



Including Austin Sheerlines and Princess Limousines

1959
Austin 105
Vander Plas

<i>Registration Number</i>	<i>934 HTE</i>
<i>Date of Registration</i>	<i>1st May 1959</i>
<i>Colour Flash</i>	<i>Richmond Red with Regency Grey</i>
<i>Interior</i>	<i>Tan Leather</i>
<i>Carpets</i>	<i>Light Brown with tan leather border</i>
<i>Chassis Number</i>	<i>BS8-HCO 63861</i>
<i>Engine Number</i>	<i>26A-U-H-63861</i>

Brief History

One of only 500 built between January 1958 and April 1959, with only a handful surviving today. This car has Police specified floor gear change. Two owners since 1987. The previous owner carried out the restoration over a period of 8 years.

Towards the end of 1957, Sir Leonard Lord (awarded the KBE in the New Year Honours, 1954) asked if an Austin A-105 saloon could be given 'special' treatment and delivered within a month. The Chairman was delighted with the outcome and suggested that Vanden Plas should produce a limited number of these for general sale. The coachbuilders were to be concerned only with the interior but they were naturally anxious that the exterior finish should be superior to 'mass production' standards. Geoffrey Rose, General Works Manager at Austins was sympathetic and arranged for the designated cars to go round the paint track a second time, and be given special attention. These 'Specials' were normally finished in Black, Richmond Red or Cariton Grey with the centre flash in each case painted Regency Grey. Externally the deviations from standard concerned special wheel discs and on the boot lid there appeared the names 'Vanden Plas' and 'Austin A-105 Six'.

The interior had all the luxury of the big Princess and was nicely finished, best hide being used for the seats, figured walnut for the re-designed facia and deep pile carpets for the floor. The wool cloth head-lining was especially well tailored, the cloth first being applied to Sorbo rubber sheet, and then fitted into place. By this means any tendency to sag was eliminated. Many other minor improvements and features were incorporated, the whole transformation being achieved at an extra cost of only £250. With conventional transmission the basic price was £982 10s. plus £492 12s. purchase tax, and in this form, Borg Warner overdrive was standard. Optionally, a centrally mounted floor gear change could be had in place of the steering column lever or for £1,045 plus £523 17s. purchase tax, the customer could have fully automatic transmission. The body was of unitary construction in steel and the model was no sluggard thanks to its 2639cc ohv engine giving 102bhp at 4600rpm. Production covered the period January 1958 to April 1959 and thus embraced only one London Show at which Vanden Plas exhibited a single 'A-105' painted in sage green and trimmed with pale green hide.