Appraisal report

Austin Sheerline 125
By Vesters and Neirinck

Daniël C. van Aken

ERKEND TAXATEUR
Klassieke Automobielen
Oldtimers
Sportauto's
Customcars

Buren 10
8823 SL Lollum
0517-469221
www.autotaxaties.com

Daniël C. van Aken
taxaties

Appraisal Report

Filenr. :	AR7962/1
Client:	mr. L. van der Meulen s.s.t.t. Huize de Hofstede Vaart N.Z. 116 9406 CN Assen
Owner:	Client is owner
Subject of appraisal:	Classic car, brand Austin
Date of command:	17-03-2015
Date of inspection:	07-04-2015
Location of inspection:	Anthony Fokkerstraat 16, Assen
Appraiser:	D.C. van Aken
Cause for appraisal:	to determinate trade value and value of replacement for the cause of insurance

par.

Daniël C. van Aken

ERKEND TAXATEUR
Klassieke Automobielen
Oldtimers
Sportauto's
Customcars

Buren 10
8823 SL Lollum
0517-469221
www.autotaxaties.com

Daniël C. van Aken
Taxaties

Filenr.: AR7962/1

Brand: Austin

Type: Sheerline Convertible A-125 by Vesters en Neirinck

Id.nr.: DCL 2729

License: AR-79-26, Dutch license

Date of first admission: 30-06-1949.

Date of current admission: 16-0-7-2014

Year of construction: 1949

Imported from: The Austin is initially shipped to Belgium. From Belgium the cars has been moved to France, but has never had a Fench license
The car was in France only to be used in the collection of a museum.

Weight: 2149 kg. empty weight, according to license

L x B x H: 4890x1850x1670 mm(according to manufacturer Austin)

Volume of production: 1

MOT: The car is not submitted to MOT in the Netherlands

Counter position: 02611 kilometers, read position. It is not plausible that the read counter position represent the really driven mileage.

Motor: The straight six cilinder engine, matching nr. ID 4033, is placed in the front of the car , has a replacement of 3993 cc and a performance of 125 bhp..
The engine is original, once overhauled whereby also the exhaust and carburettor are overhauled. The engine has (had) cooling problems. That is to deduce from little holes in the radiatorcap and traces of engine coolant in the compartiment. There are a few modern modifications amongst them a new electrical distributor.
All fluids are clean.

Par.

Dossiernr.: AR7962/1

Fuel: De Austin runs only on gasoline with high octane and a lead displacement.

Gear: The car is driven on the rear wheels by a fourshift gearbox. The gearbox is original, not visible overhauled, but very well maintained.

Steering: The car is left hand driven. The original steeringwheel is patinated.

Body and chassis: The Austin has a unique one-of-a-kind body from the well known coachbuilder Vesters and Neirinck from Brussels, on a chassis.
The chassis has had an older rust protection treatment ("Bitak") and an older underseal from around. The chassis is firm, straight and there are no signs of welding.
The body of the car is patinated. All around the car there are unevennesses and dents to find.
The mechanic of the convertible roof is in good order.
The canvas hood itselves has a lining and shows traces of use.
The paint is very much original.The car has been painted in the colours Black and Royal Blue with the use of nitrocellulosis lacquer. Some spots are treated with a alkydresin lacquer.
The brightwork is very determinative and characteristic for this car. Vesters and Neirinck used aluminium and high gloss polished stainless steel. The brightwork is complete but is in need of a firm restauration by a skilled specialist. The back of the car shows a firm dent in the body as well as the aluminium frame.
The rubbers are in poor condition, but are all of a standard profile and are easy and cheap to replace.
The glass of the car is handmade by Jemeppe, a Belgian company. The glass is in good condition but could use a good polish..
All the emblems are in good condition and on the right spot attached. This includes the scarse and valuable Vesters and Neirinck emblems.

Wheels: The Austin is equipped with the original sixteen inch Sheffield steel wheels. They wear the correct centercaps and are in good condition.

Banden : The tires are 750x16 whitewall tires with a DOT-code from 1989, but are in excellent new condition.

Par.

Filenr.:AR7962/1

Suspension: The Austin has coil springs on the frontside of the car and half elliptic leaf springs at the rear.
The suspension is in good order.

Lights: An "ordinary" Austin Sheerline has Lucas tail and headlights apart from the body. Vesters and Neirinck however replaced these lights by BW headlights which were integrated in the frontfenders. Quite revolutionary for the year 1949 and until then mainly used by the World famous French designer Saoutchik. The lights are in good condition.

Electrical system: The Austin is equipped with a Lucas 12 volts (2 x 6 volts , serial). The system is in good working order. Some parts are replaced by modern components.
The wiring is almost completely original and in working order.

Licenseplates: Vintage-look old blue Dutch license plates with white letters.

Interior: The interior is partly originel and partly adapted by Vesters and Neirinck. The backseat is a very luxuous threeseater. The seats are divided (not separated) by two folding armrests.
The frontseat is an even luxuous twoseater. In the frame of the frontseat is a good working handcranked glasspartition. The seats and the doorpanels are beautifully renewed with greyblue leather upholstery with lightgrey piping. The upper doorframes are made of rosewood. The art-deco styled dashboard also consists of rich rosewood. The dashboard as well as the doorframes are in need of a little loving care.
The carpet is removed, the floor consists of steel and oakwood panels which are in excellent condition.
The overall condition of the interior is very good.

Mechanics:

The three Triplex stainless steel windshield wipers have very poor rubbers and are therefore not able to function.
The windows and the seats are manually adjustable.

Par.

Filenr.: AR7962/1

Mechanics: (sequel) Hood and trunk are easy to open.
The crankmechanism of the dividing glass is in good working order
All switches work
The instruments by Smiths and Lucas are in good working order.

Brakes: De Austin is equipped with partially renewed hydraulic brakedrums all around the car , Girling system.
The brakes are in good working order.

Documentation: Sadly, the car is poor documented. The original Belgian license is present and so are documents from Bonhams auctioneers. There are als some pictures from the French Museum. The history of the car is partially known.
Very particular is a modelcar from Atlas Collections in scale 1:43. In the serie "Presidential Cars"is a very small and limited production made of this specific car. This model is very sought-after by collectors. One of these models is in posession of the owner of the Austin.
According to Belgian sources there are documents and photographs from King Leopold III in this car in the Belgian Royal Archive. The Archive sadly does not allow publication of these documents.

Alarm: The Austin is not provided with any alarmsystem.

Options: Usually a coachbuilder builds a car according to the wishes of the client.
In this case Vesters and Neirinck were given a free hand by constructing this car.

Testdrive: There has not been a trestdrive with the car. The car is examined running and driving where no irregularities have occurred.

Declaration of use: The Austin will be used as a part of a collection . Participation on ordinary traffic will be very limited.

Maintainance and restoration: The car is once partially restored.
Upholstery, brakes, engine, fuelsystem and ignition is replaced.
Recently there has been some maintainance to the electrical system.

Par.

The Belgian king Leopold III(1901-1983) was a real carlover. The rise of the automotive industry was quite similarily to his own life. Therefore he once was the proud owner of Bugatti, Ferrari, Packard and Cadillac cars. The Bugatti type 59 is possibly the most well known king Leopold ever possessed, if only because of the many publications about this specific car. Also about his Ferrari 375 there are many publications to be found.

The Packard even though is the most tragic car of them all. In the night of August 29th 1935 King Leopold and his very beloved wife Queen Astrid drove in the surroundings of Küssnacht in Switzerland where they owned a summer residence. King Leopold lost control of the car and they came off the road and hit the Lake Geneva. However severely wounded, Leopold survived the crash but queen Astrid sadly lost her life that night.

After the German invasion in Belgium in 1940, king Leopold chose to remain in Belgium to, as his father king Albert I did, lead the troops in non-occupied Belgium. The German forces however were widely superior to the Belgians and there was no non-occupied Belgium left. King Leopold was taken a prisoner of war and was internalized in his palace in Laken. During his captivity the king remarried to miss Lilian Baels who was already pregnant at that time. A morganatic marriage which distressed the Belgian population very much. First because the Belgians had not forgotten their beloved Queen Astrid, second because Leopold decided to marry in church before he married for the law, and third because the king was in fact a prisoner of war and in spite of that he was able to marry and even to beget a child. For many Belgians suffering in a POW-camp this was indigestible.

In spite of an initial refusal, king Leopold agreed to meet Adolf Hitler. However in this discussion he tried to improve the situation of the Belgian population, it was politically seen not a very wise move. When the allied forces approached Brussels, the Germans moved Leopold to Austria. After the liberation of Belgium in september 1944, the Belgian temporary government appointed Leopolds brother Charles as governor.

After the German capitulation Leopold returned to Belgium to claim the throne. The chosen government refused to restore Leopolds reign because of a lack of trust. This "Kings Question" divided the country and brought it close to a civil war. This "Kings Question " ended in 1951 when Boudewijn I, Leopolds oldest son succeeded Leopold as king.

The government of prime-minister Pierlot decided to put Leopold outside the law, which meant among others at that time that he could not claim any allowances from the government. One of these allowances was the use of transportations from the Belgian Royal Stables.
Because of the fact that almost all the Royal luxury cars were commandeered by the Germans, it was necessarily that there came new cars. Governor prince Charles understood the sensitivity of driving exclusive and expensive cars while the majority of Belgium was rebuilding the country. He drove in Ford and Chevrolet ex-army vehicles presented by the allied forces. Leopold was not able to buy cars according to the standard he was used to. According to the explosive situation in Belgium it also would not have been a wise thing to do.

A well-to-do friend of Leopold, mr. Leon Gillet, owner of the Gillet motor company at Herstal thought that this was not king-worthy situation. He ordered in 1949 an Austin Sheerline A125 at the even kingfriendly coachbuilder Vesters and Neirinck from Brussels with the instruction to build a absolute one of a kind five-seater convertible of it. However Leon Gillet remained owner of the car he gave the usufruct to Leopold. Leopold did not made much use of the Austin. Photographs and documentary about this is only in the Belgian Royal House Archives and its publicity is absolute prohibited. The "Kings Question" is still an item to handle with great care.

In the early 1960's Belgium switched to another form of registration. That declares why the earliest registration of this car is only from 1961.

Vesters and Neirinck was already in the early 1920's a very well known coachbuilder. Based on Rolls Royce, Bentley, Minerva, Delage and Delahaye they build very exclusive coaches according to the wishes of the client. Their main production however was the conversion from productioncars to taxi's. Beside that Vesters and Neirinck was specialized in transparant roofcontructions for cars, using glass as well as fiberglass. From the Austin Sheerline are no constructiondrawings anymore available.

Almost certain is the cooperation of the famous French designer Saoutchik. Saoutchik used the patents of Vesters and Neirinck according to the glass-roof constructions and the looks of the Austin are very, very similar to the Saoutchik Delahaye 175 from 1949 and the DElage D8-120 from 1939. Unfortunately is this influence not documented. The archives of Vesters and Neirinck are lost.

Under the influence of the new king Boudewijn, the Belgian Government of prime-minister Spaak, granted Leopold a new state allowance. Until his decease in 1983 he lived withdrawn, but in 1978 he ordered his last car; a brand new Cadillac. The Gillet motoringcompany bankrupted in 1958 and the Austin remained in private ownership of Leon Gillet until he died in 1976. Then the car was bought by the "Musée des voitures de chefs d'états" at Sauvigny le Bois in France. When this museum reorganised in 2013 the car was brought to auction at Bonhams in Le Zoute, Belgium. Sadly the car was not well described and auctioned without any reserve.

The values mentioned in this report are emphatically for the car in the inspected condition. In fully restored condition the trade value will be easily over € 500.000,-.

Sources:

Bonhams Auctioneers
Musée des voitures de chefs d'etat
Dhr. L. van der Meulen
Dhr. F. Vrijaldenhoven (CONAM)
Coachbuilders.com
British Motor Industrial Heritage Trust
Eigen archief taxateur

Par.

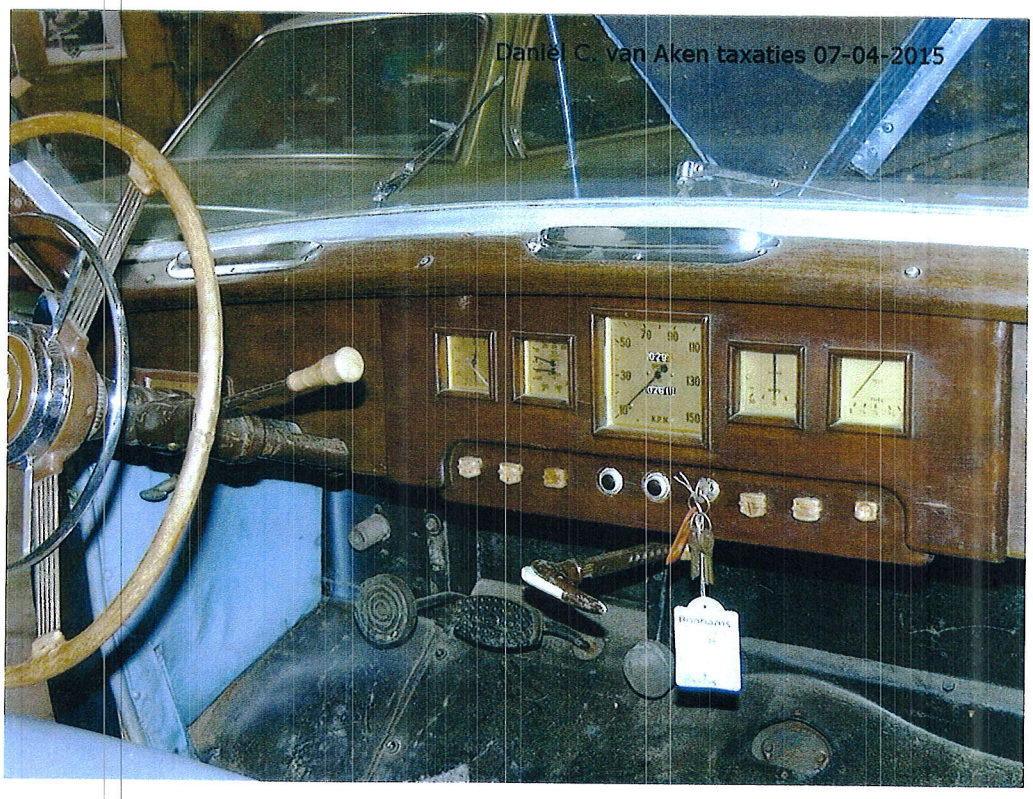

Daniël C. van Aken Taxaties 07-04-2015

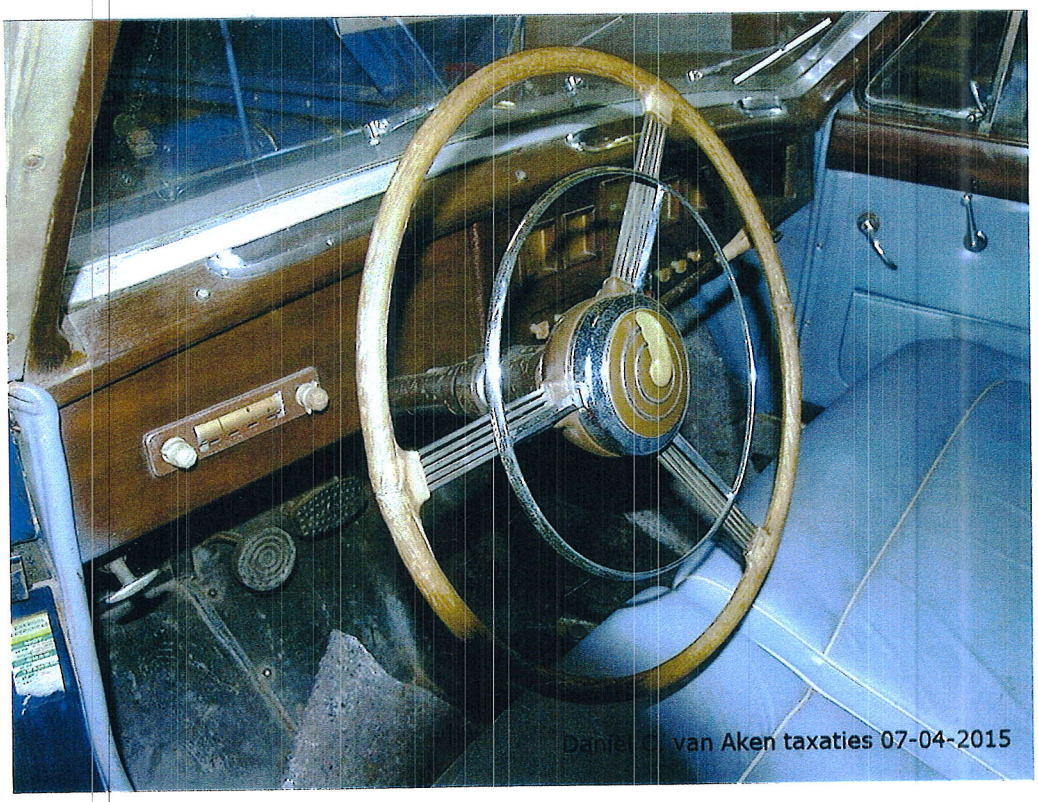

Daniël C. van Aken taxaties 07-04-2015


AR-79-62
Daniël C. van Aken taxaties 07-04-2015

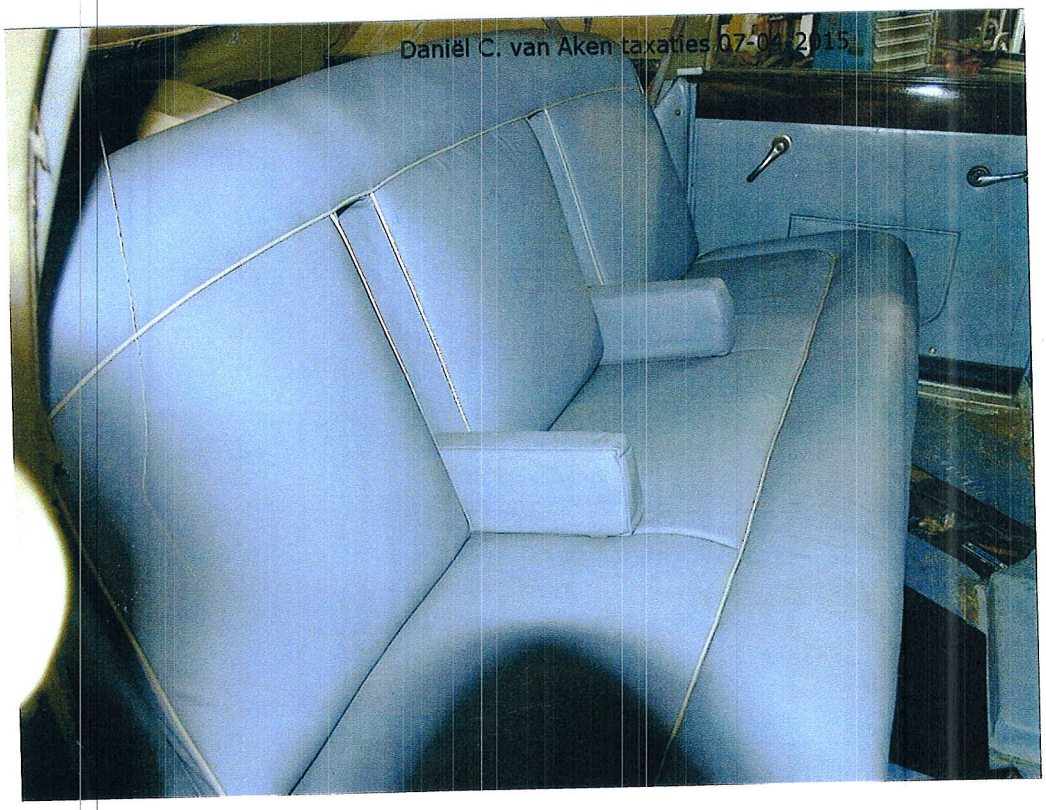

Daniël C. van Aken taxaties 07-04-2015

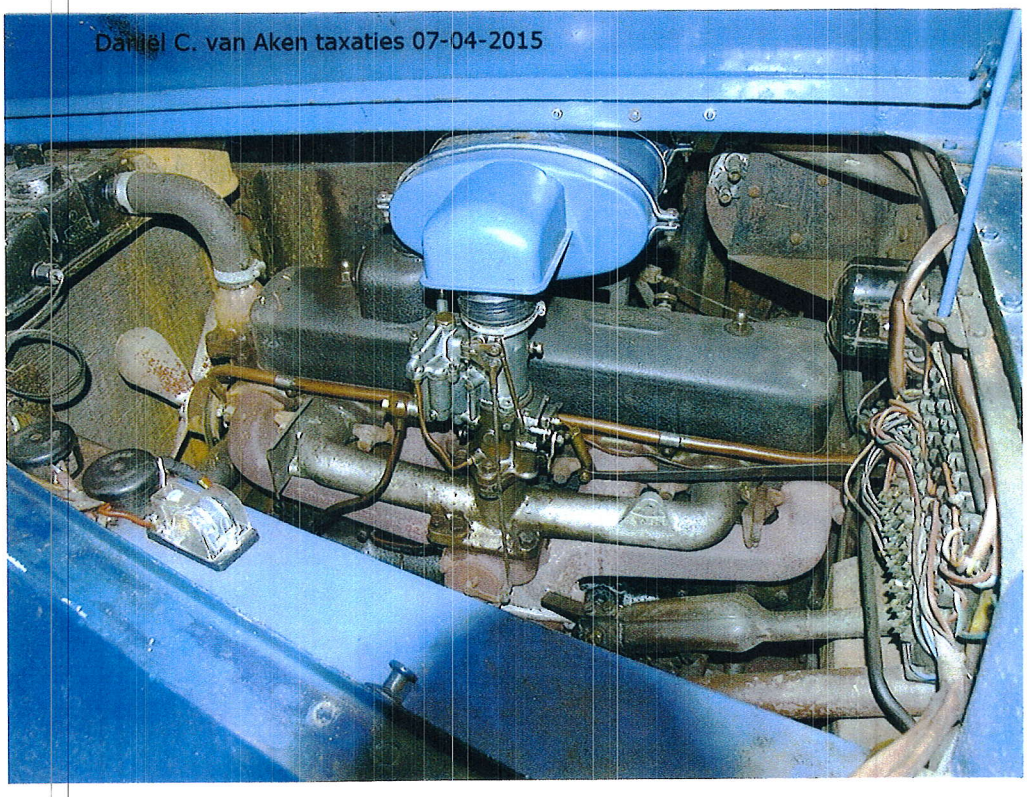

AR-79-6
Daniël C. van Aken taxaties 07-04-2015

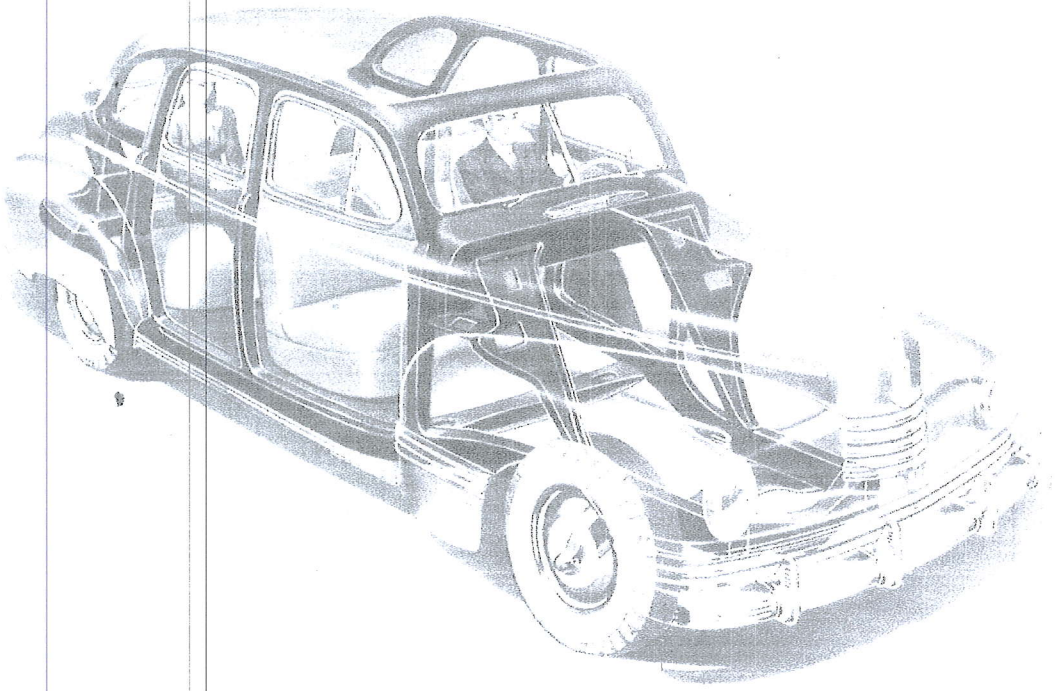

Daniël C. van Aken taxaties 07-04-2015


Daniël C. van Aken taxaties 07-04-2015


Daniël C. van Aken taxaties 07-04-2015


Daniël C. van Aken taxaties 07-04-2015


Daniël C. van Aken taxaties 07-04-2015



Daniël C. van Aken
ERKEND TAXATEUR
www.autotaxaties.com