
1991 Land Rover Range Rover

Lot sold	USD 68 715 - 75 587 GBP 50 000 - 55 000 (listed)	Drive	RHD
Year of manufacture	1991	Condition	Used
Chassis number	SALLHABM3GA4623	Location	
Lot number	184	Exterior colour	Other
		Car type	Other
		Engine number	36D08261A

Description

You can now book a one to one appointment (up to one hour) to view this lot at our central location. Please contact the member of staff associated with this lot to secure your appointment. The health and safety of both our customers and team remains the utmost priority, we are therefore operating to strict COVID-19 guidelines and full instructions will be given when making your appointment.

Number 66 of only 200 of these very special 20th Anniversary Range Rovers Finished exclusively in Beluga Black with chrome bumpers, silver pinstripe coach lines, and discrete CSK logos Initial 40,000 restoration Vantagefield International in 2009 when owned by Lord Rothschild The original engine was extended to 5.0-litres and carefully upgraded by John Eales (8,000) increasing the power output to 300bhp Recent expenditure of 20,000. New suspension, new sills, fully detailed chassis Immaculately presented and certainly one of the quickest, if not the quickest, CSK To mark the huge success and the 20th anniversary of the model, Land Rover launched the limited-edition Range Rover 'CSK' named in honour of Charles Spencer King, the man who designed the original Range Rover. The CSK was intended primarily to publicise the new anti-roll suspension and was promoted as a sportier Range Rover with only 200 numbered examples produced. This special Range Rover featured a number of modifications improving both performance and passenger comfort and was the fastest production Range Rover ever built at that time, with a chipped version of the 3.9-litre V8 engine developing 185bhp. The increase in performance is complemented by improved handling at high speeds and Land Rover had introduced front and rear anti-roll bars and sports dampers, to give a smoother, more comfortable ride on normal roads. These cars were finished exclusively in Beluga

Black with chrome bumpers, silver pinstripe coach lines, and discrete silver CSK logos positioned on both front wings and one on the lower tailgate. The interior is pure Range Rover with contrasting beige soft leather trim and the American Walnut fascia rail and door inserts are exclusive to this model. The example offered here is Number 66 of the 200 and was purchased new by a Mr Moffat from Lex Land Rover in Bury and delivered on the 3rd August 1991 just in time for the grouse season! The extensive history file contains the original order form and invoice as well as several service invoices throughout Mr Moffat's ownership which continued until August 1998 when, according to the handwritten Bill of Sale on file, the car was sold for the sum of 10,500 to Andy Starr of Colchester, Essex. Andy used Lindacre Land Rover in Ipswich for servicing and maintenance and appears to have owned the car until around 2006/7 when Chris Davies of Poole, Dorset became the proud owner for a few years before, according to another handwritten Bill of Sale on file, he, in turn, passed it on in 2009. The identity of the next owner isn't clear but a quote on file from Vantagefield International, the renowned car customiser and trimmer, from September 2009, shows that the car was restored and retrimmed with black leather and black Alcantara finish as well as having some mechanical attention. The mechanical restoration included an engine upgrade by John Eales from 3.9-litres to 5.0-litres and an increase in power to 300bhp! (8,000). John Eales founded J E Developments, the foremost name in Range Rover/Landrover engine rebuilding and tuning and, in 1975, helped modify Land Rovers V8 for the factory Paris-Dakar cars. He continued to develop his own 4.2-litre V8 and Land Rover were so impressed with the results that they purchased the rights to build the engine and fitted it to later production Range Rovers. Soon after the upgrade of No 66 was finished, the car was purchased by Lord Rothschild, head of the renowned banking family and a keen motoring enthusiast. He kept the car until 2013 at which point our vendor bought the CSK and set about carrying out further improvements including new suspension all round as well as new sills. The most recent work included stripping and fully detailing the chassis. Now in wonderful condition and having had in excess of 60,000 spent on it over the last 9 years, this really is a well-loved and well-prepared example of a very rare limited edition Range Rover, undoubtedly one of the best and certainly one of the quickest, if not the quickest, CSK. The car is accompanied by its original owners manual, an extensive history file with most MOT Certificates back to new and the appropriate registration J66 CSK (No.66 of 200). With Jaguar Land Rover now restoring original 2-door Range Rovers at a cost of 135,000 plus the cost of a donor vehicle, this example looks extremely good value for money and would be welcome in any collection of iconic British motor cars. However, and perhaps more importantly, it's a rare opportunity to own a car that has Charles Spencer King's initials on it, 'CSK', a respected engineer, talented designer and a passionate visionary whose influence on the automotive world we can see on every high street one every day. Lot 184 - 1991 Range Rover CSK <https://youtu.be/jHsD0RhbnHYtrue>

Silverstone Auctions Ltd

Title Mr

First name Guy

Last name Lees-Milne

Silverstone House

Kineton Road

Gaydon

Warwickshire

CV35 0EP

United Kingdom

Phone +44-1926691141

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