



Flight of Elegance; Farnborough International (A069)

3rd May, 2025

Viewing:

Viewing days - Entry by catalogue

Thursday 1st May 2025 9am - 5pm

Friday 2nd May 2025 9am - 5pm

Auction day - Entry by catalogue

Saturday 3rd May 9.30am

Farnborough International

Exhibition Centre

Gate A

Transport Road off Trenchard Way

Farnborough

GU14 6XE

For satellite navigation devices, please use the full address
back.enable.double (what 3 words)

Approach by Road

Historics is at Farnborough Exhibition and Conference Centre, Farnborough. Farnborough International Exhibition & Conference Centre which is located just off the A325, accessible from the M3 (J4) and A31. For Google Maps / SatNav directions use postcode GU14 6XE.

Parking

Parking for viewing and auction days will be available at Farnborough International & Exhibition & Conference Centre Gate A postcode GU14 6XE.

Approach by Rail

Farnborough International Exhibition & Conference Centre is within easy reach of five stations- Farnborough Main, Farnborough North, North Camp, Frimley and Aldershot. Farnborough Main station is 1.5 miles from the venue, it is served by South West Trains and sits on a mainline to London Waterloo. Farnborough North and North Camp are served by First Great Western and located within a 10-minute taxi ride from the venue. Aldershot is served by South West Trains and offers direct services to London Waterloo and Guildford, the station is a ten-minute taxi ride from the venue. All stations are wheelchair accessible.

Approach by Air

Farnborough Airport. Delegates and visitors landing at Farnborough will experience an efficient transfer right to the door of the event venue without ever leaving the airport boundary. London Heathrow is a 30-minute drive from Farnborough. Alternatively, there is a shuttle bus from Heathrow to Woking Train Station where visitors can transfer to Farnborough Main by train in just 10 minutes. London Gatwick is a 50-minute drive from Farnborough or alternatively 50 minutes by train from Gatwick to North Camp from where it is a 10-minute taxi ride to the venue.

Lot 151

1965 Morris Minor 1000 Offered without reserve

Year: 1965

Make: Morris

Model: Minor 1000

Registration: GYH 236C

Chassis No: MA2S5D1119423

Engine No: 10MAU170946

Odometer: 55,607

- Restored in 2012 by marque specialist Charles Ware of Bristol
- Presented in wonderful condition

The Morris Minor was a British economy car that debuted at the Earls Court Motor Show on 20th September 1948. Designed under the leadership of Alec Issigonis, over 1.3 million examples were manufactured from 1948-1971. Initially available as a two-door saloon and convertible, the range was subsequently expanded to include a four-door saloon in 1950 and wood-framed estate, The Traveller, plus the panel van and pick-up truck variants in 1952. The Minor was manufactured in three series; Series I, Series II (1952) and finally the 1000 Series such as the car offered today. These 1000 Series cars benefitted from an engine which was increased in capacity to 948cc and are differentiated from earlier examples of the marque by their curved one-piece windscreen replacing the two-piece split windscreen and an enlarged rear window. Other modifications specific to this car is a new dashboard layout including a lidded glove box on both the driver and passenger side of the dashboard.

This superb example of this iconic British saloon car is presented in British Racing Green with a red interior, all of which are in wonderful condition throughout. It has been in the current ownership for the last 15 years and in 2012 the car was completely restored by the renowned Morris Minor specialists Charles Ware in Bristol, when approximately £8,000 was spent on it. It comes with restoration receipts, certificates and ownership history. Its condition today is testament to the quality of workmanship carried out by the team at Charles Ware, with the current owner scoring 10/10 in condition for engine, body, chassis and paintwork. This is truly a wonderful Morris Minor which is ready to be enjoyed. Consigned by James Good