are those of opinion only and are made without responsibility and shall not give rise to any action in law for damages or compensation or rescission of sale by a purchaser against the Vendor, the Auctioneers or their employees. All electrical or mechanical items are sold as un-tested, without warranties or any guarantees as to serviceability, working order or fit for purpose.
9. Many lots offered for sale on-line are by reason of age or nature, not in first class condition. Some descriptions may refer to damage or restoration but the omission of such a statement does not imply that a lot may be free of damage or has been restored. Therefore all purchasers must satisfy themselves by physical inspection prior to making a bid as to the origin, authenticity, quality, quantity, weight, size and general description of each lot as all lots are sold "as seen" with all faults whether declared or not.
10. The Auctioneers accept no responsibility in connection with the commissioning of their staff to bid for any lots. Reserves and commissions given verbally or by telephone are accepted at the sender's risk and must be confirmed in writing before the Sale.
11. **THIRD PARTY LIABILITY.** All persons attending the sale or viewing whether it be at the Auctioneers' premises or other place, before, during or after the Sale shall be deemed to be at their own risk and with notice of the condition of the premises and of the method of arranging lots and shall have no claim against the Auctioneers nor their principals in respect of any injury or accident which may occur from any cause whatsoever including postponement or cancellation of the sale.
12. If any Purchaser shall fail to comply with the above conditions or any of them, the Auctioneers shall be at liberty to recover in full the amount of the purchase money of the lot or lots bought by such Purchaser together with all interest, costs, charges and expenses, without reference to any delivery or acceptance of the lot or lots, other than the first delivery by the fall of the hammer, or to resell any lot or lots bought by such Purchasers, either by public or private sale, and the full amount of the purchase money at the present sale, or the deficiency (if any) arising from the second sale, together with all interest, costs, charges and expenses, shall be made good by the defaulter and be recoverable as and for liquidated damages.

Thimbleby & Shorland

