

# Bonhams | Cars



## The Beaulieu Sale

Collectors' Motor Cars and Automobilia

The National Motor Museum, Beaulieu, Hampshire | 5 & 6 September 2025













#### **SALE NUMBER**

30971

#### **ILLUSTRATIONS**

Front cover Lot 466  
Back Cover Lot 451  
Inside Front Cover Lot 409  
Inside Back Cover Lot 427

#### **VIEWING**

Friday 5 September 10:00 to 17:00  
Saturday 6 September from  
08:30 for Event Exhibitors and  
General Admission  
Sunday 7 September cars remain  
on display 10:00 - 16:00

#### **SALE**

Friday 5 September  
Automobilia 10:30

Saturday 6 September  
Automobilia 10:30  
Motor Cars 13:00

#### **ENQUIRIES**

**BonhamsCars**

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**Customer Services/  
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+44 (0) 207 447 7447 or  
bids@bonhams.com

Please see back of catalogue  
for important notice to bidders

To submit a claim for refund of VAT, HMRC  
require lots to be exported from the UK  
within strict deadlines. For lots on which  
Import VAT has been charged (marked  
in the catalogue with a \* or Ω) lots must  
be exported within 30 days of Bonhams'  
receipt of payment and within 3 months of  
the sale date.

For all other lots export must take place  
within 3 months of the sale date.

[www.bonhamscars.com](http://www.bonhamscars.com)

*Beaulieu*





# The Beaulieu Sale

## Collectors' Motor Cars and Automobilia

The National Motor Museum, Beaulieu, Hampshire

5 - 6 September 2025

### Auction & Estimates

The Auction will be held as a traditional auction with audience space reserved for registered bidders and guests. The Auction will also be streamed online for public viewing.

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer's Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the Sale.

### Registering to Bid

All prospective bidders and buyers are required to register for the sale in order to bid. To register for the sale, please contact [bids@bonhams.com](mailto:bids@bonhams.com) / +44 20 7447 7447 or visit the sale page via our website [www.bonhamscars.com/beaulieu](http://www.bonhamscars.com/beaulieu). Alternatively please follow the instructions on the Bidder Registration Form at the back of the catalogue. Please note that we may require additional bankers references in order to complete your registration.

Further to registering in order to bid, you will be required to provide photographic identification (passport or driving licence) and proof of address (utility bill/bank statement).

In addition, for a company registration please provide a certificate of incorporation, showing the company's full name and registered address; documentary confirmation of each beneficial owner owning 25% or more of the company; the ID documents (such as a driving licence or passport) for the authorised signatory and where the authorised signatory is not a director, a letter on company letterhead confirming the individual's authority to act.

### Methods of Bidding

**In Person Bidding:** Registered bidders are permitted to bid in person. After registering, you can collect a bidders paddle at our Registration Desk.

**Online Bidding:** Watch the auction online and submit real time bids from [www.bonhamscars.com/beaulieu](http://www.bonhamscars.com/beaulieu).

**App Bidding:** Download now for android and iOS.



You will be required to provide a valid credit card in your name which must be verified before you are able to place bids. If you are placing bids on behalf of a company, please ensure you indicate this when registering.

**Telephone Bidding:** Bid via telephone during the auction with a Bonhams|Cars representative. To ensure availability, telephone bids must be arranged 24 hours prior to the auction. Bonhams|Cars will phone the bidder several lots in advance and will execute bids upon instruction by the bidder.



# Bidder Information

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**Absentee Bidding:** Bidders may submit an absentee bid, which is the bidder's maximum bid for a lot. After an Absentee Bid Form is completed in advance of the auction, a Bonhams|Cars' representative will execute the bid on behalf of the client, buying the lot either under or at the maximum bid and against other bidding and reserves.

To reach our Client Services Department for more information and for registration, please call +44 (0) 20 7447 7447 or email [bids@bonhams.com](mailto:bids@bonhams.com)

To view the auction live, please go to [www.bonhamscars.com/beaulieu](http://www.bonhamscars.com/beaulieu)

## Buyer's Premium

### Motor Cars and Vehicle Registration Numbers

Bonhams will charge buyers a buyer's premium of 15% +VAT up to £500,000 on the total hammer price and 12% +VAT thereafter.

### Automobilia

Bonhams will charge buyers a buyer's premium of 28% +VAT on the first £40,000 hammer price, then 27% +VAT up to hammer price £800,000 on the total hammer price, then 21% +VAT up to £4,500,000 on the total hammer price and 14.5% +VAT thereafter.

This applies to each lot purchased and is subjected to VAT.

Bidders should note that this sale is expressly held on, and subject to, the Conditions of Sale in the auction catalogue which each bidder, by making a bid, automatically acknowledges that he or she has read, understood and accepted.

## VAT & Lots Under Customs Bond

Certain symbols are used to denote that additional VAT is due on the hammer price in addition to the buyer's premium. Please see the Lot Symbols Key for further information.

Our customs agents, CARS UK, will manage all post sale customs administration. A fee of £350+VAT will be charged on the buyer's invoice to administer both import or export customs movements. If the buyer also chooses to ship with CARS UK, this will be quoted separately. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams|Cars Department.

To submit a claim for refund of VAT, the local authorities require lots to be exported from the country of sale within strict deadlines. For lots on which Import VAT has been charged (marked in the catalogue with a \* or Q) lots must be exported within 30 days of Bonhams' receipt of payment and/or within 90 days of the date of the Sale, whichever is the earlier.

For all other lots, export must take place within 90 days of the sale date.

VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis. If you are planning to export please make the department aware.

Further export costs, duties and VAT may be applicable, depending on the country of destination. The responsibility to meet these charges rest with the buyer.

## Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams|Cars or its agents for all costs and expenses relating to rectification of such damage.

## Vehicle Keys and Historical Documents

All available history files are accessible for inspection during the view. All available registration documents are held within a separate file at the documents desk during the auction. To view these documents please ask a member of staff.

Vehicles are offered with and without keys and documents. It is the buyers responsibility to inspect the lot at the sale to satisfy themselves as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such items.

## Conditions of Sale

We recommend you read carefully the Conditions of Sale printed in this catalogue under which this Sale is conducted.

Bonhams|Cars strongly encourages interested bidders to perform their own due diligence inspecting lots on offer by attending the preview or by scheduling a virtual preview appointment with a specialist. Please contact the department for inquiries and scheduling.

### LOT SYMBOLS KEY

**Ω Omega:** This Lot is from outside the UK. If this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% and Import Duty at 10%+VAT on the hammer price. Please see the VAT & Lots Under Customs Bond section for further information.

**\* Asterisk:** This Lot is from outside the UK. If this vehicle is to stay in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. Please see the VAT & Lots Under Customs Bond section for further information.

**† Dagger:** Lots offered by a company liable to VAT and will have local VAT being applied on the Hammer Price.

### P Purple Paddle Lots / Restricted Bidding:

Please note that special formalities are required should you wish to bid on Lots marked with this symbol P Contact Client Services at +44 (0) 20 7447 7447 or [bids@bonhams.com](mailto:bids@bonhams.com) in advance of the sale. Please also note Online Bidding is not available for these Lots, unless pre approved before the sale, although we are pleased to offer a bidding by telephone service should you wish to bid remotely.



# Bidder Information

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## Payment

It is of critical importance that you ensure that you have readily available funds to pay the Purchase Price and the Buyer's Premium (plus VAT and any other charges and Expenses to us) in full before making a bid for the Lot. If you are a successful Bidder, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Payments made by anyone other than the registered Buyer will not be accepted. Bonhams reserves the right to vary the terms of payment at any time.

### **Bonhams preferred payment method is by bank transfer.**

You may electronically transfer funds to our account. Please quote your paddle number and Invoice number as the reference. Our account details are as follows.

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Sort Code: 56-00-27  
Account Name: Bonhams 1793 Limited Client Bank Account  
Account Number: 25563009  
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

- **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000 but this option is not available for first time buyers and is subject to appropriate verification procedures. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

- **Cash:** you may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchase by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

## Registration & Vehicle Documents

For all registrable vehicles, please note buyers will not receive the vehicle title at the time of the auction. Bonhams|Cars retains and updates all registration documents to manage and complete the transfer of ownership.

All historical documents and accompanying items will be shipped either with the vehicles or from Bonhams|Cars' offices.

For general document enquiries and updates please contact: [annika.morrill@bonhamscars.com](mailto:annika.morrill@bonhamscars.com)



# Post Auction Guide and Collections

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## Collections

### Automobilia

All purchased lots must be collected from the sale venue by noon on Sunday 7 Sept.  
All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyer's expense.

Bonhams Guildford office located at:  
4 Millmead Guildford, GU2 4BE

Uncollected lots will be available for collection **by appointment only** from Thursday 18 September.

To arrange an appointment for collection please contact the Automobilia Department on +44 (0) 1483 445496 or [automobilia@bonhamscars.com](mailto:automobilia@bonhamscars.com)

All lots will be charged £10+VAT uplift and storage at £1+VAT per day per lot.

All lots marked with a ◊ will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

All lots marked with a ◊◊ will be charged £50+VAT uplift and storage at £10+VAT per day per lot.

All lots marked with a ◊◊◊ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects, this will involve Autofreight Ltd, who provide independent uplift and storage services for larger lots. There are charges for this service and for storage in their warehouse in Guildford, Surrey, at the buyers expense.

Please contact John Wood, Autofreight Ltd, by phone 01483-222 256, or email [sales@autofreight.co.uk](mailto:sales@autofreight.co.uk) for further information, details of costs and charges or to arrange collection from GU3 3HD.

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s). All purchases are at Buyers risk from the fall of the hammer.

### Removal and Storage of Vehicles

Cars cannot be removed on Saturday 6 or Sunday 7 September.

Cars may be removed on Monday 8 September up until midday once full payment has been received / entry fees having been settled and by liaising with BonhamsCars directly in good time.

If you are unable to collect your vehicle by the given time, Lots shall be removed by Indigo Blue to storage at the Buyer's expense (see below).

Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

Cars under customs cannot be collected from the venue and can only be released once customs is cleared.

### Vehicle Removal charges

£375 + VAT per vehicle

### Vehicle Storage charges

First 14 days  
£15 + VAT per motor car per day

### Thereafter

£45 + VAT per motor car per week

## Transport and Shipping

A representative of Indigo Blue, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

**Please note for security reasons the address of the storage facility will only be shared with buyers on receipt of full payment.**

## Indigo Blue European Limited

[www.ibeltd.co.uk](http://www.ibeltd.co.uk)  
[info@ibeltd.co.uk](mailto:info@ibeltd.co.uk)  
+44 (0) 1420 477 223

## Motor Car Presentation

Chris Bailey, Showcase SVS  
+44 (0) 7889 722 333  
[www.showcasesvs.co.uk](http://www.showcasesvs.co.uk)

## Insurance after sale

Buyers are reminded that their vehicles are their responsibility from the fall of the auction hammer. It is your responsibility to have adequate insurance cover in place. Neither Bonhams, nor their agents, will be liable for any damage or loss that the lot may suffer from the fall of the auction hammer.

## Cars under Customs

Please note that for motor cars subject to the local import tax should they remain in the UK, as Bonhams is the guarantor of the customs duties and taxes clearance, these motor cars cannot be released to the buyer or his transporter immediately after the sale.

Please see the Lot Symbols Key and the VAT & Lots Under Customs Bond section for further information.



# Photography Credits

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Roger Dixon - Automobilia

Simon Clay

Tom Wood

Kieran Bicknell

Paul Stallard

Noortje Blokland

Otis Clay

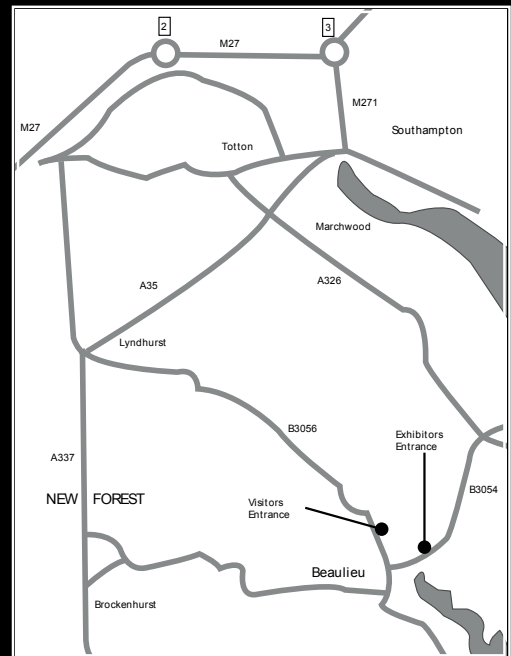
## Directions to the National Motor Museum

### Sale Admission for Catalogue Holders

Your catalogue and Admission Ticket (printed at the rear) are only valid for entry to Beaulieu via the Visitors Entrance to the National Motor Museum off the B3056 (see map). They are not valid for admission at the Exhibitors Entrance.

### Bonhams|Cars at Beaulieu

The National Motor Museum  
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# Bonhams|Cars International Team

COLLECTOR CARS

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# Automobilia Session I

Friday 5 September 10:30am

Lots 1 - 240

Further images of some lots can be found at:  
[bonhams.com/30971](https://www.bonhams.com/30971)







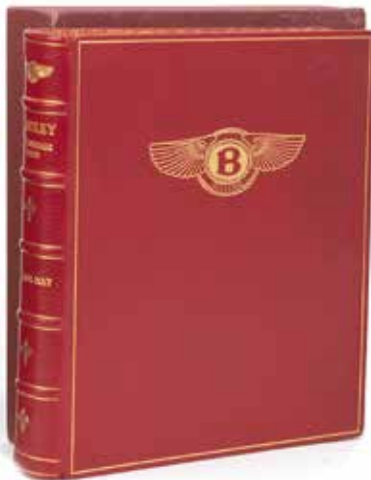
MICHAEL TURNER



1



3



4

1 • **SIMON MOORE: THE LEGENDARY 2.3 - ALFA ROMEO 8C2300; A THREE-VOLUME SET**, published 2000 by Parkside Publications, Volumes I-III bound in red leather, 961 numbered pages, well-illustrated, contained in slip-case.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**



7 (part)



8

2 • **LAWRENCE DALTON: ROLLS-ROYCE, THE CLASSIC ELEGANCE; AN AUTHOR SIGNED, LIMITED EDITION BOOK, PUBLISHED 1987**,

gilt tooled blue leather hard backed book, 328 numbered pages, signed frontispiece, small 4to, with blue cloth- covered hard-backed library case.

**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

3 • **W.O.BENTLEY: AN ILLUSTRATED HISTORY OF THE BENTLEY CAR; AN AUTHOR SIGNED LIMITED EDITION**,

1st edition published 1964, green cloth-bound Limited Edition with gilt-tooling, hand numbered 96 of 100 copies and signed by W.O.Bentley in blue ink to opening page, 192 numbered pages in seemingly good clean order, contained in slipcase applied with front cover dust-jacket (some fading and discolouration).

**£300 - 500**  
**€340 - 570**  
**NO RESERVE**

4 • **MICHAEL HAY: BENTLEY - THE VINTAGE YEARS; A LEATHER-BOUND SIGNED SPECIAL LIMITED EDITION**,

1st edition published 1986 by Dalton Watson, in red leather binding with gilt-tooling and ribbed spine, numbered 109 of 200 copies, signed by the author with dedication to opening page and to the title page, 522 gilt-edged numbered pages, contained in maroon cloth-bound slip-case (some scuffs and light wear to slip-case).

**£800 - 1,000**  
**€920 - 1,100**

5 • **A BMW Z8 OWNER'S PRESENTATION BOOK**,

black cloth-bound hard covers, believed published 1998, 203 numbered pages, English text, well illustrated with chassis details label to front cover issued to Chassis No.WBAEJ11000AF77726, with leather Alcantara wrap embossed 'Z8', contained in presentation box with Z8 badge to base, issued for the car in 'Titansilber Metallic' paintwork, contained in outer carton box (slight tears in places), and with letter from BMW Great Britain, dated 2002, confirming the delivery of the book, and dispatch docket; offered together with a rare BMW Z8 'Dream Vision Reality' promotional book, published 1999, English text, stud-bound red hard covers, in slip-case.

(2)  
**£800 - 1,200**  
**€920 - 1,400**  
**NO RESERVE**

According to information supplied by the vendor this Owner's book was issued in 2002 for one of the early BMW Z8 cars delivered to European customers in August 2000.

6 • **A COLLECTION OF GOODWOOD ROAD RACING CLUB YEARBOOKS AND MEMBERSHIP PACKS**,

including GRRC Yearbooks for 2005-2022 and 2024, issued at Goodwood Member's Meeting, Festival of Speed, and Revival motoring events, in slip-cases and some sealed; together with various Membership Packs containing promotional ephemera, badges, stickers, and other items; together with assorted GRRC lapel badges; two boxed Sounddec 'Earwig' radios, several small monochrome photographs, and other Goodwood related ephemera including Doug Nye: Goodwood Revival - The First Ten Years, in slip-case; and Lawrence, Taylor & Nye: The Glory of Goodwood.

(Qty)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

7 • **THE AUSTIN HEALEY 100S SALES BROCHURE**,

printed in green and black, 4to, fold-out sheet, (creased); together with Motor Trader supplement, service date No 214 Austin Healey 100 1953-54 model, 8 pages, staple bound, 4to.

(2)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

8 • **A JAGUAR "E" TYPE SALES BROCHURE, 1961**,

spiral bound card covers, 12 printed pages, including Autocar and Motor road tests, some wear to covers, 4to.

**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



9 •

**A ROLLS-ROYCE PHANTOM III SALES BROCHURE, OCTOBER 1937,**

4to, embossed cream card covers with red and 'gold' decoration, spiral bound with plastic spine, 44 numbered pages, 8 tipped-in colour plates, with prices (amended with pasted price increases), large 4to.

£150 - 250

€170 - 290

NO RESERVE

10 •

**TWO HANDBOOKS FOR ROLLS-ROYCE 20HP AND 20-25HP CARS,**

each maroon hard covers, the first an Instructions book for 20Hp, dated August 1930, combining November 1925 and April 1927 editions; the second a Handbook for 20-25Hp, Number XIV, with ink-stamped chassis number 'GWX21', with two wiring diagrams to inside rear cover.

(2)

£100 - 200

€120 - 230

NO RESERVE

11 •

**THREE HANDBOOKS FOR BENTLEY CONTINENTAL S2 AND S3,**

two for Bentley S2, grey hard covers, one with pop-stud fastening, the other a second edition, (some light stains to spine and covers); and one for Bentley S3, green hard covers, second edition; together with a Supplement for Continental S2 and S3, grey card covers; and a booklet for Bentley S2 and Rolls-Royce Silver Cloud.

(5)

£100 - 200

€120 - 230

NO RESERVE

12 •

**AN ASTON MARTIN DB6 INSTRUCTION BOOK,**

plastic ring-bound black card covers, in embossed black vinyl outer cover, part No. 55-40-131, 8vo., some hand-written annotations to title page but in otherwise seemingly good order.

£100 - 150

€120 - 170

NO RESERVE

13

**A DRIVER'S MANUAL FOR PORSCHE 911 CARRERA AND TURBO IN LEATHER WALLET,**

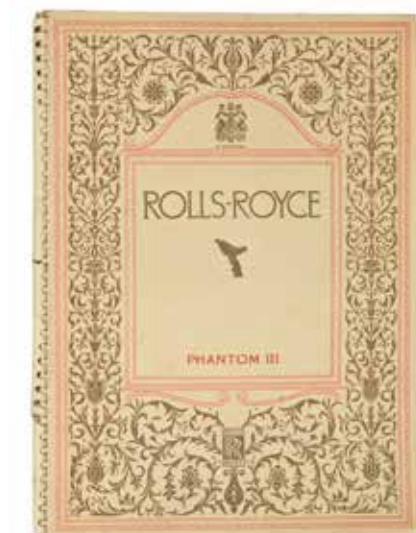
the manual with silver coloured card covers, dated 6/95, English text, 144 numbered pages, 8vo, with supplementary insert sheet, contained in black leather wallet with impressed Porsche branding (some old marks and impression marks to leather), and a Porsche Zentrum of Frankfurt black leather credit card holder.

(3)

£100 - 200

€120 - 230

NO RESERVE



9

14

**A FIORANO FERRARI CORSE 2006 SEASON DRIVER'S RACING PRESENTATION PACK,**

comprising brown leather-bound driver training book for F430 and 360 Modena Challenge sports racing models at various circuits, within Schedoni brown leather documents wallet and drawstring cloth bag, a large format promotional brochure, an accompanying User Manual booklet, and an Oregon Scientific digital stopwatch, all contained in presentation box (lid with split corners), 34 x 32 x 7 cm.

£100 - 200

€120 - 230

NO RESERVE

15

**A CASED ROLLS-ROYCE KEY FOB SET AND THREE LEATHER-BOUND OWNER'S MANUALS,**

modern, the Piano Black case with hinged lid, containing one key fob, (3 other items missing), in presentation box with outer carton; offered together with Rolls-Royce Owners' Manuals in black leather bindings for Phantom, Phantom Drophead Coupe, and an Owner's Handbook for Ghost.

(4)

£100 - 200

€120 - 230

NO RESERVE

16 •

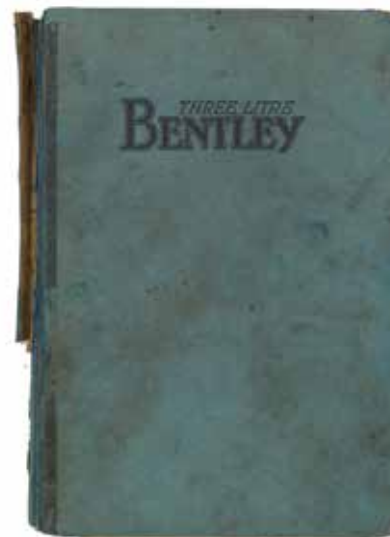
**AN INSTRUCTION BOOK FOR THREE LITRE BENTLEY,**

maroon Rexine wrap-around covers with pop-stud fastening, covers worn and pages stained, opening page cut with some loss and pasted-in wiring diagram to inside front cover, 40 numbered pages, 8vo.

£100 - 150

€120 - 170

NO RESERVE



19

17 •

**TWO HANDBOOKS FOR ROLLS-ROYCE SILVER CLOUD III,**

each with maroon hard covers, the first dated May 1964, for 2-door, 4-door and Convertible Coupe with H.J. Mulliner, Park Ward coachwork; the other a second edition, dated July 1967; each 8vo and in good general order.

(2)

£100 - 150

€120 - 170

NO RESERVE

18 •

**A 3½ LITRE BENTLEY INSTRUCTION BOOK, NUMBER II,**

mauve Rexine wrap around press stud covers, 124 numbered pages with pasted supplements relating to storage of cars, tyres, petrol gauge, battery and fuel pump, garage used with some oil smudges, 8vo; with MOT text certificate for FXP476 Bentley dated 1961; and Lagonda Car Club re-print of 3 Litre Lagonda instruction book, worn.

(3)

£100 - 150

€120 - 170

NO RESERVE

19 •

**A THREE LITRE BENTLEY INSTRUCTION BOOK,**

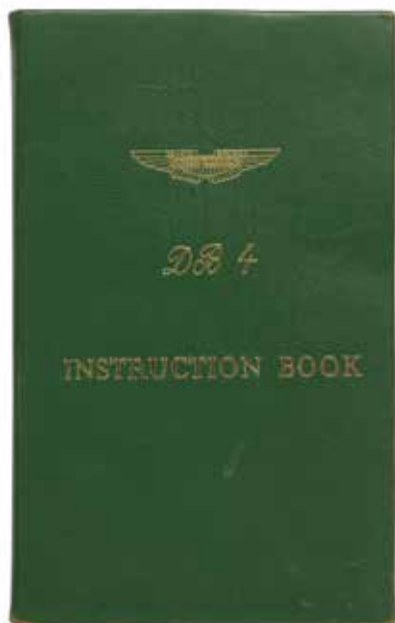
light blue hard-backed covers, 19 numbered pages, with fold-out chassis diagrams for long and short chassis versions, garage used, some smudging, spine worn and torn in places with some loss, 8vo; with Desmo Hydraulic Jack flyer (folded) and related ephemera.

(Qty)

£200 - 300

€230 - 340

NO RESERVE



20



21

19A •  
**TWO INSTRUCTION BOOKS FOR BENTLEY 3½ LITRE AND S2 MODELS,**

the first for 3½ Litre model, mauve wrap-around covers (some staining) with pop-stud fastening, ink-stamped for Chassis 'B 68 AH'; the second for the S2 model, third edition, green leather hard covers, with label to first page for Chassis 'B.329.DV'; each 8vo.

(2)

£200 - 300  
€230 - 340  
NO RESERVE



23



24

20 •  
**AN ASTON MARTIN DB4 INSTRUCTION MANUAL, 1958-63,**

embossed green leather covers, soft-backed, 82 numbered pages, with index and two printed supplements pasted into the front, small 8vo, (slight wear to covers, pages generally in good, clean order, some yellowing to pasted-in supplements.

£300 - 400  
€340 - 460  
NO RESERVE

21 •  
**A FERRARI 365 GT4 BB WORKSHOP MANUAL,**

Istruzioni Per Le Riparazioni, Italian text, cat number 106/75, blue plastic ring-bound folder, with hole-punched dividers and pages lettered A-N, used with some oil smudging, 4to.

£300 - 400  
€340 - 460  
NO RESERVE

22 •  
**AN EIGHT LITRE BENTLEY INSTRUCTION BOOK,**

wrap around dark blue press-stud covers, 92 numbered pages with fold-out wiring diagram and lubrication chart, pages loose with wear to spine, garage use with some oil smudges, inside cover hand-written Chassis No YR 5099, 8vo.

£400 - 600  
€460 - 690  
NO RESERVE

23  
**A FERRARI F355 OWNER'S WALLET AND CONTENTS,**

tan leather, with press studs closing embossed with Cavallino symbol, containing F355 User Manual in four languages; Ferrari Direct Line booklet and Ferrari Sales and Service booklet, (some marks to rear of leather wallet), 8vo.

(4)

£400 - 500  
€460 - 570  
NO RESERVE

24 •

**TWO BENTLEY LE MANS SUCCESS BOOKLETS, 'LE MANS 1927' & 'PLUS FOUR 1930',**

1927, 8vo with embossed card covers, remains of onion-skin outer cover, 23 numbered pages, (pages damp damaged with pink ink bleeding throughout); 1930, 8vo with plain card covers, printed vellum outer cover (some yellowing and loss), 40 numbered pages, (pages in good order).

(2)

£500 - 700  
€570 - 800  
NO RESERVE

25 •

**TWO SILVERSTONE RACE PROGRAMMES, MAY AND AUGUST 1930,**

each bound with later hard-backed covers, comprising Grand Prix d'Europe 13 May 1950 and International Trophy Race, August 26 1950; together with John Dudley: British Road Racing, in similar hard-back covers; John Eason Gibson 'Motor Racing 1946', 4to; a programme for the first post-War Indianapolis 500, May 30 1946, 4to; Roseman & Demand 'The Big Race', 4to; and Hans Liska 'Mercedes-Benz: Automobile and Fashion', published 1953, cord-tied hard backed covers, 4to.

(Qty)

£120 - 160  
€140 - 180  
NO RESERVE

26

**ELEVEN FRAMED DISPLAY ARTWORKS AND PHOTOS,**

comprising Rolls-Royce, including Hooper, Silver Fox and H J Mulliner advertising, Cadillac and Mercedes-Benz colour magazine advertising, two photographs of a Mercedes-Benz 300SL Gullwing and two sets of coachwork images for Rolls-Royce and Bentley, various sizes, each framed and glazed, together with three 'The Rolls-Royce' Story posters, including one framed and glazed..

(Qty)

£150 - 250  
€170 - 290  
NO RESERVE

27

**A COLLECTION OF MOTORING EPHEMERA AND EFFECTS RELATING TO THOMAS BARRETT, KENELM LEE GUINNESS' SUNBEAM TEAM-MATE AND RIDING MECHANIC AT THE 1924 SAN SEBASTIEN RACE,**

including letters, race programme, an RACG sash: a cased pocket watch, believed given to the late Tom Barrett's son Denis by Kenelm Lee Guinness as a memento, the Swiss movement in Dennison Stirling Silver watch case, Hallmarked Birmingham 1928, in Smith and Sons pocket watch case; documents, medical certificates, relating to the accident and Barrett's death at the event, and a postcard album of related photographs.

£300 - 500  
€340 - 570  
NO RESERVE



28

**A QUANTITY OF EPHEMERA AND PHOTOGRAPHS RELATING TO THE LEA-FRANCIS LYNX,**

including photographs, coachwork designs, technical production drawings, sales brochures, magazine articles and other ephemera.

(Qty)

£300 - 500

€340 - 570

NO RESERVE



27

29

**FOUR ABC MOTORS LIMITED SALES DEPARTMENT SCRAPBOOK ALBUMS,**

titled "General Publicity"; "General Publicity II"; "Photographs" and "Guard Book", each neatly presented with newspaper clippings, magazine articles, letterheads, and sales ephemera, each 4to, some wear to spines.

(4)

£250 - 350

€290 - 400

NO RESERVE



30

**THREE ABC MOTORS LIMITED SCRAPBOOK ALBUMS,**

titled "Sales Department Advertisements" and "Sales Department Advertisements II" and "Motor Cycles, Skootamotas, Stationary Sets", each neatly presented, containing assorted newspaper clippings, magazine articles, race event programmes, photographs, sales ephemera etc..., each 4to, some wear to spines.

(3)

£250 - 350

€290 - 400

NO RESERVE



28

29



31

**TWO GWK (1919) LTD SCRAPBOOK ALBUMS,**

titled "Sales Department General Publicity" and "Sales Department Photographs", and two plain titled albums relating to motorcycling and trials "Competitions" and "Competitions 2"; each neatly presented, containing assorted newspaper clippings, magazine articles, race event programmes, photographs, and sales ephemera, each 4to, some wear to spines.

(4)

£250 - 350

€290 - 400

NO RESERVE



30

31



32

**TWO GARDNER, WIMBUSH & CO LIMITED SCRAPBOOK ALBUMS,**

titled "General" and "General No.2", together with a Gardner "Eight in line" advertising print, 1929, 24 x 46cm; and a Walton Motors Limited scrapbook album, "General Publicity" each album neatly presented, containing assorted newspaper clippings, magazine articles, photographs, and sales ephemera, each 4to, some wear to spines.

(4)

£250 - 350

€290 - 400

NO RESERVE

32

33

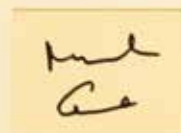
**A MICHAEL CAINE 'ITALIAN JOB' ASTON MARTIN DB4 FRAMED DISPLAY WITH SIGNATURE,**

monochrome photographic still image from the 1969 film depicting Caine as 'Charlie Croker' and Maggie Blye as 'Lorna' with the DB4 Convertible, 12 x 17cm, mounted with signature of Michael Caine in black marker on paper, framed and glazed, measuring 36 x 33cm overall, with Certificate of Authenticity to reverse of frame.

£300 - 400

€340 - 460

NO RESERVE



33



34

34

**A SEAN CONNERY JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5 FRAMED DISPLAY WITH SIGNATURE,**

printed colour image of Connery as '007' with the Aston Martin DB5 at the Furka Pass, mounted with signature of Connery in blue biro pink autograph book paper, framed and glazed, measuring 56 x 44cm overall, with Certificate of Authenticity to reverse of frame. The reverse of the pink paper is signed by Arthur Wooster, the film cameraman/unit director for James Bond Films in the 1980s, and who also worked with Sean Connery, on three films - Highlander II: The Quickening; Five Days One Summer and First Knight.

£700 - 900

€800 - 1,000



35 (part)



42

35  
**TWO GLASS PLATE NEGATIVES OF 'BLUEBIRD'**, depicting the chassis under construction and the finished 1931 Campbell-Napier-Railton with Campbell in the cockpit, 21.5 x 16.3cm (8½ x 6½ inches); together with 3 other period motoring themed glass plate negatives and a Donald Campbell 1403.135 World Land Speed Record 'Bluebird' pocket watch, (case weathered, in working order at time of cataloguing).  
 (6)  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**



43

36  
**TWO MOTORSPORT PHOTOGRAPHIC PRINTS SIGNED BY SIR STIRLING MOSS**, comprising 'Victory Lane', 45 x 46cm, numbered 03/60, and 'Maserati 250F, Monaco 1956', 30.5 x 46cm, numbered 2/56, both signed in black marker, and offered with certificates of authenticity.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

37  
**THREE LEWIS HAMILTON AND JENSON BUTTON SIGNED FRAMED DISPLAYS**, the first of Lewis Hamilton with the 2008 British Grand Prix winning trophy, mounted with title and signature of Hamilton on card, 71 x 75cm overall; the second a pair of portrait images of Hamilton and Button signed by the respective drivers, 45 x 68cm overall; and another display with images of the Hamilton 2008 McLaren Mercedes and Button 2009 Brawn GP car, signed by the respective drivers, 45 x 98cm, each framed and Perspex glazed and with Letters of Authenticity to reverse.  
 (3)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**



43

38  
**A VETERAN CAR CLUB OF GREAT BRITAIN 1988 MEETING FRAMED PHOTOGRAPH**, landscape format monochrome photograph of members in their cars on the lawn at the VCC event held at Eaton Grove, Norwich on 26th June, 1988, 21 x 61cm, mounted with title, framed and glazed; together with a framed VCC 1968 Prescott Hill Climb Certificate of Performance, awarded to J.Olorenshaw in a 1913 Sunbeam; a framed print after Pittaway of a Sunbeam at Le Mans, 29 x 37cm; and a signed limited edition framed print after Griffin, of the Royal 1900 6Hp Daimler, 31 x 44cm.  
 (4)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

39  
**A MOTORSPORT PHOTOGRAPHIC PRINT SIGNED BY SIR STIRLING MOSS**, comprising '300SL Tour de France', 30.5 x 46cm, numbered 05/07, signed in black marker, and offered with a certificate of authenticity.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

40  
**THREE MOTORSPORT PHOTOGRAPHIC PRINTS INDIVIDUALLY SIGNED BY SIR STIRLING MOSS, JOHN SURTEES AND RICHARD ATTWOOD**, comprising 'Mercedes-Benz W196, BGP', numbered 2/55, 30 x 46cm, 'Honda RA273 1967', numbered 24/67, 30 x 38cm and 'Le Mans 1967', 30 x 45cm, all signed in black marker, and offered with certificates of authenticity.  
 (3)  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**





44

41  
**A MOTORSPORT PHOTOGRAPHIC PRINT SIGNED BY DEREK BELL & BRIAN REDMAN,**  
 comprising 'Steve McQueen Le Mans', 30 x 46cm, offered with a certificate of authenticity.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

42  
**AN ABC "BUILT TO LAST" PUBLICITY POSTER, 1920S,**  
 full colour on paper, printed by J. Burrow & Co Ltd of Cheltenham, old folds and pinholes to corners, 74 x 48cm.  
**£250 - 350**  
**€290 - 400**  
**NO RESERVE**

43  
**BSA MOTORCYCLE POSTER AFTER GEO HAM, FRENCH, CIRCA 1950,**  
 printed in Paris, framed and glazed, 15 x 23 inches approximately, together with a framed handbill from the 1953 IV Gran Premio de Espana, 18.5 x 12.5cm, common mounted with a 'Congratulations' card for 1953, 12 x 15cm.  
 (2)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

44  
**TIENDA DE COMESTIBLES DE JOSE ALA, BARCELONA, ADVERTISING FLYER, SPANISH, 1920S,**  
 lithograph on paper, depicting a two seat car at speed, 29 x 19cm, mounted, framed and glazed.  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**



45

45  
**AN 'AUTROSOL SUPER MOTOR SPIRIT' ADVERTISING POSTER, 1930S,**  
 colour lithographic poster with artwork after George Cattermole, humorous image depicting a Veteran car leading a Vintage sports car, 75 x 50cm, with fold marks and some light wear to edges, lower edge trimmed, with remains of old card pasted to rear of lower right corner, mounted, framed and glazed.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

The Autrosol Company Limited were based at the Britannia Street Oil Works, Ashton-under-Lyne in 1935, makers of Steelovite and Lubrosol products.

46  
**'LA TORPEDO' ORIGINAL ADVERTISING POSTER AFTER G. DOLA, FRENCH, 1920S,**  
 depicting a man driving a red sports car, wearing a smart cap, on a blue background, with white and green text reading 'La casquette des gens chics!' (translated as The cap of fashionable people!), ink smudge on top right corner, laid on linen, 78 x 57cm, framed and glazed.  
**£600 - 800**  
**€690 - 920**  
**NO RESERVE**



46



47 (part)

47  
**A VINTAGE SHELL/BP PROMOTIONAL POSTER,**  
 lithograph on paper, featuring the Shell and BP logos on red and green ground, some old light creasing and slight tears to edges in places, 75 x 101cm, framed and glazed, offered together with a Shell cast alloy painted sign, 36cm wide, with three threaded mounting studs to rear (one sheared).  
 (2)  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**



48



49

4800

**SEVEN FRAMED REPRODUCTION MONACO GRAND PRIX POSTERS FOR 1930 TO 1937**, produced by the Musée de l'Automobiliste of Paris, comprising posters for 1930, 1931 and 1932 featuring artwork after Falcucci, and 1933, 1934, 1936, and 1937 featuring artwork after Geo Ham, each 99 x 67cm, framed and glazed, (1936 glazing cracked).

(7)

£200 - 300  
£230 - 340  
NO RESERVE

49

**A LARGE 24 HOURS LE MANS 2002 PROMOTIONAL RACE POSTER**, full colour poster featuring the Bentley Speed 8, with facsimile printed signatures to lower edge, large format measuring 158 x 119cm, some slight wrinkling in places.  
£100 - 200  
£120 - 230  
NO RESERVE



50



50

**A RARE ADVERTISING POSTER FOR ENGLEBERT TYRES, 1933**, for the Swedish market, lithographic poster printed in three colours with race successes on Englebert Tyres for the 1933 race season, some old fold marks, 61 x 41cm, mounted, framed and glazed, offered together with two monochrome Englebert advertising leaflets for 1933 and 1934, each 30 x 22cm, common mounted within glazed frame.  
(2)  
£500 - 700  
£570 - 800  
NO RESERVE

51

**'CASTROL - RECORD DU MONDE DE DISTANCE PAR ROSSI ET CODOS' POSTER, FRENCH, 1933**, printed by P. Fournier, Paris, Lithograph on paper; celebrating the aviation record of Maurice Rossi and Paul Codos who in August 1933 completed their 56 hour 9,105 km flight from New York to Riyah (currently Lebanon) in their Bleriot 110, "Joseph le Brix" aircraft, 81 x 61cm, framed and sheet Perspex glazed, some pin holes in corners of paper.  
£300 - 500  
£340 - 570  
NO RESERVE



51

52

**'CASTROL - SPEED ON LAND ACHIEVEMENTS' POSTER, AFTER ARTWORK BY JEAN PILLOD, FRENCH, CIRCA 1935**, printed by Gianoli et Valentin, full-colour lithograph on paper, depicting the fastest car and train on earth: Sir Malcolm Campbell's 'Bluebird' holding the land speed record (437 km/h) and the French steam locomotive 'La Montagne de L'Etat' (130 km/h); 91 x 61cm, framed and glazed, vertical and horizontal folds and creases.  
£300 - 500  
£340 - 570  
NO RESERVE

53

**'CASTROL - LE NOUVEAU RECORD DU MONDE DE L'HEURE' POSTER AFTER ARTWORK BY JEAN PILLOD, FRENCH, 1933**, printed by P. Fournier and Co, Paris, lithograph; celebrating the new World record achieved by Count Stanislas Czajkowski of Poland on the Avus race track in Berlin on 5 May 1933 in his 4.9 Bugatti car sponsored by Castrol oil, 82 x 62 cm, framed and glazed (crack to glass in lower left corner, pinholes to corners of poster).  
£300 - 500  
£340 - 570  
NO RESERVE

54

**SHELL - 'GRAND PRIX DE VICHY 1934 1ER COMTE TROSSI SUR ALFA-ROMEO' AFTER GEORGES HAMEL (GEO HAM, FRENCH, 1900 - 1972)**, printed by Max Corteau, Paris, Lithograph, celebrating the 1934 Grand Prix de Vichy winner, Carlo Felice Trossi, in his Alfa-Romeo using Shell oil, 81 x 61cm, framed and glazed.  
£300 - 500  
£340 - 570  
NO RESERVE





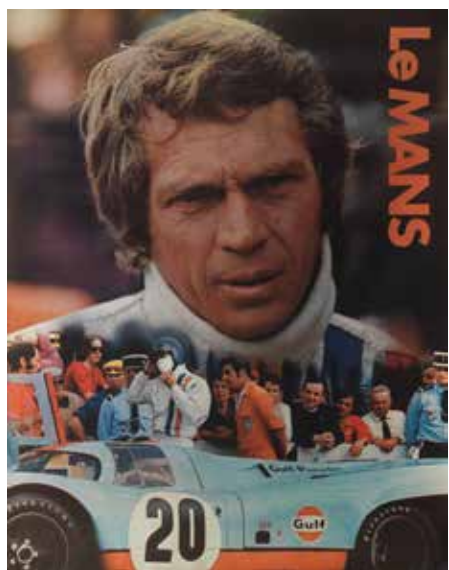
52



53



54



55

55  
**AN ORIGINAL STEVE MCQUEEN LE MANS POSTER BY CINEMA CENTRE FILMS,**  
 22 x 17 inches, 'SP-12988' and '© 1971 Cinema Center Films' to lower edge.  
 £250 - 350  
 €290 - 400  
 NO RESERVE

56  
**A COGNAC ROUYER ADVERTISING POSTER, FRENCH, MARCH 1945**  
 printed by Union Parisienne de Publicité, 52  
 Chaussée d'Antin, Paris, lithograph on paper, 160  
 x 120cm, laid on linen, rolled  
 £300 - 400  
 €340 - 460  
 NO RESERVE



56



62

57  
**TWO SILVERSTONE BRDC RACE POSTERS FOR 1959 INTERNATIONAL TROPHY AND 1963 BRITISH GRAND PRIX,**

comprising 11th International Trophy Meeting poster, 2nd May 1959, 69 x 49cm, old folds and some tape residue and marks, mounted, framed and Perspex glazed; and 16th RAC British Grand Prix poster, 20th July 1963, 75 x 50cm, old folds, corners cut-off, old tape residue and marks, mounted in a clip frame.

(2)  
£200 - 300  
€230 - 340  
NO RESERVE

58  
**A 1979 MONACO GRAND PRIX RACE POSTER SIGNED BY THREE FORMULA 1 DRIVERS,**

French poster printed by Adrien Maeght of Paris, with artwork after Alain Giampaoli, signed in marker to the lower section by competing drivers Jochen Mass and Jean-Pierre Jarier, and by Piercarlo Ghinzani, some wrinkling in places, 99 x 67cm, framed and glazed; offered together with a reproduction 1975 Monaco Grand Prix poster, 62 x 44cm, mounted, framed and glazed; and an original French race programme for the 1975 Monaco GP.

(3)  
£200 - 300  
€230 - 340  
NO RESERVE

59  
**FOUR 1986 PORSCHE RACE SUCCESSES POSTERS, GERMAN,**

posters by Entwurf Strenger and pasted on board, celebrating successes for Porsche at Le Mans 24 Hours, 1000Km Spa, 1000Km Fuji, and Derek Bell World Champion, each 101 x 75cm, framed.

(4)  
£100 - 200  
€120 - 230  
NO RESERVE



63

60  
**ASSORTED REPRODUCTION RACE POSTERS,**

comprising reproduction posters for '1936 Donington Empire Trophy Race' poster, 1970s reprint, 61 x 42cm, laid on linen; '1952 Fairwood Aerodrome Swansea Daily Telegraph 500cc', and '1954 Aintree RAC Daily Telegraph British Grand Prix', both 59 x 40cm; two 'Aston Martin Sebring' successes posters, each 102 x 69cm, (one with small tear to upper edge); and two after Geo Ham depicting Bugatti; together with 'Le Pur Sang des Automobiles', a print after Alfredo de le Maria, numbered 284/850, (tear to margin); and four modern Jaguar Advanced Lightweight Coupe banner posters. (Qty)

£150 - 250  
€170 - 290  
NO RESERVE

61  
**SEVEN POSTERS FOR SINGER ROADSTER AND HUNTER CARS,**

comprising four identical posters for 'There's Something about a Singer Roadster', each 73 x 48cm; and three identical posters for 'Big News - The Singer Hunter is Here!', each 76 x 49cm; unframed, some light creasing and small tears to edges in places.

(7)  
£100 - 150  
€120 - 170  
NO RESERVE

62  
**RATHAUSKELLER DER STADT BOGEN SÜDTIROL, ADVERTISING POSTER AFTER ALBERT STOLZ, GERMAN, 1922,**

printed by Lorenz Franzel, Verlag-Anstalt Bozen, lithograph on paper, laid on linen 108 x 81 cm, rolled.

£200 - 300  
€230 - 340  
NO RESERVE



64 (part)

63  
**A MICHELIN MOTORCYCLE TYRES ADVERTISING POSTER, ITALIAN, 1959,**

marked Verga-Milano, MOD 1172 - 4 -59, ,

framed 85 x 65cm overall.

£300 - 400  
€340 - 460  
NO RESERVE

64 ♦♦  
**FIVE FRAMED REPRODUCTION MONACO GRAND PRIX POSTERS,**

produced by the Musee de l'Automobiliste, Paris, comprising 1952 after B. Minne, signed by Roy Salvadori, Paul Frere and five others; and four for 1934, 1935, 1936 and 1937, after Geo Ham, each 99 x 69cm, framed and glazed.

(5)  
£300 - 500  
€340 - 570  
NO RESERVE

Formerly from the Robert White Collection. (Bonhams Sale 19th September 2016, see Lot 147)

65  
**A 'LA BOUGIE COLIN SPARK PLUGS' ADVERTISING POSTER, FRENCH, 1920S-30S,**

lithographic poster designed and printed by Rouffe of Paris in five colours, some light wrinkling and wear commensurate with age with bright colours, 119.5 x 80.5cm, laid on linen-backed paper, rolled.

£400 - 500  
€460 - 570  
NO RESERVE





68



67

66  
**AN ADVERTISING POSTER FOR 'THE NEW LISTER CREAM SEPARATOR', 1910S,**  
 colour lithographic poster with bright colours,  
 old fold marks, 84 x 52cm, mounted, framed  
 and glazed, measuring 94 x 62cm overall.  
 £150 - 250  
 €170 - 290  
 NO RESERVE

67  
**A LARGE CIRCUS ADVERTISING POSTER,**  
**AFTER A DESIGN F J BLEWITT, EARLY**  
**20TH CENTURY,**  
 printed by the famous theatrical printers Moody  
 Brothers Limited of Birmingham, on paper, two  
 sheets laid on linen, 142 x 186cm, rolled, (some  
 old fold marks).  
 £300 - 400  
 €340 - 460  
 NO RESERVE

68  
**'THE RAIL VANQUISHED BY MICHELIN**  
**TYRES' AFTER ERNEST MONTAUT,**  
**(FRENCH, 1878-1909),**  
 hand-coloured pochoir lithograph on paper,  
 original Michelin advertising print published by  
 Mabilleau, Paris, comparing the times between  
 the Scotch Express and drives by Heath and  
 Hemery at the Circuit des Ardennes in 1904  
 and 1905, 71 x 51cm, mounted, framed and  
 glazed with Tru Vue.  
 £6,000 - 8,000  
 €6,900 - 9,200



65



66



76

69  
**'MERCEDES-BENZ - 1938 GRAND PRIX',**  
**AFTER CARLO DEMAND, A SIGNED**  
**ARTISTS PROOF PRINT PRESENTED TO**  
**RAYMOND MAYS A THE 1955 MONACO**  
**GRAND PRIX,**  
 a hand-tinted aquatint print, signed and numbered 4/25 by the artist in two places, with impressed mark to paper, depicting Hermann Lang in the Mercedes W165 at the 1938 Tripoli Grand Prix, with further annotation in black marker by the artist to lower margin 'To Raymond Mays, Villa Meneze, Monaco, 1955 Grand Prix', 45 x 61cm, some slight foxing stains to left margin, mounted, framed and glazed, measuring 65 x 80cm overall.  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**

70  
**'BENTLEY V MERCEDES - 1930 LE MANS',**  
**A PRINT AFTER BRYAN DE GRINEAU**  
**(1883-1957),**  
 after an original artwork for 'The Motor' drawn in 1933, depicting the battle between Rudolf Caracciola in the Mercedes and Sir Henry Birkin in the Bentley during the 1930 Le Mans 24 Hours, 49 x 73 cm, mounted, framed and glazed.  
**£150 - 200**  
**€170 - 230**  
**NO RESERVE**



77 (part)



78 (part)



79

71  
**FOUR LIMITED EDITION 'FORDSON/**  
**DAGENHAM' PRINTS AFTER TERENCE**  
**CUNEO,**  
 each printed in full colour on paper, each 42 x 47cm overall, unframed, comprising 'Final Assembly', number 286/1200; 'Quality Inspection', number 280/1200; 'Vehicle Inspection', number 227/1200 and 'The Dagenham Jetty', number 223/1200; together with 'Lotus Elite Le Mans 1961' after Dexter Brown, signed artist's proof in pencil, 49 x 69cm, unmounted; 'Tony Brooks' after McConnell, limited edition 115/850, signed by the artist and the driver, 45 x 50cm, unmounted; 'Juan Manuel Fangio' after McConnell, limited edition 115/850, signed by the artist, 45 x 50cm, unmounted; and six 'Morgan' themed prints after Frank F Manclark, various sizes, all unmounted.  
 (Qty)  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**

72  
**ASSORTED FRAMED FERRARI RELATED**  
**PRINTS,**  
 comprising a large photoprint of Enzo Ferrari, 59 x 44cm, mounted with title plaque; 'Night Stop at Le Mans' after Michael Turner, depicting Ferrari P4 at the 1967 event, 40 x 48cm; a limited edition signed print after G.Descombes depicting 1967 Ferrari 330 P4; and three other signed prints after Dexter Brown depicting Ferrari 250 GTO, 375 Plus and 640 F1 car, each 49 x 69 (some wrinkling); each framed.  
 (6)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

73  
**FRAMED LIMITED EDITION SIGNED F1**  
**AND MOTORSPORT PRINTS,**  
 including 'Red 5 - Double World Champion' after Tony Smith, limited edition (1,420/2000), signed by Mansell and the artist, 46 x 66cm; 'Championship Title', and 'World Champion' (faded) after Alan Fearnley, signed by Alain Prost and Niki Lauda respectively, each 51 x 69cm; 'Winners' after Nicholas Watts, signed by Rothmans Porsche driver Derek Bell, 50 x 63cm; and an unsigned pencil artwork depicting a Brooklands banking race scene, 25 x 37cm, each glazed within matching broad wooden silver-painted frames; together with a framed painting by Terence Brind depicting a 1970 Le Mans race scene, 40 x 60cm; and two other prints;  
 (8)  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**

74  
**ASSORTED FRAMED MOTORING PRINTS**  
**AND POSTERS,**  
 including studio images of Ferrari, Bugatti and Lamborghini, 49 x 69cm; a Toyota Celica advertising poster 70 x 100cm; 'Full Throttle' after Phil May; two limited signed motorsport prints after Walter Gotschke; three Unipart blue-prints for Jaguar XJ-S, Range Rover, and Rover 3500 pasted on wooden boards; and others, various sizes and conditions, (some with cracked glazing).  
 (16)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.





80 (part)

75

**THREE LARGE TRANSPORT THEMED MONOCHROME PRINTS,**

comprising 'French Grand Prix 1921', after Michael Wright, monochrome image on paper, 47 x 66cm; 'Charles Lindbergh' photoprint depicting the famous pilot standing with a fellow aviator by an aircraft, 50 x 65cm; and 'Three Veteran Cyclists', monochrome photoprint, 35 x 50cm, together with two photographs of VSCC car races, each mounted, framed and glazed.

(5)

£100 - 200

€120 - 230

**NO RESERVE**

76 AR

**DAVID LOUIS GHILCHICK (1892-1972) 'SALUTING THE BADGE',**

signed, pen and ink on artist's board depicting an AA patrol's badge induced problems, 38 x 31cm, mounted, framed and glazed

£200 - 300

€230 - 340

**NO RESERVE**

See Bonhams lot 156 sale 19284 18 June 2011.

77 AR

**SIX ORIGINAL 'DON FORTUNE: RACING DRIVER' COMIC STRIP ILLUSTRATIONS, BY JON MANCHIP WHITE, 1955,**

from the 'Don Fortune and Death in Milan' Grand Prix racing storyline, five of which are pen and ink with blue colouring, one being pen and ink with multiple colours, on artists' board, each either 3 or 4 panel illustrations, each approximately 19 x 60cm, all with card mount, offered together with a script from the comic and a typed synopsis of the storyline.

(6)

£600 - 800

€690 - 920

**NO RESERVE**

78 AR

**PETER J ASHMORE (BRITISH 1923 - ), '1925 GRAND PRIX OF EUROPE AT SPA',**

signed, pencil, watercolour and gouache, depicting Ascari in the P2 Alfa Romeo passing Divo's Delage in the pits, to take the lead and go onto victory, 26 x 38cm: together with an unfinished motor racing artwork by Anon, 22 x 32cm, both mounted framed and glazed.

(2)

£100 - 200

€120 - 230

**NO RESERVE**



81

79

**GUY LIPSCOMBE (1881-1952), 'WHEEL TO WHEEL',**

signed, charcoal and watercolour image depicting a red Bentley and a yellow Stutz racing side-by-side at speed, circa 1930.36 x 51 cm, mounted framed and glazed, the reverse of the image handwritten 'Wheel to Wheel'.

£400 - 600

€460 - 690

**NO RESERVE**

Possibly an illustration for a Boys Magazine.

80 AR

**JOHN WARD RA (1917-2007), 'H R OWEN LIMITED',**

signed pen and ink with watercolour on paper, 15 x 23cm, mounted framed and glazed, the reverse with a signed card apologizing "...for taking so long..."; together with a design illustration for a James Young Ltd monogram badge by Anon, 31 x 26cm, mounted, framed and glazed and a photograph of a Rolls-Royce, 29 x 37cm, mounted, framed and glazed.

(3)

£200 - 300

€230 - 340

**NO RESERVE**

81 AR

**GEORGE LANE (1910-1963); "TRAGEDY ON THE CORNICHE D'OR"**

signed, monochrome watercolour and charcoal, depicting the "6½ litre drop-head coupé Duesenberg crashed on a bend followed by Montague Graham-White's Hispano-Suiza, published in an article for 'The Motor' 10 January 1945, 34cm x 23cm, mounted, framed and glazed, with part of the magazine cutting attached to rear of frame.

£200 - 300

€230 - 340

**NO RESERVE**



82



83

82 AR

**PETER J ASHMORE (BRITISH 1923 - ), 'ALFA ROMEO P2',**

signed, watercolour and gouache, 26 x 38cm, mounted framed and glazed.

£200 - 300

€230 - 340

**NO RESERVE**

83 AR

**MICHAEL TURNER (BRITISH, 1934 - ) 'STIRLING MOSS, ASTON MARTIN DBR1 AT NURBURGRING 1000KMS 1958',**

signed, preliminary painting, watercolour and Gouache on artist's board, 29 x 32cm, mounted, framed and glazed; together with the 1958-59 issue of High Performance Cars showing the final artwork, 4to; and a copy of Michael Turner: 'The Motorsport Art of Michael Turner', large 4to with dust jacket.

(3)

£800 - 1,200

€920 - 1,400

The 1958 Nürburgring 1000km race was won by the Aston Martin DBR1 driven by Stirling Moss and Jack Brabham. The race was part of the World Sports Car Championship and was won in a time of 7 hours, 23 minutes, and 32 seconds, with an average speed of 84.360 mph. This victory was crucial for Aston Martin, securing them the World Sports Car Championship that year.



84



86



89 (part)



85

84 AR

**CRAIG WARWICK (BRITISH, 1948-2016) 'FANGIO AND MOSS 1955 SEASON - "THE TRAIN"',**

signed and dated 1993, watercolour and gouache on artist's board, portrait and driver images of the Mercedes-Benz team-mates, dubbed 'The Train' for their equally precise and highly competitive driving in their twin W196s together during the 1955 Grand Prix season, 44 x 63cm, mounted, framed and glazed, signed to the reverse of the frame by Stirling Moss in black pen.

£500 - 700

€570 - 800

**NO RESERVE**

85 AR

**JOHN DIXON (IRISH 1895-1970), 'FLAT-OUT RACING ON THE BROOKLANDS BANKING',**

signed, mixed media on artist's board, 1920s race scene, 26 x 20cm, some slight surface wear to upper right section of paper cover, mounted, framed and glazed.

£250 - 350

€290 - 400

**NO RESERVE**

John Dixon was an artist for Autocar magazine and Car Topics, and produced front cover illustrations for the publications, working mainly 1920s-1930s.



88

86 AR

**JOHN DIXON (IRISH 1895-1970), 'MALCOLM CAMPBELL - BLUEBIRD - DAYTONA 1933',**

signed lower left, watercolour on artists' paper, depicting Malcolm Campbell in the Rolls-Royce aero-engined Campbell-Railton Bluebird one the sands at Daytona Beach, 1933, on his way to a Land Speed Record of 272.46mph, 38 x 63cm, mounted with artist's title, framed and glazed, measuring 63 x 86cm overall.

£400 - 600

€460 - 690

**NO RESERVE**

John Dixon was an artist for Autocar magazine and Car Topics, and produced front cover illustrations for the publications, working mainly 1920s-1930s.

87

No lot

88 AR

**FRANK WOOTTON (1911-1988) 'THE BRIDGE OVER THE RIVER BYBROOK, CASTLE COMBE',**

signed, watercolour and gouache on paper, preliminary sketch for the front cover of Country Life Magazine, depicting an open tourer driving into Castle Combe at twilight, 18.5 x 23cm, mounted, framed and glazed.

£400 - 600

€460 - 690

**NO RESERVE**

89

**THREE FRAMED ITEMS RELATING TO PEDAL CARS,**

comprising Frank Patterson, (1871 - 1952) "There's someone coming Stan!", pen and ink illustration with coloured pencil, initialled FP and dated 1921, 21 x 13cm, mounted, framed and glazed; Arthur Butcher (1889 - 1956), 'Lines Brothers Christmas card design', unsigned, watercolour, 29 x 24cm, mounted, framed and glazed; and 'here comes the..... Austin Junior Forty' sales leaflet, double glazed to show both sides, 53 x 21cm.

(3)

£200 - 300

€230 - 340

**NO RESERVE**

90

**AN ERA CLUB ENAMELLED CAR BADGE, FOUR LAPELS, A PIN BADGE, AND OTHER BADGES,**

the car badge enamelled in five colours; two 1936 ERA Club lapels by J.R.Gaunt and Birmingham Medal Co.; two ERA Club badges, (one chromed and one cream enamel on J.R.Gaunt backing cards); and a pin badge by W.O.Lewis of Birmingham; together with a 'Seven-Fifty 750 Motor Club' green enamelled car badge; an SS Jaguar pin badge by W.O.Lewis of Birmingham; a gilt and blue enamel Masonic badge on ribbon; and a 1924-1959 Queen's Royal Regiment (West Surrey) Paschal Lamb beret badge.

(10)

£150 - 250

€170 - 290

**NO RESERVE**





89 (part)



90



92

91  
**A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS', BY DANBURY MINT,**

set number 210, comprising 25 motor car emblems for the National Motor Museum at Beaulieu, including Alfa Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonné enamel badge, common mounted in wooden display case, fitted with protective Perspex 'title' sheet and accompanying pamphlet, reservation letter and numbered certificate, the case 39 x 30cm.

(4)

£200 - 300

€230 - 340

NO RESERVE



91



93

92  
**AN RAC CLUB ASSOCIATE BADGE FOR THE HAMPSHIRE AUTOMOBILE CLUB,**

by Elkington & Co, numbered N650 to base, with enamelled centre in red and white, and membership renewal disc for 1932, 11.5cm high.

£150 - 200

€170 - 230

NO RESERVE

94  
**A BROOKLANDS AUTOMOBILE RACING CLUB COMMITTEE MEMBER'S ENAMEL BADGE, 1930S,**

by Spencer of London, enamelled in seven colours, with riveted 'COMMITTEE' section to top, lettered 'C' to rear, 10cm high, mounted on a marble block base.

£800 - 1,200

€920 - 1,400



94

93  
**A ROYAL AUTOMOBILE CLUB ASSOCIATE MEMBERS BADGE WITH DEVON & CORNWALL CENTRE, BY ELKINGTON & CO, 1920S,**

hollow cast, nickel plated, numbered N17, black and yellow central enamel plaque, reverse fitted with membership disc cage (no disc), 11.2cm high, mounted on a simple wooden base.

£200 - 300

€230 - 340

NO RESERVE

95  
**A BADGE BAR FITTED WITH SEVEN GERMAN ENAMEL CAR BADGES,**

the angled badge bar by Tudor, fitted with enamel badges for 'Int. Sternfahrt Rhein In Flammen Koblenz'; 'Bonn', 'Koln a.R.H.'; ADAC by E.F.Wiedmann of Frankfurt; 'Stadt Dusseldorf'; 'Weltmeisterschaft der Springreiter 1956 Bad Aachen' by Steinhauer & Luck of Ludenscheid/W; and ADAC 'Freiburger Automobile Club'; some with chips and loss in places, 59cm long.

£100 - 150

€120 - 170

NO RESERVE



96



98

96  
**AN ERA CLUB ENAMELLED CAR BADGE, FOUR LAPELS AND A PIN BADGE,**  
the car badge by J.R.Gaunt of London enamelled in five colours; together with 1936 and 1937 ERA Club lapels; two ERA Club badges, (one chromed and one cream enamel on J.R.Gaunt backing cards); and a pin badge by W.O.Lewis of Birmingham.  
(6)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

97  
**AN ERA CLUB ENAMELLED CAR BADGE, FOUR LAPELS AND A PIN BADGE,**  
the car badge enamelled in five colours; together with two 1936 ERA Club lapels by J.R.Gaunt and Birmingham Medal Co.; two ERA Club badges, (one chromed and one cream enamel on J.R.Gaunt backing cards); and a pin badge by W.O.Lewis of Birmingham.  
(6)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**



100



101



102

98  
**A BARC BROOKLANDS ENAMEL CAR BADGE BY SPENCER OF LONDON,**  
late issue numbered 1384, enamelled in seven colours, small chip to enamel upper title bar and other old marks and pitting, with mounting bracket, stud and bolt.  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

99  
**A CASED QUEEN'S SILVER JUBILEE RAC COMMEMORATIVE ENAMEL BADGE, 1977,**  
produced for the RAC by Manhattan-Windsor, limited edition numbered 728, in original case with numbered certificate.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

100  
**ASSORTED MOTORING BADGES,**  
including replica brass AA 'Stenson Cooke Secretary' badge; a nickel-plated AA badge, numbered 232140; a Snetterton Motor Racing Club painted badge; an enamelled VCC of Great Britain Diamond Jubilee Rally 1990 Competitor badge; six other VCC badges and plaques; a Sunbeam Talbot Darracq Register badge; and a cased VCC of Great Britain lapel badge by Birmingham Medal & Badge Co.Ltd.  
(13)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**



104

101  
**TWO RARE LONDON AEROPLANE CLUB MEMBER'S LAPEL BADGES, 1929-30 AND 1931-1932**

each enamel with cord comprising 1929-30 number 83 by W.O. Lewis (Badges) Ltd and 1931-32 number 419 by Skinner & Co, together with a London Aeroplane Club enamelled emblem, numbered 246 to rear, 2.8cm long; a Bradford Lord Mayor's Spitfire Fund lapel badge by Fattorini and an Air League lapel badge by J R Gaunt.

(5)  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

102  
**A SILVER BENTLEY 'WINGED B' LAPEL BADGE, HALLMARKED BIRMINGHAM 1947,**

by the Birmingham Medal Co, with black enamel centre, 4cm wide, with pin back; together with a Bentley Owner's Club lapel badge, 27mm high, with pin back.

(2)  
**£150 - 200**  
**€170 - 230**  
**NO RESERVE**

103  
**A SILVER BENTLEY 'WINGED B' LAPEL BADGE, CIRCA 1970,**

by the Birmingham Medal & Badge Co, stamped 'Silver' with black enamel centre, 4cm wide, with pin back; together with a Bentley Owner's Club lapel badge, 27mm high, with pin back and a Bentley Driver's Club enamel lapel badge.

(3)  
**£180 - 240**  
**€210 - 280**  
**NO RESERVE**

104  
**ASSORTED LAPEL BADGES AND PINS,**  
including 1955 BARC Goodwood Guests number 663, 1956 BARC Goodwood Guest's number 26, 1957 BARC Goodwood Member and Guest numbered 498 (member's with cord); BARC Junior; and other lapels including, Bentley, Aston Martin, AA, RAC and others.  
(Qty)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**



105

**ASSORTED BARC BROOKLANDS MEMBERS AND GUESTS LAPEL BADGES,** comprising 1924 Guest's, number 660, in red and blue enamel; 1931 Member's, number 896, in orange and black enamel (some crazing to enamel), lacking cord; 1935 Guest's, number 643; 1937 Member's, number 297, in green and black enamel, lacking cord; 1938 one Member's and one Guest's, from set number 318, in cream, blue and black enamel, member's badge lacking cord.

(5)

£140 - 200

€160 - 230

NO RESERVE



105



107

106

**TWO BARC BROOKLANDS MEMBER'S LAPEL BADGES FOR 1940-1941,** comprising 1940, numbered 337, in black and green enamel; and 1941, numbered 355, in black and yellow enamel; both lacking cords.

(2)

£100 - 150

€120 - 170

NO RESERVE



106



109

107

**BARC BROOKLANDS LAPEL BADGES, 1912-1913,** comprising one Member and one guests badges from 1912, from set number 779, light green enamel, one with cord; and one guests badge from 1913, from set number 775, white enamel, lacking pin.

(3)

£100 - 150

€120 - 170

NO RESERVE



110

108

**ASSORTED BARC BROOKLANDS MEMBERS' AND GUESTS' ENAMEL BADGES, FOR 1932-1939,** by W.O.Lewis and Marples & Beasley of Birmingham, comprising a boxed set of 1937 Member's and 1 Guest badge, matching numbers 1139, in correct box with backing card and member's notice card, and 17 other assorted unboxed badges comprising: 1932 - 1 Member and 1 Guest (matched #1064) 1933 - 1 Member and 1 Guest (matched #751) 1934 - 1 Member and 2 Guests (matched #756) 1935 - 1 Member and 1 Guest (matched #1178) 1936 - 1 Member (#957) and 1 Guest (#1161) 1937 - 1 Member and 1 Guest (matched #1081) 1938 - 1 Member and 2 Guests (matched #32) 1939 - 1 Guest (#591)

Members' badges all with cords, and Guests' badges all with pin-fastening to reverse except for 1933.

(19)

£400 - 500

€460 - 570

NO RESERVE



108



109

**A SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1932,** number 936, blue and grey enamel, member's badge with cord.

(3)

£100 - 150

€120 - 170

NO RESERVE

110

**A SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1939,** number 351, in cream, red and black enamel, member's badge lacking cord.

(3)

£100 - 150

€120 - 170

NO RESERVE



111



115



116

**111  
SEVEN ERA ENAMELLED LAPEL BADGES AND A PIN-BADGE, 1930S,**  
assorted types, comprising lapels for 1936 ERA Club by Birmingham Medal Co., and two 1937 ERA Club by J.R.Gaunt, two chromed and two cream enamelled ERA Club, (two on J.R.Gaunt backing card), and a pin badge by W.O.Lewis of Birmingham.  
(8)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

**112  
TWO ROLLS-ROYCE PROPELLER LAPEL BADGES,**  
one with jewellery box, together with Sir Henry Royce Memorial Foundation Medal 'Awarded for Excellence' in presentation case, a pair of enamelled Rolls-Royce cufflinks and three Rolls-Royce lapel badges.  
(Qty)  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**



113

**113  
A RARE ST.CHRISTOPHER/ELEPHANT 'LUCKY CHARM' MASCOT, FRENCH, 1930S,**  
metal frame with inset moulded and stained glass discs, comprising St. Christopher on one side and an elephant's head to the other, on a radiator cap, 12cm high, above a turned black painted wooden base.  
**£400 - 600**  
**€460 - 690**  
**NO RESERVE**

See Bonhams lot 449, 19 Sept 2016 'The Robert White Collection'.

**114  
A ROLLS-ROYCE MASCOT, CIGARETTE CASE, AND ASHTRAY,**  
the 'Spirit of Ecstasy' mascot marked '(R) Rolls Royce Motors Limited' to rear of base, 9cm high, on wooden base; with Emu Brand 'Sylva Chrome' cigarette case, with interior springs; and a polished metal ashtray mounted with 'Spirit of Ecstasy' figure, presented to R.H.Wharton, 1970.  
(3)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

**115  
TWO ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOTS,**  
comprising two post-1977 stainless steel type with radiator cap, (lacking sprung mechanism), each mounted on stepped wooden base (or differing size); a replica 20-25Hp type cast with radiator cap, 15cm high, on marble display base; replica of a post -1977 type mascot; together with a paperweight and a key holder.  
(6)  
**£280 - 350**  
**€320 - 400**  
**NO RESERVE**



113

**116  
A FINE 'PROUESSE' MASCOT BY CHARLES SOUDANT FOR RUBRAY CARS, FRENCH, 1920S,**  
bronze, signed 'ChSoudant', also marked Susse Freres Ed Paris, with copper Susse Freres Foundry stamp to base, 18cm long.  
**£1,500 - 2,000**  
**€1,700 - 2,300**

A large bronze of this design was displayed in the 1907 Salon held at Madison Square Gardens, New York, where Rothschild had the largest exhibit featuring seven superb automobiles. This impressive piece was created by the Parisian master sculptor Charles Soudant for Leon Rubray, who later used the design as a car mascot to grace his own range of Rubray cars in USA from 1916-1923. Rubray started offering car bodies from 1907 when he teamed with Rothschild & Co.

**117  
A 'TETE DE CHEVAL' (HORSE'S HEAD) MASCOT, BY HENRI PAYEN, FRENCH 1920S,**  
signed 'H.Payen' to right side of neck, hollow-cast bronze with traces of original nickel-plating in places, largest known example of the mascot measuring 15cm long, mounted on a wooden display base.  
**£900 - 1,200**  
**€1,000 - 1,400**  
**NO RESERVE**

**118  
AN 'EAGLE CREST' MASCOT, CIRCA 1910,**  
unsigned, solid cast polished brass mascot in the form of an heraldic Eagle holding a cold-painted red and white family crest, inscribed around the underside of base 'ANCIENT CREST OF DOLMATSCH (NOW DOLMAGE OR DELMEGE) FAMILY IN BAVARIA - CIRCA 1580', 10.5cm high, mounted on a turned wooden display base.  
**£1,500 - 2,000**  
**€1,700 - 2,300**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.





118



117



141



128

119

**AN UNUSUAL 'GROTESQUE' CAR MASCOT, FRENCH, 1920S,**

nickel-plated cast bronze, indistinctly signed to base, later chrome-plated, 14.5cm. high, mounted on a period Bakelite radiator cap.

£250 - 350

€290 - 400

NO RESERVE



120

120

**FOUR ASSORTED MASCOTS,**

comprising Alvis eagle, 15cm high on radiator cap; replica Spirit of Triumph, 14cm high on a radiator cap; Mercury on a Ball, 22cm tall; Performing Sealion, 10cm high, each on a wooden display base; together with a decorative bronze swan, 17cm long.

(5)

£300 - 400

€340 - 460

NO RESERVE



121



138



139

121

**A BACKWARD SLOPING 'WINGED B' MASCOT FOR DERBY BENTLEY, 1936-1939,**

marked with Registered Design number 'Reg 823907' under the 'B', chrome-plated bronze, as fitted to 3½ Litre and 4¼ Litre 'Derby' Bentley cars, 13cm long, mounted on a chromed radiator cap, above a stepped wooden display base.

£300 - 400

€340 - 460

NO RESERVE

122

**A 'LEAPING FROG' MASCOT BY A. RENEVEY, MARKED AEL, FRENCH/ BRITISH 1930S,**

signed to base, chrome-plated bronze, 16.5cm long, also marked 'AEL' after Lejeune's 1930s acquisition of the rights to Reveney's registered designs and his remaining stock.

£1,000 - 1,500

€1,100 - 1,700

NO RESERVE



119



122



123



125



127

127  
**A 'BOULEDOGUE FRANCAISE' MASCOT BY P TOURGUERIEFF, FRENCH 1920S,** signed with Susse Freres foundry marks, bronze, 8.5cm high, on a period radiator cap.  
**£1,000 - 1,500**  
**€1,100 - 1,700**



124



126



147

128  
**A 'HIPPOCAMPUS/LONGMA' ORNAMENT MOUNTED AS A MASCOT, EARLY 20TH CENTURY,** unsigned, hollow-cast plated metal, in the form of a chimerical winged horse with dragon/sea-creature tail, often depicted in Ancient Greek or Chinese mythology, some slight pitting and loss to plating, 31cm long, with threaded stud and mounted on a turned wooden display base.  
**£1,500 - 2,000**  
**€1,700 - 2,300**

129  
**A FINE "BOULEDOGUE FRANCAISE" MASCOT BY JOE DESCOMPS, FRENCH, EARLY 1920S, A DUGES, BY EDITIONS MARVEL, FRENCH, 1920S** signed, bronze cast by Susse Freres with correct foundry markings, 11cm high, on a period radiator cap.  
**£1,200 - 1,500**  
**€1,400 - 1,700**

130  
**A 'GODDESS OF SPORT' MASCOT, BY A.E.LEJEUNE,** with engraved title and stamped 'Copyright AEL' to rear of base, chrome-plated mascot of a stylised female nude with her dog, with integral calometer mount, 15cm high; offered together with a 1935 RAC Rally Eastbourne award, on marble base, lacking hoop and winged emblem and one hand bent, 27cm high; and a black painted cast metal figure of a Quaker, 14.5cm high.  
(3)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**



129

124  
**AN 'EGYPTIAN WINGED SCARAB' MASCOT, BELIEVED FRENCH, LATE 1920S,** unsigned bronze with blue patinated beetle back (minor loss), 14cm wide, on turned wooden base.  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

Formerly from the Robert White Collection, Bonhams Sale 19 September 2016 (see Lot 402)

125  
**A 'PEGASUS' MASCOT BY FRANÇOIS BAZIN (1897-1956), FRENCH, 1920S,** stamped F Bazin to base, polished bronze, 12cm high, on a turned wooden base.  
**£1,200 - 1,600**  
**€1,400 - 1,800**

126  
**A 'KING COBRA' MASCOT BY HENRI RISCHMANN, FRENCH, 1920S,** signed and marked 'France' to rear of coiled base, nickel-plated bronze, in the form of a coiled King Cobra with Art Deco geometric design to hood, 14cm high, on a turned wooden base.  
**£500 - 700**  
**€570 - 800**  
**NO RESERVE**

123  
**TWO BENTLEY 'WINGED B' MASCOTS,** comprising forward sloping double winged version, 1938-1955, chromed, registered design number 807921, on a radiator cap above a stepped wooden base, and a backward sloping version 1938-1955, chromed, 12cm long (lacking radiator cap) on a marble base.  
(2)  
**£260 - 340**  
**€300 - 390**  
**NO RESERVE**





131

131

**A RARE LIMITED EDITION 'CLEOPATRA' MASCOT BY ADOLF POHL, FRENCH, CIRCA 1920,**

signed bronze, limited number 101/135, 18cm high, on wooden display base.

£1,000 - 1,500

€1,100 - 1,700



132

132

**A 'DANCING GIRL' MASCOT BY J. ALAND, DUTCH, 1920S,**

nickel plated, indistinctly signed and marked around the base 'Metaalgieterm Holland A'Dam', 17cm high, on a wooden base.

£200 - 300

€230 - 340

**NO RESERVE**

133

**A FINE 'TETE DE BULL' DOG'S HEAD MASCOT BY A DUGES, BY EDITIONS MARVEL, FRENCH, 1920S**

signed, bronze with faint traces of nickel plating, numbered 402, 7.5cm high.

£800 - 1,200

€920 - 1,400



134

134

**A 'JIM' SEATED BULLDOG MASCOT BY M LE VERRIER, FRENCH, 1925-35,**

signed, patinated metal composite, 10.5cm high, on nickel plated radiator cap.

£900 - 1,200

€1,000 - 1,400

135

**A 'LEAPING JAGUAR' MASCOT BY DESMO, BRITISH, 1930S,**

stamped Desmo to front of base and 'Copyright' to rear of base, chrome plated, 20cm long overall, mounted on a modern metal base; offered together with a Jaguar brown leather desk jotter/calendar with rotating date window (lacking month indicator) by Hinkel's of London; and a wooden cased set of six Jaguar placemats decorated with artwork images



132



137



135



136

after Roy Nockolds of Jaguar road and racing scenes, the case 29cm wide.

(3)

£300 - 500

€340 - 570

**NO RESERVE**

136

**AN INTERESTING AERO ENGINE WITH PROPELLOR MASCOT,**

inter-War, cast alloy, in the form of a 7-cylinder radial aero engine with rotating propellor (one tip damaged), mounted on stand above a marble base, 18cm high.

£100 - 150

€120 - 170

**NO RESERVE**

137

**A 'TETE DE BULL' DOG'S HEAD MASCOT BY A DUGES, BY EDITIONS MARVEL, FRENCH, 1920S**

signed, small version in bronze with remains of nickel plating, numbered 247, 6.5cm high, on a period radiator cap.

£800 - 1,200

€920 - 1,400



144



145

138  
**A VINTAGE BENTLEY WINGED 'B' MASCOT, BY A E LEJEUNE, BRITISH, 1923,** stamped 'AEL' under base of 'B', nickelled bronze, smaller version of the mascot as fitted to 3-Litre and Speed Six models, 17cm wingspan, mounted on a turned wooden display base.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

139  
**A BENTLEY WINGED 'B' MASCOT, 1930S,** produced by A E Lejeune, chrome plated, believed suitable for Bentley Speed 6 or 8 Litre, 7.5cm tall, 22cm wide, mounted on a black plastic display base.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

140  
**THREE REPLICA 'SCHNEIDER SEAPLANE' MASCOTS,** the larger with 14cm wingspan, mounted on a radiator cap, old repair under the wings, and two smaller examples.  
(3)  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**



146

141  
**A STERLING SILVER 'PUFFIN' MASCOT, 1907,** solid cast .925 silver, hallmarked London, 1907, by 'JG', 9cm high, some old marks to base and old dents to rear of head, approximately 307gms (including mounting stud), mounted on a radiator cap above a turned wooden base.  
**£500 - 600**  
**€570 - 690**  
**NO RESERVE**

142  
**A ROLLS-ROYCE MASCOT, ASHTRAY AND CHASSIS PLATE,** the 'Spirit of Ecstasy' mascot 11.5cm high, mounted on wooden base with 'RR' enamel badge; with a chromed ashtray mounted with 'Spirit of Ecstasy' figure; and a 'Rolls-Royce' replica chassis plate numbered 551, 10cm wide.  
(3)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

143  
**TWO ROLLS-ROYCE MASCOTS AND TWO ASHTRAYS,** one mascot marked '(R) Rolls\_Royce Motors Limited' to edge of base, 10.5cm high, on wooden base; the other unmarked, 12cm high; together with a polished metal ashtray with 'Spirit of Ecstasy' figure, presented to G.N.T.Holloway, 1979; and a small glass ashtray.  
(4)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

144  
**A 'WINGED STAG' MASCOT, 1920S,** cast white metal, 22cm wingspan, mounted on a radiator cap.  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**



148

145  
**A ROLLS-ROYCE PHANTOM I (NEW PHANTOM) SPIRIT OF ECSTASY MASCOT, 1925-1929,** nickel plated bronze, some general patina and wear, signature and dating worn, 13cm high, on a tall turned wooden base.  
**£350 - 450**  
**€400 - 520**  
**NO RESERVE**

146  
**A 'BOULEDOGUE A LA CHAINE' MASCOT BY DUGES ET JOUENNE, FRENCH, 1923,** cubist dog in bronze with nickel plating, 11cm high, mounted on a period radiator cap.  
**£800 - 1,200**  
**€920 - 1,400**

This mascot design won the first prize in a competition run by L'Auto magazine in 1923.

147  
**A 'CAR IN THE CLOUDS' MASCOT,** inscribed Verecke to left side of base, nickel-plated, with turning front wheels, 13cm long, mounted on a radiator cap.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

148  
**AN UNUSUAL AND RARE LARGE SIZE 'CHIEFTAIN'S HEAD' MASCOT, 1920S,** solid brass with traces of original paint, fine detail to face and headdress and in very good original condition, 15cm high, mounted for display on wooden base.  
**£600 - 800**  
**€690 - 920**  
**NO RESERVE**

See Bonhams lot 621 sale 15406 on 10 November 2007 in San Francisco.  
An example of this mascot previously offered for sale by Bonhams in the USA was originally fitted to a 1920s V-Twin Indian Motorcycle.





149

149  
**A ROLLS-ROYCE KNEELING SPIRIT OF ECSTASY MASCOT, POST-WAR,**  
 unsigned, chrome plated, 9cm high, to fit Silver Wraith 1947-55, Silver Dawn 1949-55 or Phantom IV 1950-55, mounted on a radiator cap above a shaped brass block base on a wooden stand.  
**£220 - 300**  
**€250 - 340**  
**NO RESERVE**



150

150  
**A KNEELING SPIRIT OF ECSTASY MASCOT, 1934-1939,**  
 signed C Sykes, dated 26.1.34, chrome plated, 8cm high, on turned wooden base.  
**£200 - 250**  
**€230 - 290**  
**NO RESERVE**

151  
**A ROLLS-ROYCE 20HP SPIRIT OF ECSTASY MASCOT, 1922-1929,**  
 signed Charles Sykes, nickel plated, 10.8cm high, mounted on a radiator cap, above a wooden base  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

152  
**A ROLLS-ROYCE KNEELING SPIRIT OF ECSTASY MASCOT, POST-WAR,**  
 unsigned, chrome plated, 9cm high, to fit Silver Wraith 1947-55, Silver Dawn 1949-55 or Phantom IV 1950-55, mounted on a radiator cap above a wooden stand.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

153  
**A ROLLS-ROYCE 20/25HP SPRIT OF ECSTASY MASCOT,**  
 chrome plated, signature obscured, 11.8cm high, on radiator cap above wooden base.  
**£180 - 250**  
**€210 - 290**  
**NO RESERVE**



151

154  
**TWO LARGE MARINE LANTERNS AND AN ADLAKE RAILWAY LANTERN,**  
 Two large marine lanterns and an Adlake railway lantern, comprising a Lampads No.710 Masthead lantern by C.Murrays of Glasgow, painted beige, with ribbed lenses; a Meteorite P121284 Starboard lantern, painted green with curved lenses, each 59cm high, with service panels to rear and in worn condition; together with an Adlake 'Non Sweating' railway lantern, painted black, with 'bullseye' clear lens, 39cm high, worn.  
 (3)  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**

155  
**ASSORTED BRASS MOTORING ACCESSORIES,**  
 comprising a pair of J & R Oldfield 'Dependence' drum headlamps, converted for electricity, to fit 22cm lenses (missing), one rim detached, for restoration; a Klaxon brass electric horn, No.A/176814, with instruction booklet (worn); a small Westwood small rear lamp, with faceted ruby red lens; an Enots 'Autoram' grease gun; and an Auto 'Minimax' Major brass extinguisher.  
 (7)  
**£250 - 350**  
**€290 - 400**  
**NO RESERVE**

156  
**A BRASS BOA CONSTRICTOR 'LION HEAD' BULB HORN,**  
 the brass horn with coil, fitted with Lion Head with glass bead eyes, fitted with mounting bracket to neck, measuring approximately 150cm long, with Dunlop rubber bulb (detached).  
 (2)  
**£400 - 500**  
**€460 - 570**  
**NO RESERVE**



152



153



155



156



159



163



166



165

157

**SIX ASSORTED MARINE GAUGES,**  
five brass cased, including large pressure gauge by Robert Stotesbury Ltd of Bristol, a Boss pressure gauge, a vacuum gauge by Hick, Hargreaves & Co.Ltd of Bolton (glass missing), a "Unit" clinometer by Lilley & Gillie of North Shields, a temperature gauge by Kelvin Hughes, and another gauge (worn), the largest measuring 33cm diameter overall.

(6)

£100 - 200

€120 - 230

NO RESERVE

158

**SIX ASSORTED MARINE PRESSURE GAUGES,**  
each brass case, various sizes, including examples by S.M.Gauge Co. Bristol, and Hyson Smith-Dennis Ltd of Nottingham types, the largest measuring 29cm diameter overall.

(6)

£100 - 150

€120 - 170

NO RESERVE

159

**A UNIQUE BUGATTI VEYRON INSTRUMENT BINNACLE DISPLAY PIECE**

the modern instruments donated by Bugatti (Molsheim) SAS in Alsace, comprising a lightweight cluster believed to have been used in Bugatti's pre-production extreme testing programme, comprising dials for Speed, RPM, Fuel, Temperature and Power, mounted in a bespoke housing modelled on a smaller version of the engine turned riveted aluminium dashboard of a Grand Prix Bugatti, constructed by Gentry Restorations Limited, 21 x 44 x 10cm.

£250 - 350

€290 - 400

NO RESERVE

See lot 128, Bonhams 10 December 2015 auction (sale number 22705) at the RAF Museum, Hendon.

160

**A FERRARI TOOLKIT AND FIRE EXTINGUISHER,**

in black textured soft case with Velcro fastening, fitted with 8 Ferrari branded Chrom Vanadium C-spanners, 3 Ferrari branded screwdrivers and a Stanley screwdriver, with side-pouch containing Ferrari branded Kravm pliers, USAG Vanadium Extra ratchet, and spare bulb-holder, worn condition with some tools and spares missing; and a similarly cased Agip Ferrari pressurised fire extinguisher, containing fluid.

(2)

£200 - 300

€230 - 340

NO RESERVE

Please Note: Bidders are advised that due to the nature of the fire extinguisher container and fluid this Lot may be subject to various shipping and or import/export restrictions.



161♦

**ASSORTED GARAGE EQUIPMENT AND AUTOMOBILIA,**

including a glazed garage display shadow box, 60 x 46cm; D Parkes' rally clipboard (clock lacking lens); a Rotax Clarion brass bulb horn; Lucas No.17C spare bulb-holder with clip; Auto Mimimax garage extinguisher with bracket; a cased Churchill 999 Efficiency Recorder; an 'Austin Foundry Closure' cast plaque; a Daimler radiator surround with grille, and other items.

(Qty)

£150 - 250

€170 - 290

NO RESERVE

162♦

**A ROLLS-ROYCE PHANTOM COUPE RADIATOR SURROUND AND GRILLE,**

believed suit circa 2009 models, brushed stainless steel surround with polished grille, used.

£200 - 300

€230 - 340

NO RESERVE

163♦

**A ROLLS-ROYCE SILVER SHADOW RADIATOR SURROUND,**

polished stainless steel surround with shuttering, some use, 53 x 60cm, fitted with Spirit of Ecstasy mascot, and with black enamelled radiator badge (detached and requiring re-fitting).

(2)

£500 - 600

€570 - 690

NO RESERVE

164♦

**OF MARITIME INTEREST, A LEATHER STEAMER TRAVELLING CASE, EARLY 20TH CENTURY,**

formerly the property of John Edward Brown a maritime telegraph operator, brown heavy leather case with lid stamped with initials 'J.E.B.', nickelled locks and catches, front handle partially detached, with two leather side handles, travel worn with old stains, marks and G.W.R. travel labels including Barry Dock to exterior, the interior with brown fabric lining and lift-out tray, 84cm wide; offered together with documents relating to John Edward Brown, comprising a Radiotelegraphy Proficiency Certificate with identification photograph, 1912, two Marconi Marine salary statements for 1921, and a Radio Communication Co.Ltd typed letterhead, 1926.

(5)

£100 - 200

€120 - 230

NO RESERVE



169

165♦

**TWO LOUIS VUITTON SOFT-SIDED SUITCASES AND A SUIT CARRIER, 1980S,**

believed Stratos style, LV monogram Vuittonite exterior with tan leather handles, straps, and trim, zip-fastening, with beige fabric lined interiors, each 69cm wide, some old marks, scuffs and travel wear and some staining and fraying to interior fabric; together with a suit carrier, numbered '100 853', with handle and hanger.

(3)

£800 - 1,000

€920 - 1,100

166♦

**A CASED PICNIC SET FOR FOUR PERSONS BY DREW & SONS OF PICCADILLY, 1920S,**

black leather-cloth case with nickelled handles, locks and catches, the domed lid with monogram initials 'C.H.W.', opening to relined interior with wicker framework, fitted with two wicker-covered drinks bottles, two Maling ceramic based food containers, a smaller glass bottle with stopper in nickel-plated case, four Mintons bone-china cups, four glass tumblers in wicker cases, a Cetem Ware butter jar, and a condiments jar, with enamel plates, Mintons saucers, and cutlery house behind leather straps in the lid, the case measuring 55 x 33 x 18cm.

£1,900 - 2,200

€2,200 - 2,500

167

**A FRAMED FELIPE MASSA AND VALTERRI BOTTAS SIGNED WILLIAMS F1 SHIRT,**

white short-sleeve shirt by Hackett of London, with embroidered Martini Racing branding and other sponsors' logos, signed by Massa and Bottas to the right breast in black marker, mounted within framed and glazed display with title, 64 x 94cm overall.

£100 - 200

€120 - 230

NO RESERVE

168

**A FRAMED DISPLAY OF GRAND PRIX DRIVERS' AUTOGRAPHS,**

depicting four race programmes, mounted together with individual loose mounted autographs, comprising Ivor Bueb, Jack Brabham, Roy Salvadori, Phil Hill, Peter Collins, Stirling Moss, Graham Hill, Stuart Evans, John Watson, Johnny Herbert, Norman Wisdom, Jean Alesi and David Coulthard, mounted, framed and glazed, 104 x 60cm overall, one page loose in mount.

£300 - 500

€340 - 570

NO RESERVE

169

**A BOXED HERBERT JOHNSON RACE HELMET, FORMERLY THE PROPERTY OF NOEL DRESDEN, 1950S,**

cork-lined open-face helmet with peak, painted cream (some chips to paint), with leather lining, cloth neck and ear guards and leather chin strap, contained in original card box with manufacturer's label to lid with handwritten details for Noel Dresden; offered together with a small monochrome photograph of Dresden with his Triumph TR2 sports car 'POK 112'.

(2)

£800 - 1,200

€920 - 1,400

Noel E Dresden (1933-2019), a Sales Manager for Bell Nicholson and Lunt Birmingham (a Courtaulds firm), and small business owner, was also a keen motor racing enthusiast, attending as many race meetings as possible, and as a member of various clubs including Triumph Sports Owners Association, he competed in various Club race events.



170



171



173

170

**A PARTIALLY CONSTRUCTED 3½ INCH GAUGE 2-4-0 LOCOMOTIVE ROLLING CHASSIS, BY THE LATE MR DENNIS OSMOND OF ENFIELD,**

twin outside cylinders with quadrant direction control and linkage to crank set between plates with buffer bar and buffers to front, 55cm long, displayed on a length of track.

(2)

£100 - 200

€120 - 230

**NO RESERVE**

171

**A LIONEL LINES 'O' NUMBER 250 ELECTRIC LOCOMOTIVE, AMERICAN, 1934,**

(late version), 0-4-0, with painted terracotta body and maroon frame; together with 809 Dump Car, 1931-41, with orange hopper; 654 Tank Car, 1934-1942, in silver grey with Sonoco transfers; 657 Caboose, 1934-1942, with red painted body and roof; pre-War Lionel Lines Tank car (un-numbered) orange body and some track for display, (some playwear).

(Qty)

£100 - 200

€120 - 230

**NO RESERVE**

172

**'BENTLEY AT LE MANS 1929', 'BENTLEY V BLUE TRAIN' AND 'SIMPLON-ORIENT-EXPRESS', THREE PRINTS AFTER TERENCE CUNEO,**

comprising 'Bentley at Le Mans 1929', unframed, 75 x 83cm; and two framed prints 'Bentley v Blue Train', 70 x 76cm; and 'Simplon-Orient-Express', limited edition (489/850) signed by Cuneo in pencil, 48 x 58cm, (loose within mount).

(2)

£150 - 250

€170 - 290

**NO RESERVE**



175



175



176

173

**A LIONEL LINES 'O' NUMBER 262 'STEAM' LOCOMOTIVE, AMERICAN, 1931-32,**

2-4-2, black painted body with copper brightwork (cab roof bent) together with matching 262T tender; 804 Tank Car, 1923-28, in silver grey with Sonoco transfers; 806 Stock car, 1927-34, orange body and maroon roof; 651 Flatcar, pea-green with 7 pieces of lumber; 807 Caboose, 1927-1940, with red painted body and green roof; and some track for display (some play wear).

(Qty)

£150 - 250

€170 - 290

**NO RESERVE**

174

**A STERLING SILVER CIGARETTE CASE, PRESENTED BY LONDON NORTH EASTERN RAILWAY TO R.B. TEMPLE, DECEMBER 1927,**

the case by Walker & Hall, hallmarked Sheffield 1926, inscribed to lid 'Presented to R.B. Temple - 31st December 1927', and further inscribed to front 'Divisional General Manager's Office - L.N.E.R. - York', the interior with wooden lining and compartments, 18cm wide; offered together with a miniature sterling silver tray by A.C. Bloxham Ltd, hallmarked Birmingham 1925, with G.W.R. twin crests, and further inscribed 'General Strike. May 1926 - To Major H.R. Darley D.S.O., O.B.E. - With the grateful thanks of the Great Western Railway Co.', 13cm wide.

(2)

£150 - 250

€170 - 290

**NO RESERVE**

175

**TWO SOUTHERN RAILWAY CAST IRON SIGNS,**

comprising a "Warning" sign, cast-iron trespass notice (TPSR103), painted in green with white lettering, 62 x 40cm, weathered ex-service condition, together with

Southern Railway: "To Drivers and Owners of Locomotives...", cast-iron sign relating to a weak bridge and the Locomotive Act of 1861, painted in maroon with white lettering, 49 x 82cm, ex-service.

(2)

£150 - 250

€170 - 290

**NO RESERVE**

Provenance for part of this lot see: lot 53 sale 17658, Bonhams 18 July 2009 Henley-on-Thames.

176

**A HORNBY SERIES RAILWAY ACCESSORIES NO 4 BOXED SET, 1928-1936,**

17 pieces, string tied to original card liner, some wear to box, together with a Dinky Toys 053 Gauge 'OO' Passengers box, containing five hand-painted figures (one missing); two Meccano shop display stands, Aeroplane No 2, 1930s and Car (replica) and a Meccano label (applied to remains of cut-out box lid).

(5)

£200 - 300

€230 - 340

**NO RESERVE**

177

**A 'CITY & SOUTH LONDON RAILWAY COMPANY' BRASS NAME-PLAQUE SIGN, EARLY 20TH CENTURY,**

curved polished brass panel with decorative surround and lettering in relief, with holes for column mounting, 41 x 39cm.

£200 - 300

€230 - 340

**NO RESERVE**

This brass name-plaque was one of several mounted to the front pillars of Electric Railway House at 55 Broadway, St James's, London.





177

178♦♦

**A GAUGE 1 MODEL OF A GREAT WESTERN RAILWAY 0-6-0 PANNIER TANK LOCOMOTIVE NO 9716,**

2 rail electric driven, locomotive finished in GWR livery, with fitted steps, handrails, vacuum hoses, lamps and driver to cab, locomotive length 30cm: together with a Great Western 20 ton coal wagon No 53286 with couplings and buffers (railing detached) and a Great Western Exeter guards van No 35663, length 23cm, (slight damage to roof edge), on a display track in glazed oak framed display case, 97cm long overall.

£400 - 600

£460 - 690

NO RESERVE

179

**AN ENAMEL 'TOTEM' SIGN FOR 'BROOKLANDS' RAILWAY STATION,**

BR (M) station sign in brown on white enamel, with flanged edges and mounting holes, some loss to enamel in places, 26 x 92cm, mounted within black painted shaped wooden display frame.

£600 - 800

£690 - 920

NO RESERVE

180♦

**A GAUGE 1 LIVE STEAM ENGINEER'S MODEL OF AN L.M.S. 4-4-2 TILBURY SIDE TANK LOCOMOTIVE,**

No.2119, scratch-built well constructed spirit-fired model from steel, brass and other metal parts, fitted with steam pressure gauge, regulator, twin outside cylinders to chassis, and other details, finished in matt black livery with red lining and LMS and 2119 painted lettering, 40cm long; boiler history unknown and offered without test certificate, contained in fitted wooden carry case.

(2)

£800 - 1,000

£920 - 1,100

NOTICE: Bonhams can not convey guarantees or warranties as to test history, condition or safety of boilers. Bidders are strongly advised to obtain boiler test certification before use.



179



178



180

181♦♦

**A GAUGE 1 MODEL OF A GREAT WESTERN RAILWAY 4-6-0 TENDER LOCOMOTIVE NO 5040 'STOKESAY CASTLE', BUILT BY BARRETT ENGINEERING 1993**

2-rail electric driven with six-wheel tender, locomotive and finished in GWR livery, with fitted steps, handrails and vacuum hoses, locomotive and tender length 66cm, on a display track in a glazed oak framed display case, 80cm overall.

£800 - 1,200

£920 - 1,400

182

**TWO MANUFACTURERS' 1:100 SCALE DESKTOP MODELS OF AIRBUS A300 AND MCDONNELL DOUGLAS PASSENGER AIRLINERS,**

comprising a resin model of the Airbus A300, wingspan 47cm, length 52cm, on metal stand; and a wooden model of the McDonnell Douglas MD-90, wingspan 33cm, length, 43cm, on wooden display stand; each decorated in manufacturer's promotional livery and with undercarriage up in 'flight' position.

(2)

£100 - 150

£120 - 170

NO RESERVE

183

**A 1:48 SCALE WOODEN DESK MODEL OF A WWII RAF AVRO LANCASTER BOMBER,**

modern, depicted as 'PO-S R5868', the "S for Sugar" aircraft on display at the RAF Museum Hendon, wingspan 66cm, length 44cm, with rotating propellers (one blade missing), mounted on a wooden display base.

£100 - 150

£120 - 170

NO RESERVE

184

**A TRUNCATED MAHOGANY TWO-BLADED 'DE HAVILLAND 5' PROPELLER HUB, CIRCA 1917,**

display mounted and partially hollowed-out from the back to take a mantle clock, the hub stamped 'DRAWING No 1707 FOR FRENCH TYPE BOSS DE. H. 5', the front inset with eight chrome plated dome-head screws, 46cm wide overall.

£100 - 200

£120 - 230

NO RESERVE



181



183

185

**TWO AVIATION THEMED DESK LIGHTERS,** comprising a presentation 'Aviator with Propellor' figure with lighter mechanism under the hinged head, 24cm high, mounted on a wooden base with white metal plaque inscribed 'Presented to O.A.Nicklous from his Finchley Colleagues'; and a chrome-plated lighter in the form of a swept-wing single-engine fast jet, the lighter incorporated into the fuselage, 23cm long, on an articulating mount on base.

(2)

£100 - 200

£120 - 230

NO RESERVE

186

**'THE FIRST FOR THE FEW' AFTER FRANK WOOTTON, A LIMITED EDITION PRINT SIGNED BY THE PILOT,**

limited edition print (145/850) depicting Jeffrey Quill making the first flight in the first production Supermarine Spitfire MkI 'K9787' in May 1938, signed by Quill and three principal designers and engineers, 67 x 81cm, framed and glazed, with Certificate of Authenticity; offered together with 'Quartet' after Gerald Coulson, a giclee print on canvas board depicting a formation of RAF Spitfires from 66 Squadron on patrol during the summer of 1940, 30 x 40cm, framed.

(2)

£100 - 200

£120 - 230

NO RESERVE



188



189



191



192



194

193

187  
**A 1:72 SCALE WOODEN MODEL OF A BOAC HANDLEY PAGE HP-81 HERMES 'HERO' PASSENGER AIRLINER,**  
painted in BOAC livery, Registration 'G-ALDM', depicting the four-engined aircraft with rotating propellers, the undercarriage in 'down' position and with rolling wheels, wingspan 48cm, length 40cm long.  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

188  
**A WHITE METAL MODEL OF A BRISTOL BLENHEIM BOMBER,**  
polished white metal in the form of the WWII medium bomber, with rotating propellers and applied with RAF roundels to wingtips, 20cm wingspan, 14cm long, mounted on a display base.  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

189♦♦♦  
**A 'BUILT-TO-FLY' SCALE MODEL OF A SUPERMARINE SPITFIRE MK IXC FIGHTER,**  
approximately 1:9 scale, balsa frame construction, decorated with RAF roundels and vinyl skin in D-Day Invasion Stripe camouflage and number 'JE-J' depicting James Edgar 'Johnnie' Johnson's aircraft with RAF Canadian Wing emblem, fitted with twin-blade plastic propeller, removable upper front fuselage section (engine removed) and without undercarriage, 104cm long, 122cm wingspan.  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

190♦♦  
**FOUR BOXED SCALE DIE-CAST LIMITED EDITION MODELS OF AIRCRAFT BY CORGI AVIATION ARCHIVE,**  
comprising 1:32 scale De Havilland Mosquito PR XVI - NS502, (AA34602), D-Day 60th Anniversary series, box worn with minor scuffs and crumpled to corner, (some components removed from plastic packaging, unpacked and replaced); a 1:32 scale Hawker Hurricane Mk.I, (AA35505), World War II Early War series; a 1:32 scale Hawker Hurricane Mk.I (AA35509), Geoffrey Page Battle of

Britain Memorial (slight damage to box corners); and a 1:72 scale Avro Vulcan B Mk2, (AA27202), XL321, 617Sqn RAF Scampton, 1964.  
(4)  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

191♦♦♦  
**A 1:8 SCALE 'BUILT-TO-FLY' MODEL OF A P-51 MUSTANG AIRCRAFT,**  
wooden frame construction, fitted with engine and JZ Zinger twin-blade wooden propeller, decorated in USAF livery skin, with fixed undercarriage, 122cm long, 152cm wingspan, (one tear to skin under left wing).  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

192♦♦♦  
**A FLYING SCALE MODEL OF A ROYAL NAVY FAIREY GANNETT XG381,**  
balsa wood and tissue construction, the nose fitted engine, twin propellers, removable cockpit section, retractable undercarriage, with double-folding carrier wings, 208cm wingspan, some wear.  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

193  
**A 1:72 SCALE DESK MODEL OF CONCORDE (216) 'G-BOAF',**  
also known as "Alfa Foxtrot", in landing configuration with undercarriage and droop snoot, 92cm long, wingspan 36cm, free standing model.  
**£400 - 600**  
**€460 - 690**  
**NO RESERVE**

194  
**A 1:72 SCALE DISPLAY MODEL OF BRITISH AIRWAYS CONCORDE,**  
believed by Bravo Delta models, carved mahogany with hand-painted finish, of 'G-BOAF' in Chatham Dockyard livery in 'gear up' configuration, 91cm long, on Bravo Delta models stand.  
(2)  
**£400 - 600**  
**€460 - 690**  
**NO RESERVE**

195 AR♦♦♦  
**STEVE GRIFFITH, 'ACHIN' BACK II', 1992,**  
the large ribbed aluminium panel constructed with alloy and black painted MDF ribs to represent a section of a B-24 Liberator, complete with 'nose art', red painted mission markers, painted technical information and Perspex 'bubble' window, approximately 210 x 380 x 65cm.  
**£3,500 - 4,500**  
**€4,000 - 5,200**

The original 1991 "Achin' BACK!" artwork created by Steve Griffith, was originally exhibited in 1992 at the Rebecca Hossack Gallery, Windmill Street, London, and was inspired by the famous 449th Bomb Groups B-24 Liberator named "My Achin' Back!!".



196

**A 1933 MG MAGIC MIDGET TABLE LIGHTER,**  
chrome plated, engraved to the nose and on  
one side and stamped underneath, S&M, patent  
373219 (for 1932), battery operated (untested)  
20cm long.  
**£600 - 800**  
**€690 - 920**  
**NO RESERVE**

197

**TWO BOXED 1:18 SCALE DIE-CAST  
MODELS BY KYOSHO AND HOTWHEELS  
ELITE,**  
comprising a 1:18 scale die-cast model of Austin  
Healey 3000Mk-1 Racing Proto by Kyosho, (Ref  
No.08145R), finished in red/white livery, (box with  
tear and creasing to one end and seam split); and  
Stirling Moss's 1961 RAC Tourist Trophy winning  
Ferrari 250 GT Berlinetta Passo Corto 'SWB' by  
Hotwheels Elite, in dark blue racing livery with race  
number 7.  
(2)  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**

198

**A 1:12 SCALE DIE-CAST MODEL OF  
CARROLL SHELBY'S WINNING MASERATI  
TIPO 61 'BIRDCAGE', BY MINICHAMPS  
PAUL'S MODEL ART,**  
finely detailed die-cast model, with opening  
doors, hinged bonnet showing engine detail and  
removable rear panel, finished in red racing livery  
and wearing race number 98, as driven to victory  
by Shelby at the 1960 Riverside Times Mirror  
GP race, 32cm long, displayed on a carbon fibre  
effect base under a Perspex case, 55 x 28 x  
20cm overall, offered together with original carton  
box with styrene packing.  
(2)  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

199

**A 1:12 SCALE DIE-CAST MODEL OF THE  
1907 'AX 201' ROLLS-ROYCE SILVER  
GHOST, BY FRANKLIN MINT,**  
finely detailed model from the Connoisseur's  
Series Premier Edition, depicting the famed  
Barker-bodied 'Roi de Belges' Tourer, with bonnet  
opening to reveal detailed engine, with opening  
doors and running boards, rubber tyres, leather  
seats, working steering and detailed interior  
(steering rim detached in two parts and requiring  
re-fitting), fitted with AA badge, other accessories,  
and with illuminating head, side and rear lamps,  
powered by batteries in the running board,  
39cm long, contained within original polystyrene  
packing.  
**£300 - 500**  
**€340 - 570**  
**NO RESERVE**

200

**A 1:12 SCALE DIE-CAST MODEL OF A  
SHELBY COBRA 427 S/C BY KYOSHO,**  
(Number 08631S), finely detailed die-cast model,  
in silver coloured livery, in original box with packing  
and outer shipping carton, in seemingly unopened  
condition.  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

For details of the charges payable in addition to the final Hammer Price of each Lot  
please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



198

201

**A 1:8 SCALE MODEL OF THE 1952  
FERRARI F500 BY PRESENTATION  
MODELS OF CHESHUNT, HERTS,**  
limited edition 92/100, kerbside scratch-built  
model of the 1952 British Grand Prix winning  
single-seater driven by Ascari, resin body  
finished in Rosso Corsa and wearing race  
number 15, with detailed cockpit, 46cm long,  
mounted on engine turned metal display base  
with maker's plaque and further plaque with  
engraved dedication 'To Peter - Thank You -  
June 2001 - RCS', with Perspex display case  
and signed by the model maker under the base.  
**£800 - 1,000**  
**€920 - 1,100**

202

**A BOXED 1:12 SCALE LIMITED EDITION  
2001 DAYTONA CHEVROLET CORVETTE  
C5-R DIE-CAST MODEL, BY ACTION  
COLLECTABLES,**  
Part No. 13121, limited edition of 2,000,  
finely detailed model of the Collins/Earnhardt/  
Earnhardt Jr/Pilgrim 2001 Daytona Goodwrench  
Service Plus endurance car, finished in yellow  
race livery and wearing race number 3, in  
seemingly unused condition, in original box  
(slight wear) with packing, leaflet and outer  
carton box.  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**



213



222



226



212

203  
**FIVE BOXED 1:18 SCALE LIMITED EDITION DIE-CAST MODELS OF HIGH PERFORMANCE CARS BY TOP MARQUES,** comprising Ferrari F40 Spyder in yellow (TOP068A); Ferrari F40 Michelotto Spyder in red (TOP068B); Gemballa MIG-U1 in yellow (TOP064A); Gemballa MIG-U1 in blue (TOP064B), each with outer sleeve; and Mosler MT 900S in yellow (TOP046C), front bumper lip detached but present, lacking outer sleeve.  
(5)  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

204  
**THREE BOXED 1:18 SCALE LIMITED EDITION MODELS OF GILLES VILLENEUVE FERRARI F1 CARS, BY GP REPLICAS,** resin bodies, comprising the 1979 Monte Carlo 312 T4 'Short Spoiler' No.12 car, (GP002C), limited edition of 250; the French GP 312 T4 No.12 car, (GP002E), limited edition of 250; and the 1980 312 T5 No.2 car, (GP45B), limited edition of 500; each finished in race livery on leather covered display base, in original boxes with outer sleeve.  
(3)  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

205  
**TWO BOXED 1:18 SCALE LIMITED EDITION MODELS OF LOTUS AND HONDA GRAND PRIX CARS, BY TECNOMODEL MYTHOS SERIES,** resin bodies, comprising a 'Classic Team Lotus' edition of Graham Hill's 1958 Monaco GP Lotus 12, (TM18-164B), limited edition 130/190, in British Racing Green livery and race #26; and John Surtees' 1967 South African GP Honda RA 273, (TM18-127B), limited edition (37/100), in white livery and race #11; each on display base with original box and outer sleeve.  
(2)  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**

206  
**THREE BOXED 1:18 SCALE LIMITED EDITION MODELS OF LE MANS AND MILLE MIGLIA SPORTS RACING CARS, BY TECNOMODEL MYTHOS SERIES,** resin bodies, comprising the Giunti/Galli 1968 Le Mans Alfa Romeo 33/2 'Coda Lunga' (Long Tail), (TM18-08C), limited edition (06/100), finished in red race livery and race #39, with outer sleeve; the de Fierlandt/Walker 1970 Le Mans Ferrari 512S 'Coda Lunga', (TM18-04F), limited edition 54/150, finished in yellow race livery and race #12, (lacking outer sleeve); and the Giletti/Bertocchi 1953 Mille Miglia Maserati A6 GCS, (TM18-44E), limited edition (3/60), finished in Rosso Corsa race livery and race #525, with outer sleeve; each on display base and in original box.  
(3)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

207  
**THREE BOXED 1:18 SCALE LIMITED EDITION MODELS OF RACING AND SPORTS CARS,** resin bodies, comprising the Leslie/Motschenbacher 1969 Daytona 24 Hours 2nd place Lola T70 Mk3, (TM18-67B), limited edition (48/50), finished in blue race livery and race #8; the Schuler/Frohlich 1971 Nurburgring 500Km Opel 1900 GT, (TM18-133C), limited edition (9/99), finished in black race livery and race #81, both in original boxes with outer sleeve; and another of a 1967 Iso Grifo GL 365 Coupe, (TM18-07A), limited edition (06/110), finished in 'Metallic Bordeaux' paintwork, in original box (lacking outer sleeve).  
(3)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

208  
**TWO BOXED 1:18 SCALE LOTUS ELAN S/E COUPÉ MODELS BY AUTOART MILLENNIUM,** one finished in red, the other yellow, each boxed with tape-sealed packaging and in seemingly unopened condition.  
(2)  
**£100 - 200**  
**€120 - 230**  
**NO RESERVE**

209  
**THREE BOXED 1:18 SCALE JAGUAR E-TYPE DIE-CAST MODELS, BY AUTOART SIGNATURE,** comprising two Series 1 E-Type Roadster models, each finished in silver, with soft tops, and Series 1 Coupe, finished in red, each finely detailed, in seemingly unused condition, in original carton boxes with packing, pamphlets and certificates of authenticity.  
(3)  
**£300 - 500**  
**€340 - 570**  
**NO RESERVE**

210  
**TWO BOXED 1:18 SCALE LIMITED EDITION GRAND PRIX WINNING COOPER-CLIMAX RACE CAR DIE-CAST MODELS, BY SCHUCO OF GERMANY,** from the 'Exclusiv' range, comprising Stirling Moss's 1959 Italian GP winning Cooper-Climax T51, limited edition of 1500, in dark blue race livery and race number 14; and Jack Brabham's 1960 British GP winning Cooper-Climax T53, limited edition of 2000, in British Racing Green livery and race number 1; each with removable nose-cone and hinged rear section revealing engine detail, in original boxes (one with tear to end flap) with packaging and pamphlets; offered together with a 1960s boxed 1:16 scale clockwork toy of a Ferrari Formel 2 single-seater race car by Schuco, (No.1073) plastic and metal parts, finished in red race livery and race number 1, 25cm long, with key and miniature spanner, box with some scuffs and wear (one end insert flap detached).  
(3)  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



211

**A BOXED 1:18 SCALE LIMITED EDITION DIE-CAST MODEL OF THE 1978 NURBURGRING 1000KM JAGERMEISTER PORSCHE 935, BY TRUESCALE MINIATURES,**

limited edition of 3,000, of the Schurti/lckx #8 2nd place car, finished in orange race livery, in original box with packing (slight tear to box), offered together with accompanying display case with Perspex cover, 34cm long.

(2)

£100 - 150

€120 - 170

NO RESERVE

212

**A STATIONARY STEAM ENGINE PLANT BY BING, GERMANY, EARLY 20TH CENTURY,**

consisting of boiler on tin stand with detachable brick-effect chimney, connected to single fixed horizontal cylinder and flywheel motor, all mounted on a green painted base, 27 x 30cm, 43cm high, playworn condition.

£100 - 200

€120 - 230

NO RESERVE

213<sup>0</sup>

**AN ENGINEER'S SCALE MODEL OF A GRASS-HOPPER BEAM ENGINE, BY G. EMERY OF WORCESTERSHIRE,**

finely engineered exhibition standard model based on a Stuart Turner model, constructed from steel and brass, with single vertical cylinder, 17cm diameter spoked flywheel and pulley drive wheel, parallel motion, some parts painted green with black painted base, the model 29cm long, mounted on a hardwood plinth on base with Perspex display case, measuring 37 x 23 x 29cm overall.

£800 - 1,000

€920 - 1,100

214

**TWO ENGINEER'S SCALE MODELS OF INDUSTRIAL ENGINES BY MR D.RUSSELL OF FRASERBURGH,**

comprising an over-type vertical steam engine, based on a Stewart Hart design (see Model Engineer No 4496 Volume 213), 13cm spoked flywheel, on four columns, 27.5cm high; and a freelance model of steam beam engine, on A-frame support and Watts parallel motion, 17cm spoked flywheel, 32cm long; each painted blue with polished brightwork, each on wooden display base.

(2)

£250 - 350

€290 - 400

NO RESERVE



214



215

215

**TWO ENGINEER'S SCALE MODELS OF INDUSTRIAL ENGINES BY MR.D.RUSSELL OF FRASERBURGH,**

comprising an over-type vertical steam engine, over-crank supported on A-frame, 14cm diameter spoked flywheel, 24cm high; and an over-type vertical steam mill engine based on a Stewart Hart design (see Model Engineer No 4496 Volume 213), on four columns, with 12.5cm diameter spoked flywheel, 27cm high; each painted blue with polished brightwork, each mounted on wooden base.

(2)

£200 - 300

€230 - 340

NO RESERVE

217

**THREE ENGINEER'S SCALE MODELS OF INDUSTRIAL ENGINES, BY MR D.RUSSELL OF FRASERBURGH,**

comprising a model of a 'The Steeple' live steam engine, from drawings by Anthony Mount based on a circa 1860 land engine, with 17cm diameter spoked flywheel, 27cm high; another of a vertical live steam stationary engine, with twin 9cm diameter spoked flywheels, 22cm high; and a model of an over-type vertical live steam engine, based on a Stewart Hart design (see Model Engineer No 4496 Volume 213), with 13cm diameter spoked flywheel, 27cm high overall; each finished in black paintwork with polished brightwork and mounted on wooden display base.

(3)

£250 - 350

€290 - 400

NO RESERVE

216

**THREE ENGINEER'S SCALE MODELS OF INDUSTRIAL ENGINES BY MR D.RUSSELL OF FRASERBURGH,**

comprising a model of a 'The Steeple' live steam engine, from Anthony Mount drawings based on a circa 1860 land engine, with 17cm diameter spoked flywheel, 28cm high; another of an over-type vertical steam engine on A-frame support, with a 14cm spoked flywheel, 24cm high; and a model of a vertical steam engine, with pair of 9cm diameter spoked flywheels, 26cm high, each finished in black paintwork and mounted on wooden display bases.

(3)

£250 - 350

€290 - 400

NO RESERVE

218

**THREE ENGINEER'S SCALE MODELS OF INDUSTRIAL ENGINES BUILT BY MR D. RUSSELL OF FRASERBURGH,**

comprising a 1-inch scale model of a trapezium connecting rod steam engine, with 16cm diameter spoked flywheel, 34cm high; another of a horizontal steam mill engine, based on drawings by Rudy Kouhoupt, with a pair of 9cm diameter flywheels, 30cm long; and one of a vertical steam engine, with a pair of 9cm diameter spoked flywheels, 26cm high; each finished in green paintwork with polished brightwork and mounted on wooden display bases.

(3)

£250 - 350

€290 - 400

NO RESERVE



216



217





218

219



220

219

**THREE ENGINEER'S SCALE MODELS OF INDUSTRIAL ENGINES BY MR.D.RUSSELL OF FRASERBURGH,**

comprising a model of a live steam beam engine, with central column and Watts parallel motion, with 17cm diameter spoked flywheel, 31cm wide; another of a horizontal steam mill engine, based on drawings by Rudy Kouhoupt, with pair of 9cm diameter spoked flywheels, 30cm long; and a model of a 'The Steeple' live steam engine, based on a circa 1860 land engine from drawings by Anthony Mount, with 18cm diameter single flywheel, 28cm high; each finished in green paintwork with polished brightwork, and mounted on wooden display bases.

(3)

**£250 - 350**

**€290 - 400**

**NO RESERVE**

220

**A MODEL OF A TWIN SIMPLE VERTICAL MARINE STEAM ENGINE,**

built by Mr D Russell of Fraserburgh from his own designs, twin cylinders  $\frac{3}{4}$  inch bore by 1  $\frac{1}{4}$  inch stroke with hardwood lagging and brass bands, eccentric driven steam valves, 'A frame' design with central guides, open crank with brass oiler cups and 6cm diameter solid disc flywheel, framework finished green with polished bright-work. Base 15cm x 14cm. Total height 21cm.

**£200 - 300**

**€230 - 340**

**NO RESERVE**



223



225

221

**A RARE AND EARLY STEVENSON DOCKYARD MODEL OF A LIVE STEAM VERTICAL MILL ENGINE**

the single cylinder with mounted steam chest having eccentric driven steam valve with 15cm diameter flywheel. The model set on painted brass sole plate with wooden plinth. Overall height 34cm. Base 15cm by 15cm.

**£150 - 250**

**€170 - 290**

**NO RESERVE**

222

**AN EXHIBITION STANDARD MODEL OF AN EDGAR T.WESTBURY DESIGN DOUBLE TANGYE HORIZONTAL MILL ENGINE,**

from castings by A.J.Reeves of Birmingham, finely construction model with twin cylinders fitted with speed governors, shut-off linkage to steam inlet valve, trunk guides for connecting rods with disk cranks, with central 14cm diameter spoked flywheel, finished in red and black paintwork with polished brightwork, 28cm long, mounted on a black display plinth.

**£600 - 800**

**€690 - 920**

**NO RESERVE**



227

223

**AN ENGINEER'S SCALE MODEL OF A SINGLE CYLINDER HORIZONTAL MILL ENGINE,**

well-constructed model, of steel and brass components, with open crank and wishbone linkage to direction control, reverse control with Stephenson's link, with 18cm diameter six-spoke flywheel, with pulley drive wheel to crank, finished in green and red paintwork with polished brightwork, 33cm long, mounted and set within wooden display plinth.

**£250 - 350**

**€290 - 400**

**NO RESERVE**

224

**TWO ENGINEER'S SCALE MODELS OF INDUSTRIAL ENGINES BY MR D.RUSSELL OF FRASERBURGH,**

comprising a model of an over-type vertical live steam mill engine, based on a Stewart Hart design (see Model Engineer No 4496 Volume 213), with 14cm diameter spoked flywheel, finished in black paintwork, 28cm high; and another of an over-crank live steam engine, with 14cm diameter spoked flywheel, finished in red paintwork, 21cm high; each with polished brightwork and each on wooden display base.

(2)

**£150 - 250**

**£170 - 290**

**NO RESERVE**

225

**A 1:5 SCALE MODEL OF AN ORDNANCE MUZZLE LOADING 6-POUNDER CANNON,**

constructed by the Royal Naval Armament Depot in 1953, of an early-mid 19th Century design, bronze barrel, on wooden rolling carriage, 34cm long, mounted within wooden glazed display case (front panel missing) with brass plaque, 44 x 29 x 26cm, and with a small tray of 11 bearing 'cannonballs'; offered together with another bronze model of a cannon, with sprung barrel mount and bronze carriage and wheels, 42cm long.

(2)

**£250 - 350**

**€290 - 400**

**NO RESERVE**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



226

**AN EXHIBITION STANDARD ENGINEER'S SCALE MODEL OF A LIVE STEAM 'MODEL ENGINEER' BEAM ENGINE,**

finely constructed model from Reeve's castings, with main central column supporting beam with split bearings, Watts parallel motion linked to vertical piston and with beam-driven water pump, and other fittings, with 23.5cm diameter spoked flywheel and 8cm diameter pulley belt wheel, finished in dark green and black paintwork with polished brightwork, 38cm long, mounted and inset within wooden display plinth.

£800 - 1,200

€920 - 1,400

227

**A WELL-ENGINEERED MODEL OF A TWO-CYLINDER, TWO-STROKE INTERNAL COMBUSTION ENGINE**

steel engine block, fitted with carburettor, and two ignition plugs, disc flywheel turns with compression, 18cm long, mounted on wooden battens; offered together with a Walbro WB32 carburettor.

(2)

£200 - 300

€230 - 340

NO RESERVE

228

**TWO ENGINEER'S SCALE MODELS OF STUART TURNER HORIZONTAL ENGINES,**

comprising a well-constructed model of a Stuart Turner 10H horizontal live-steam engine, 7.5cm diameter spoked flywheel, the base finished in black paintwork, 20cm long; and another smaller model, with 8cm diameter spoked flywheel, finished in green paintwork, 16cm long, mounted on a wooden display base.

(2)

£300 - 400

€340 - 460

NO RESERVE

229

**AN ENGINEER'S SCALE MODEL OF A HORIZONTAL LIVE STEAM MILL ENGINE,**

finely constructed model, with single cylinder 1½ inch stroke by 1 inch bore, with cross-head guides and disc crank with 13cm diameter solid flywheel, finished in green and black paintwork, 31cm long, mounted on a black-painted wooden base.

£100 - 200

€120 - 230

NO RESERVE

230

**A RARE EXHIBITION STANDARD MODEL OF AN 1862 MAUDSLEY SONS & FIELD COLUMNAR ENGINE, BY THE LATE MR RUSS TITFORD OF ESSEX, 2009,**

with crank contained in the vertical column with mounted speed governor having wire-rope linkage to crank and fitted with spoked flywheel, finished in polished bronze and brightwork, 40cm high, mounted on hardwood plinth with brass plaque, and with plywood carrying case.

(2)

£1,000 - 2,000

€1,100 - 2,300

Modelled on the original engine built for the 1862 Exhibition at South Kensington.



228



230



234

231

**AN EXOTO RACING LEGENDS 1:18 SCALE MODEL OF A SAUBER-MERCEDES C9,**

V8 Group C Sports Car, finely detailed die-cast white metal and plastic, with detachable bonnet and engine panel and opening doors, 17cm long, loose mounted on display base with Perspex cover.

£150 - 250

€170 - 290

NO RESERVE

232

**A 1:18 SCALE MODEL OF ALBERTO ASCARI'S 1952 BRITISH GRAND PRIX WINNING FERRARI 500 F2 BY EXOTO,**

finely detailed metal model from the Exoto Motorbox range, depicting Ascari's winning car, finished in Rosso Corsa and wearing race number 15, with transparent bonnet panel showing detailed engine, 21cm long, displayed with bonnet on a wooden base with plastic display case.

£250 - 350

€290 - 400

NO RESERVE



232



233 (part)

233

**A 1:12 SCALE MODEL OF A LONDON ROUTEMASTER DOUBLE-DECKER BUS BY HACHETTE,**

modern kit-built model constructed from die-cast metal and plastic parts issued with 'Classic Routemaster' magazine published by Hachette in 130 weekly issues, fully constructed model of the iconic 'No 11 to Liverpool St' 1960s London Routemaster 857 public transport passenger bus, finished in London red, finely detailed and complete with driver, conductor and passenger figures, 70cm long, with wiring for illumination of headlights and interior lighting, and AC/DC mains adaptor; offered together with an original London Routemaster convex stairwell 'Safety Type' mirror 25cm diameter, with surround, and mounted on a wooden board with bracket.

(3)

£400 - 500

€460 - 570

NO RESERVE

234

**A CONSTRUCTOR OPEN LORRY KIT BY MARKLIN, GERMAN, 1930S,**

model number 1105, painted metal with red cab bonnet and rear body, light green cab roof, wings and wheels fitted with black rubber tyres, front wheel steering, chrome-plated brightwork, radiator and bumpers, 41cm long, with space under bonnet for Marklin clockwork motor, together with a cast alloy pull-along truck toy (paintwork weathered).

(2)

£200 - 300

€230 - 340

NO RESERVE

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



235

235♦♦♦

**A 'MILITARY POLICE WILLYS JEEP' PEDAL CAR,**

unrestored condition, (lacking left front wing), finished in army green with white painted stars, wheel hubs, 'head-lights', fold-down windscreen lettered MP in red and rare rear mounted fuel can.

**£400 - 600**

**€460 - 690**

**NO RESERVE**

236

No lot

237♦♦♦

**AN AUSTIN J40 CHILD'S CAR, CHASSIS NUMBER 20921, CIRCA 1959,**

finished in red, unusually fitted with a period chain driven electric motor, with gear lever and foot pedal, (requires restoration), but has recently been fitted with new headlamps, new tyres and new chrome hubcaps, the motor turns freely.

**£1,000 - 1,500**

**€1,100 - 1,700**

According to information supplied by the vendor, they recently have run the motor and the rear wheels turn under power.



237

238

**AN ALFA ROMEO P2 RACING CAR TOY BY CIJ PARIS, LATE 1920S,**

tinplate, finished light green, (old marks and scratches to paint), with brown seats (paint cracked), leather bonnet straps, (dried and distressed, parts detached), toy 53cm long overall, clockwork mechanism working at time of cataloguing, together with a key.

(2)

**£4,000 - 6,000**

**€4,600 - 6,900**

239♦♦♦

**A CRYPTO BANTAM BICYCLE, EARLY-MID 1890'S,**

with Crypto gear number 6794, curved backbone, curved drop handlebars fitted with later composite rubber grips, brake lever and bell, front forks, to Crypto Patent hub, pedal cranks and metal pedals with shaped rubber blocks, 24 inch front wheel and 21 inch rear wheels, tangentially opposed spokes, fitted with pneumatic tyres, the front with mudguard and front foot-rest, the rear with mudguard (dented), seat tube fitted with leather saddle pan and remains of leather saddle, front bracket fitted Lucas oil illuminated cycle lamp, with overall metalwork re-painted black, weathered.

**£1,500 - 2,000**

**€1,700 - 2,300**

240♦♦♦

**A 'CALCOTT-PATTERN' SAFETY BICYCLE, CIRCA 1892,**

frame number 4155, cross frame with steel rod bracing, solid rubber tyres (perished with some loss) on 30 inch diameter front and rear wheel, each with opposed radial spokes, handlebars with turned pear-shaped grips, (lacking rod brake), main hub with 1 inch pitch chainwheel and chain, adjustable pedals on cranks, (rubber blocks perished), curved seat bracket fitted with spring seat pad (lacking leather cover), with front and rear mudguards, (overall weathered with surface rusting).

**£1,000 - 1,500**

**€1,100 - 1,700**

**END OF AUTOMOBILIA SESSION I**

**SESSION II WILL COMMENCE SATURDAY  
6TH SEPTEMBER AT 11AM  
LOTS 241 - 340**





238



239



240

# Automobilia Session II

Saturday 6 September 10:30am

Lots 241 - 340

Further images of some lots can be found at:  
[bonhams.com/30971](http://bonhams.com/30971)

MOT

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B

SPI





TOR

P"

RIT



242



241



243

246♦

**A 'CAPSTAN MEDIUM CIGARETTES' ENAMEL SIGN,**

single-sided, enamelled in three colours, with holes for mounting, 43 x 153cm.

£100 - 200

€120 - 230

NO RESERVE

247

**A 'CRAVEN A' CIGARETTES CIRCULAR ENAMEL SIGN,**

Totem shape sign with rolled edges, enamelled in six colours, 61cm wide, some chips and wear in places.

£100 - 150

€120 - 170

NO RESERVE

248♦♦

**A 'LENNARDS WORLD FAMED BOOTS & SHOES' ENAMEL ADVERTISING SIGN,**

single-sided, by Wyman & Sons Ltd, London, weathered with some chips rusting and loss, some filling with over-painting in top right, 109 x 76cm, on wooden frame.

£100 - 200

€120 - 230

NO RESERVE

249

**TWO AGROFORESTRY ENAMEL SIGNS,**

each single-sided, comprising a Timber Growers Organisation 'Fire Danger' sign, enamelled in five colours, some chips and loss to upper edge, 55 x 38cm; and a Lister 'Take Put Bale Handler', in white enamel with black lettering, 30 x 76cm.

(2)

£100 - 200

€120 - 230

NO RESERVE

250

**A SPRATT'S MIXED BIRD SEEDS & PARROT FOOD ENAMEL SIGN,**

single-sided, yellow lettering on blue, 51 x 76cm, (some loss of enamel and rusting to edges).

£150 - 250

€170 - 290

NO RESERVE



244

241♦

**A SHELLMEX GLASS PETROLPUMP GLOBE,**

moulded white glass by Hailware, one side repainted in red, the other side un-painted, (chips and loss to base and neck), 44cm high overall.

£150 - 250

€170 - 290

NO RESERVE

242♦

**AN ESSO TIGER HEAD GLOBE, AMERICAN,**

moulded in two parts, unused, with ordinal adhesive pads to the base, each part 38 x 49cm, (some splits to edges).

(2)

£600 - 800

€690 - 920

NO RESERVE

243♦

**AN ESSO TIGER HEAD PETROLPUMP GLOBE, BRITISH, 1960S,**

decorated, moulded plastic, fitted with base, 45cm high overall.

£600 - 800

€690 - 920

NO RESERVE

244♦♦

**TWO 'ESSO' TIGER HEAD PLASTIC PETROLPUMP GLOBES, BRITISH 1970S,**

each painted moulded plastic, (one with slight marks and scratches), each 45cm high.

(2)

£1,100 - 1,500

€1,300 - 1,700

245♦

**TWO WALL-MOUNTING DOUBLE-SIDED ENAMEL SIGNS,**

each in blue and white enamel, comprising 'Enquiry & Booking Agency for White Lion Motors' of Wotton-under-Edge, 30.5 x 38cm, with flange to edge; and a 'You May Telephone From Here' sign, 23 x 56cm, some slight chips in places, fitted within wrought iron wall-mounting bracket, 72cm high overall; offered together with a hanging sign surround by Burnham with peak and hooks, to fit approximately 24 x 90cm twin enamel signs, some wear, 98cm wide overall.

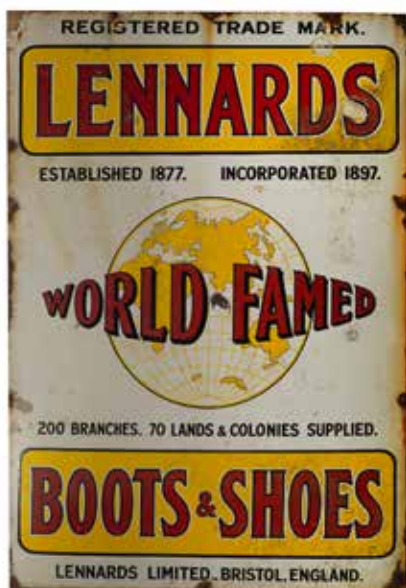
(3)

£100 - 200

€120 - 230

NO RESERVE





248

251  
**TWO 'CRAVEN A' CIGARETTES CIRCULAR ENAMEL SIGNS,**

each single-sided with rolled edges, three colour enamel, 58cm diameter, one mounted to a board, the other with some chips and loss.

(2)

£150 - 250

€170 - 290

NO RESERVE

252

**AN "IMPI" TWIST IT'S A GRAND SMOKE, ENAMEL ADVERTISING SIGN,**

single-sided, yellow lettering on black, in wooden frame, 53 x 84cm overall.

£200 - 300

€230 - 340

NO RESERVE

253

**A MICHELIN SHIELD-SHAPED ENAMEL SIGN, FRENCH, 1964,**

single-sided, by R.C.Clermont-Fd, enamelled in blue, black, white and yellow, smaller version, 45 x 38cm, flanged edges with wall-mounting lugs, with bright colours, minor repainting to two corners and left edge.

£200 - 300

€230 - 340

NO RESERVE

254

**A LARGE GARGOYLE MOBILOIL ENAMEL SIGN,**

single-sided, in red and black on white enamel, wall-mounting holes to edges, some chips and rust spots in places, 76 x 114cm.

£200 - 300

€230 - 340

NO RESERVE



250



251



255

255

**A 'DUCKHAM'S ADCOIDS' WALL THERMOMETER ENAMEL SIGN,**

single-sided, with flanged edging, in black, green and white, with three coloured panels, glass tube intact with cage, 115 x 28cm, some chips to lower right corner.

£200 - 300

€230 - 340

NO RESERVE



252



253



254

256

**A LARGE 'GARGOYLE MOBILOIL' ENAMEL SIGN,**

single-sided, in red and black on white enamel, with holes to edge for wall mounting, in good bright colours, some slight loss to upper corners, 76 x 114cm.

£250 - 350

€290 - 400

NO RESERVE



257



258



259



260



261

257

**FIVE SMALL ENAMEL SIGNS,**

each single-sided, comprising 'Horch' circular, 49cm diameter, some pitting, chips and loss; 'Mobiloil', 15 x 60cm; 'Interdit aux Cyclo', circular, 15cm diameter, some chips to fixing points; 'B.P. Super Plus', 8 x 10cm and 'Motor Spirit', 6cm high

(5)

£250 - 350

€290 - 400

NO RESERVE

258

**A 'STUDEBAKER AUTOMOBILE SERVICE' DOUBLE-SIDED ENAMEL SIGN, AMERICAN,**

by L.D.Nelke Signs, NY, in black, white and orange enamel, two hanging holes to upper edge, some chips, rusting and old marks in places, 61 x 51cm.

£250 - 350

€290 - 400

NO RESERVE

259

**A 'MICHELIN' ENAMEL SHIELD-SHAPED GARAGE SIGN, FRENCH, 1967**

by R.C.Clermont-Fd. dated '3-67' and marked 'S-11 EAS Made in France', in blue, yellow, black and white enamel, larger version, 80 x 68cm, with flanged edges (right edge with slight kink) and lugs for wall mounting, some slight chips and rusting to edges.

£250 - 350

€290 - 400

NO RESERVE

260

**A 'BP MOTOR SPIRIT' UNION JACK DOUBLE-SIDED FLANGE-MOUNTED ENAMEL SIGN, 1922,**

by Bruton of London, dated 7/22, in red, white and blue enamel, with bright colours, 41 x 61cm.

£300 - 400

€340 - 460

NO RESERVE

261

**A TRIANGULAR 'SHELL HUILES POUR MOTEURS EN VENTE ICI' DOUBLE-SIDED ENAMEL SIGN,**

in red and black on yellow enamel, mounting holes to two edges, with good bright colours, 68 x 78cm.

£300 - 400

€340 - 460

NO RESERVE

262

**A 'MICHELIN PNEUS TRACTEURS' SHIELD-SHAPED ENAMEL SIGN, FRENCH, 1955,**

single-sided, by R.C.Clermont-Fd, smaller version, enamelled in five colours, with flanged edges and wall-mounting lugs, with bright colours, 62 x 46cm.

£300 - 400

€340 - 460

NO RESERVE

263

**A MICHELIN SHIELD-SHAPED ENAMEL SIGN, FRENCH, 1969,**

single-sided, by R.C.Clermont-Fd, enamelled in blue, black, white and yellow, larger version, 80 x 68cm, flanged edges with wall-mounting lugs, with bright colours, minor repainting to lower point and some slight loss to enamel to lower right corner.

£400 - 600

€460 - 690

NO RESERVE

264

**A 'MICHELIN PNEUS TRACTEURS' SHIELD-SHAPED ENAMEL SIGN, FRENCH,**

single-sided, by R.C.Clermont-Fd, larger version, enamelled in five colours, with flanged edges and wall-mounting lugs, with bright colours, 80 x 68cm.

£400 - 600

€460 - 690

NO RESERVE

265

**A SHIELD-SHAPED MICHELIN ENAMEL SIGN FOR CYCLE TYRES, FRENCH,**

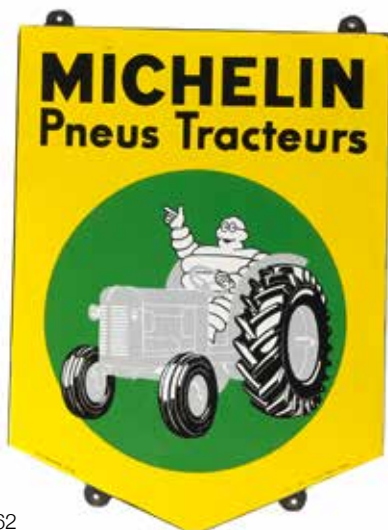
single-sided, marked 'R.C.Clermont-Fd' and 'LA&B Art France Luynes' to lower edge, smaller version, in red, white, black and yellow enamel, with bright colours, flanged edges and with wall-mounting lugs, minor repaint to lower point, 45 x 38cm.

£400 - 500

€460 - 570

NO RESERVE





262



263



264



265



266



267



268

266  
A 'SUNSET GASOLINE' ENAMEL SIGN  
FOR THE SUNSET PACIFIC OIL COMPANY,  
CALIFORNIA,  
circular in four colours, single-sided, depicting a  
setting sun over the ocean, with cameos of a car  
and an aeroplane, 76cm diameter, some chips  
and loss.  
£500 - 700  
€570 - 800  
NO RESERVE

267  
A SCARCE 'MOTHER PENN ALL  
PENNSYLVANIA MOTOR OIL' ENAMEL SIGN,  
1930S,  
single-sided, in brown and black on white die-cut  
shape for Dryer Clark & Dryer Oil Company, 61 x  
91cm, some chips and loss to enamel.  
£600 - 800  
€690 - 920  
NO RESERVE

The Dryer Clark and Dryer Oil Company was  
founded in Oklahoma City in 1926.

268  
A LARGE MICHELIN ENAMEL SIGN,  
BELGIAN, 1958,  
by Emallerie Belge T.P. Brux, single-sided, flanged  
edges with mounting lugs to corners, bright  
colours, 42 x 176cm.  
£1,400 - 1,800  
€1,600 - 2,100

For details of the charges payable in addition to the final Hammer Price of each Lot  
please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



269



271

**269**  
**THREE ROAD WARNING SIGNS,**  
each single-sided in black and white, two with reflective glass discs comprising 'Slow - Major Road Ahead' enamel sign by Gowshall, flanged edges, some chips and overpainting in places, 67 x 36cm; and painted cast alloy 'Double Bend', 53 x 36cm; and together with a 'Low Bridge - Try Load Gauge' enamel sign by Imperial Enamel, 53 x 31cm.

(3)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**

**270**  
**FIVE ADVERTISING SIGNS,**  
comprising a 'Charrington Prince of Wales' pub sign painted on alloy panel, 115 x 85cm, some old marks; a reproduction 'Rudge-Whitworth - Britain's Best Bicycle' enamel sign, 55 x 41cm; and other modern reproduction printed tin signs for Redgate Fruit Drinks, Cherry Blossom Shoe Polish, 71 x 45cm; and Ovaltine Biscuits, 53 x 38cm.

(5)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**



274



276

**271**  
**A LATE MODEL 'AA HOTEL' ILLUMINATING HANGING SIGN,**  
plastic construction with transfer printed panels in black on yellow, one side panel printed with 3 stars, (one edge with taped repair), 85 x 60 x 30cm overall, wired for illumination. (In working order at time of cataloguing.)

**£100 - 200**  
**€120 - 230**  
**NO RESERVE**

**272**  
**AN 'EMPIRE OIL EN VENTE ICI' EMBOSSED TIN SIGN,**  
single-sided, by Neuhaus S.G.I.M. of Paris, printed in black, white and red, with holes for wall mounting, some staining and garage wear, 48 x 68cm.

**£150 - 250**  
**€170 - 290**  
**NO RESERVE**

**273**  
**A MICHELIN TYRES PRINTED TIN SIGN, FRENCH, 1920,**  
double-sided, flat printed, 75 x 75cm, (one side faded and rusted, the other side distressed).  
**£150 - 250**  
**€170 - 290**  
**NO RESERVE**



275

**274**  
**TWO CAST BRASS SIGNS,**  
comprising RR logo, 29cm high and Bentley Winged emblem, 46cm wide (drilled for mounting); together with six Rolls-Royce Crewe Works wooden tool boxes (used).

(8)  
**£180 - 240**  
**€210 - 280**  
**NO RESERVE**

**275**  
**A 'HUILE CASTROL BREVETEE POUR MOTEURS' DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN, FRENCH,**  
by Ed.Jean, in red, black, white and green enamel, 33 x 51cm; offered together with a green painted wooden crate with hinged lid, affixed with similar Castrol tin sign by Chagnon of Paris, numbered '7523-1-55' to lower right, some wear, loss and surface corrosion in places, 35 x 50cm.

(2)  
**£180 - 240**  
**€210 - 280**  
**NO RESERVE**

**276**  
**A CAST ALLOY ROLLS-ROYCE SIGN,**  
modern, single-sided, painted black with polished raised lettering and RR logo, 75 x 41cm.

**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

**277**  
**A CAST ALLOY 'ROLLS-ROYCE LONDON & DERBY' SIGN,**  
modern, single-sided, painted black with raised polished lettering, 34 x 102cm, drilled for mounting.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



278♦♦♦

**TWO JAGUAR/DAIMLER ADVERTISING SIGNS,**

comprising a double-sided 'Service Reception' illuminating sign, white Perspex panels (slight loss to one upper corner and lower edge and base panel partially loose), with hooks for hanging, 94 x 55 x 18cm, wired for illumination and in working order at time of cataloguing; a large single-sided moulded cream plastic sign with lettering in relief, 107 x 152cm, with wooden frame backing; together with two dark green Perspex display stands for Jaguar and Daimler, with gold decal lettering, each 93cm high; together with eight large monochrome photographs of Jaguar and Daimler cars, including XKSS and XK120 HKV 500, each mounted on foamboard for display, the two largest 75 x 115cm, the rest 65 x 95cm..

(12)

£200 - 300

€230 - 340

NO RESERVE

279

**A 'ROLLS-ROYCE INDUSTRIAL & MARINE DIVISION' CAST ALUMINIUM SIGN,**

for the Ansty Coventry facility, painted black with polished raised lettering, 67 x 31cm, with holes for wall mounting.

£200 - 300

€230 - 340

NO RESERVE

280

**TWO MOTOR INSURANCE SIGNS,**

comprising an Invincible Motor Insurance printed tin sign, 1930s, single-sided, depicting a car in the spotlight of a battleship, 24 x 51cm; together with a Norwich Union 'Make Sure You Are On the Right Road' printed tin sign, standee, 25 x 35cm, missing card stand to rear.

(2)

£200 - 300

€230 - 340

NO RESERVE

281

**ASSORTED INSURANCE COMPANY ADVERTISING CARDS, CALENDARS AND SIGNS,**

comprising framed Eagle Star poster, 75 x 50cm; Royal Insurance, glass shield, 43cm high, (chip to base); framed Phoenix poster 50 x 33cm; a Phoenix calendar card for 1913; other calendars for Britannic for 1913 (faded) and The Legal for 1911; three printed tin signs for Legal Insurance of London, 23cm high, Liverpool & London & Globe, 24cm high and Atlas 24cm high; a standee for Shield Insurance 36.5 x 24cm; a cast plastic sign for The Standard 27 x 36cm, framed; a blue Perspex sign lettered in white for The Navigators & General Insurance, 25 x 38cm; and a 1933 Liverpool & London & Globe 'Motor Policies' cartoon print after Lawson Wood, faded with some water-staining, 40 x 47cm, framed and glazed.

(Qty)

£200 - 300

€230 - 340

NO RESERVE



277



278 (part)



280 (part)

282

**THREE MOTOR AND TRANSPORT INSURANCE ADVERTISING DISPLAYS,**

comprising 'Premier Motor Policies', embossed card, circa 1930, 24 x 34cm, framed and glazed; 'Car & General Insurance' standee, printed metal on card backing, 22.5 x 31.5cm; 'Road Transport & General Insurance' standee, printed metal on card backing, 23 x 30cm; together with three embossed printed tin signs for Atlas, Liverpool London & Globe and Legal Insurance companies, the largest 24cm high.

(6)

£200 - 300

€230 - 340

NO RESERVE



279



282 (part)

283♦♦

**A BOSCH ILLUMINATED HANGING ADVERTISING SIGN, GERMAN,**

engraved Perspex sheet, and florescent bulb carrier, 49 x 102cm overall, wired for illumination.

£200 - 300

€230 - 340

NO RESERVE



283



284



285

284♦♦♦

**A LARGE ESSO ADVERTISING SIGN,**  
modern, oval moulded white plastic panel  
decorated in red and blue, 152cm wide,  
mounted in metal box frame, 142 x 190 x 19cm  
overall.  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**

285♦♦♦

**A LARGE MOULDED PLASTIC MICHELIN**  
**ADVERTISING PANEL, MODERN,**  
single-sided, 158 x 158 x 9cm, (cracked,  
with old glued repair to top right corner and  
upper right side, some other old marks and  
scratches).  
**£200 - 300**  
**€230 - 340**  
**NO RESERVE**



287



288 (front)

286♦

**TEN ASSORTED GARAGE AND**  
**ADVERTISING SIGNS,**  
including an enamel Motor Agents Association  
'Garage Conditions' single-sided sign, some  
chips and loss with overpainting, 63 x 84cm;  
Michelin printed tin tyre pressure sign, 86 x  
63cm; other printed tin signs for, Lucas, 31 x  
122cm; Lucas Batteries, double-sided, 77 x  
51cm, within forecourt display frame; Lucas  
Girling brakes; Castrol Motorcycle Service;  
Castrol Service; and plastic Castrol Stockist;  
Smiths Radiomobile (worn and faded); and an  
MOT Vehicle Testing Station alloy sign; various  
sizes.  
(10)  
**£250 - 350**  
**€290 - 400**  
**NO RESERVE**

287

**ASSORTED SMALL SIGNS,**  
comprising enamel Shell door plate (restored  
and repainted) 9.5 x 33cm; a printed tin Pneu  
Englebert shelf strip, 37.5cm wide; a clip on 'No  
Hand Signals' embossed alloy sign, 33cm wide;  
An Unapproachable Norton Model 40 price  
display card, 20 x 24cm; a Cord Remorque  
printed card shop sign, 40 x 30cm; a BSA  
adjustable price card sign, 17cm wide; A REX  
'King of Motorcycles' results advertisement for  
Hull Auto-Cycle Club hill climb, 27 July 1907, 40  
x 28cm, framed and glazed; an four other signs  
including replica Indian and Brown motorcycles  
versions.  
(Qty)  
**£250 - 350**  
**€290 - 400**  
**NO RESERVE**

288

**AN EMBOSSED MICHELIN SIGN, FRENCH,**  
**1935,**  
double-sided by Imprimeto of Paris, 59.5 x  
59.5cm, (one side with light wear, the other  
weathered and rusted).  
**£250 - 350**  
**€290 - 400**  
**NO RESERVE**

289

**A RARE MAGNETO VERTEX SCINTILLA**  
**ADVERTISING SIGN,**  
single-sided printed tin, 46 x 64cm, (some wear  
and loss to margins).  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

290♦♦♦

**A LARGE SHELL LOGO SIGN, MODERN,**  
shell shaped moulded plastic, in red and yellow  
with black rubber surround, 166cm wide, in  
later custom-made metal frame, 162 x 175 x  
approx 10cm overall.  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

291

**TWO MICHELIN SIGNS,**  
comprising a double sided embossed printed  
tin sign, French, 1936, 60 x 60cm, (weathered  
on both sides); and a Michelin Tyres single-  
sided sign applied with 1938 paper tyre  
pressure chart, brittle with some loss, 48 x  
69cm.  
(2)  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

292

**A 'MICHELIN' ILLUMINATED LIGHT BOX,**  
**1940S,**  
metal box frame with mounting plate to rear,  
fitted with single glass panel lettered in white on  
blue, 43 x 19 x 12cm, wired for illumination.  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

293♦♦♦

**A LARGE TEXACO LIGHT BOX SIGN,**  
**MODERN,**  
single-sided, moulded plastic in metal frame,  
154 x 154 x 15cm, (some wear and old taped  
repair to base of frame.)  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

294♦♦♦

**A ROLLS-ROYCE & BENTLEY**  
**ILLUMINATING SIGN,**  
the light box 100 x 120 x 10cm, fitted with neon  
tubing, and decorated white plastic panel with  
clear Perspex cover, the panel lettered 'Leading  
the Way in Luxury'.  
**£300 - 400**  
**€340 - 460**  
**NO RESERVE**

For details of the charges payable in addition to the final Hammer Price of each Lot  
please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.





289



290



293



292



295

295  
**AN EMBOSSED TIN MICHELIN SIGN, FRENCH,**  
 single-sided, (over-painted apart from Michelin figure and tyre), 74 x 74cm.  
 £400 - 500  
 €460 - 570  
 NO RESERVE



294



296 (front)



297 (front)



298

296  
**A MICHELIN CYCLE TYRES PRINTED TIN SIGN, MADE IN FRANCE,**  
single sheet, double-sided, 75 x 75cm, some fading a rusting.  
**£500 - 700**  
**€570 - 800**  
**NO RESERVE**

297  
**A MICHELIN CYCLE TYRES TIN SIGN, FRENCH, 1932,**  
double-sided, 74 x 74cm, (worn and bent, one side presentable, the other faded).  
**£500 - 700**  
**€570 - 800**  
**NO RESERVE**

298  
**TWO AMERICAN MICHELIN 'MR BIBENDUM' ADVERTISING SIGNS,**  
comprising a single-sided shaped enamel sign 'Buy a Michelin - It makes a good bike better.' in orange, black and white enamel, 60 x 39; and printed tin single-sided sign 'Michelin Stock - Tires and Tubes', Chicago, some old marks and dents in places, 61 x 122cm.

(2)  
**£500 - 700**  
**€570 - 800**  
**NO RESERVE**



299



300

299  
**A LARGE SHIELD-SHAPED MICHELIN ILLUMINATED SIGN, FRENCH, 1983**  
double-sided, moulded plastic panels in shaped alloy frame, one panel intact, the other panel cracked, 127 x 108 x 16cm, wired for illumination.  
**£500 - 700**  
**€570 - 800**  
**NO RESERVE**

300  
**A CHAMPION SPARK PLUGS GARAGE DISPLAY THERMOMETER, FRENCH, 1960S,**  
printed tin, with glass thermometer tube intact, 97 x 30cm, offered together with a moulded plastic hanging Champion Spark Plug, by Invicta Plastics of Leicester, for garage display, 46cm high.  
(2)  
**£800 - 1,000**  
**€920 - 1,100**



301



302 (front)

301  
**A 'ROLLS-ROYCE LIMITED BY ROYAL APPOINTMENT' CAST BRONZE SIGN,**  
with raised polished lettering, Royal crest and rim above a Royal blue painted ground, 29.5 x 45cm, formerly displayed at a Rolls-Royce distributors, the reverse with threaded mounting holes.  
**£800 - 1,200**  
**€920 - 1,400**

This original sign was used as a principal mould-making pattern for a small series of replicas of this sign which were manufactured recently. Note the finish and detailing is finer on this original than the replicas.  
(See Bonhams Goodwood Revival sale, 17 September 2022, Lot 58)

302  
**A RARE CARTES MICHELIN PRINTED TIN SIGN, 1920S,**  
double-sided, hanging type with riveted punched holes, printed in white on blue with black shading by G. De Andries & Cie of Marseille, 34.5 x 19.7cm, (some slight crazing to printed surface), two Belgian tax stamps to lower right corner of one side.  
**£1,000 - 1,500**  
**€1,100 - 1,700**

303  
**A MICHELIN PILOT SPORT ADVERTISING TYRE,**  
tubeless Radial X S412 25/57-13 'Eurocup' smooth tyre, with transfer decals, 55cm diameter, displayed as a coffee table with circular mirror-glazed top; offered together with a deskpiece miniature Michelin BBS F1 wheel in solid rubber, 13cm diameter.  
(3)  
**£100 - 150**  
**€120 - 170**  
**NO RESERVE**





304

304

**A DUNLOP 'TYRE' DESIGN POCKET LIGHTER,**

apparently unused, two moulded plastic halves fit around simple reservoir, flint and wick housing in middle, contained in a Dunlop Velo tin, some wear and rusting to surface

(2)

£100 - 150

€120 - 170

NO RESERVE

305

**TWO LARGE MICHELIN ADVERTISING ITEMS**

comprising modern flag 234 x 253cm; a large plastic hanging banner, 'Make Sure It's a Michelin', 210 x 140cm, single sided: together with an Esso windsock, 212cm long, worn.

(3)

£150 - 250

€170 - 290

NO RESERVE

306♦

**A WALL-MOUNTING CIGARETTE DISPENSER BY NATIONAL AUTOMATIC MACHINES OF LONDON,**

painted red metal with display window, for W D & H O Wills 'Wild Woodbine', 2 shillings for 10 cigarettes, 78cm high.

£150 - 250

€170 - 290

NO RESERVE

307♦

**A WALL-MOUNTING CIGARETTE DISPENSER,**

painted red metal frame with white front panel, display window depicting Players, WD & HO Wills, John Player & Sons, and Gold Flake brands, 6d per pack, with sliding draw to front, 79cm high.

£150 - 250

€170 - 290

NO RESERVE

308

**THREE ASSORTED BIBENDUM FIGURES,**

comprising standing plastic money box, 35cm high; a resin 'Truck Bibendum Statuette' 21cm high, in original box; and a Lampe Bibendum, moulded plastic seated figure 23cm high, in original box with instructions and European 2-pin plug.

(Qty)

£150 - 250

€170 - 290

NO RESERVE



306

307

309

**THREE ASSORTED BIBENDUM FIGURES,**

comprising boxed limited edition figure 787/5000 'Nunc est bibendum!!...', 16cm high; a standing plastic figure leaflet display stand, French, with printed sash, 43cm high overall; and a 1970s seated plastic figure, (re-painted), with feet together, 38cm long.

(3)

£150 - 250

€170 - 290

NO RESERVE

310

**A 'MIDDLEMASS FORFAR SCOTCH SHORTBREAD' ILLUMINATED ADVERTISING SIGN BY HERVEY & GOODMAN LTD,**

white painted wooden box with decorated glass panel, wired for illumination, 31 cm high.

£150 - 250

€170 - 290

NO RESERVE

311

**TWO CERAMIC 'BIBENDUM' ADVERTISING ITEMS,**

comprising a 'Baby Bibendum' standing figure holding a Bibendum doll, with green glass bead eyes, ceramic crazed, 19cm high; and a 'Michelin House Centenary 1911-2011' ceramic ashtray by HCW Ltd, with seated Bibendum figure.

(2)

£200 - 300

€230 - 340

NO RESERVE



310



313

312

**A MICHELIN 'BIBENDUM' MASCOT FIGURE AND TWO ASHTRAYS,**

solid cast pot metal figure of a seated 'Mr Bibendum', 9.5cm high, mounted on a marble base; and two ashtrays with seated Bibendum figures, one ceramic and one Bakelite.

(3)

£200 - 300

€230 - 340

NO RESERVE

313

**A SEATED BIBENDUM FIGURE ON ADJUSTABLE METAL STAND, 1950S,,**

plastic figure with 'straight arms', 41.5cm high, the adjustable stand in two parts, bolted together (surface rust in places on bracket), for fitting to Michelin Service vehicle also used a shop display figure.

£200 - 300

€230 - 340

NO RESERVE



315



316



318



319



317



320

314

#### A STANDING BIBENDUM FIGURE,

painted figure, poured moulded resin, 36.5cm high.

£200 - 300

€230 - 340

NO RESERVE

315

#### FOUR MICHELIN ADVERTISING SHELF STRIPS,

three printed tin, comprising 'Michelin', 'Cartes et Guides Michelin', embossed 'Michelin Tyres', and a card strip by R.C.Clermont-Fd, 'Pneus Velo Michelin - le meilleur le moins cher!', the longest 49cm wide.

(4)

£250 - 350

€290 - 400

NO RESERVE

316

#### A REPLICA SEATED BIBENDUM SALESMAN'S' FIGURE,

moulded latex, painted with yellow sash tied in a bow, (black painted base and hole between boots), smaller version, 29cm high.

£250 - 350

€290 - 400

NO RESERVE

317

#### A MICHELIN 'LEARN THE SUPPLE SECRETS OF X' "SPY" CUT-OUT ADVERTISING FIGURE, 1965,

standee figure printed in black, white and orange on board, single-sided, some old marks and staining and slight warping to legs, 'pointing hand' with recent repair to reverse, 138cm high, offered together with two related unused stickers on backing, each 27.5cm wide.

(3)

£250 - 350

€290 - 400

NO RESERVE

318♦♦♦

#### A CUSTOM BUILT 'MICHELIN' DISPLAY LAMP,

modern, composite 'Mr Bibendum' figure seated on a tyre section, mounted on a grey, black and yellow painted wooden plinth with lamp stem fitted with bulb, 65 x 63 x 95cm high overall, wired for illumination.

£300 - 400

€340 - 460

NO RESERVE

319

#### A PAIR OF MICHELIN 'MR BIBENDUM' ADVERTISING BOOKENDS,

solid cast polished metal figures of Mr Bibendum reading blue plastic 'books', mounted with plastic tyres on polished steel bases, each 15cm high, offered together with three editions of the 'Michelin Guide to the British Isles' for 1914, 1920, and 1922.

(5)

£350 - 450

€400 - 520

NO RESERVE





322

320  
**A 'MR BIBENDUM' CYCLE TYRES  
ADVERTISING FIGURE,**

the moulded plastic seated figure with Michelin 'sash', 39cm high, mounted on bracket with hooked wire loop to fit a cycle tyre for shop display.

£400 - 600

€460 - 690

**NO RESERVE**

321 ♦ ♦ ♦

**A LARGE RUNNING BIBENDUM FIGURE,** identical to the four running figures seen at the Michelin roundabout in Stoke-on-Trent; comprising white composite figure, black painted fibreglass base and moulded rubber Michelin MX tyre, overall 136 x 90 x 112cm, some wear and weathering, breaks down into three component parts for transport.

£800 - 1,200

€920 - 1,400

322

**A RARE BIBENDUM FIGURE DESIGNED  
TO ADVERTISE MICHELIN TYRES FOR  
AUSTIN J40 PEDAL CARS,**

standing composite figure 42cm high, together with a Michelin 12½ x 2¼ 62-230 grey rubber tyre mounted on an Austin J40 wheel with hub caps on a metal display stand, some wear

(2)

£800 - 1,200

€920 - 1,400

323 ♦ ♦

**A BIBENDUM ADVERTISING FIGURE  
SEATED IN A RED TRIANG PEDAL CAR**

the figure, re-painted in Michelin Garage sash, holding a tyre pressure gauge, the pedal car painted with signwriting 'Michelin Tyre Services' and 'Open for Petrol-Air-Oil', 74cm long, 63cm high.

£1,200 - 1,600

€1,400 - 1,800



321



324

324 ♦ ♦

**A BIBENDUM ADVERTISING FIGURE  
SEATED IN A LIGHT BLUE TRIANG PEDAL  
CAR**

the figure, re-painted in Michelin Stock sash, (left hand cracked and repaired), the pedal car painted with signwriting 'The Best Michelin Tyres & Tubes' and 'Open for Sales & Service', 74cm long, 60cm high.

£1,200 - 1,600

€1,400 - 1,800



323

325

**ASSORTED BENTLEY COLLECTABLES,** comprising an EPNS inkwell with applied Bentley badge, on wooden base, a leather covered stainless steel 8oz hip-flask, a boxed Team Bentley mug, a reproduction Bentley Winged 'B' mascot after Joseph Fray, a desk lamp stand with miniature 'Flying B' mascot and shade, a 1980 Bentley Drivers Club 50th Anniversary Le Mans commemorative paperweight, a cased pair of Bentley 'B' .750 silver cufflinks, by LJW, 2005, and a modern Perspex 'Bentley Motors' illuminating sign, 38cm wide.

(8)

£400 - 500

€460 - 570

**NO RESERVE**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



327



331



328



332



329



330

326

**A BRASS MERRYWEATHER PATTERN FIREFIGHTER'S HELMET,**

the comb with pierced vent and dragon decoration, with flaming torch and crossed axes crest, internal leather lining and leather chinstrap with brass linked loops.

£150 - 250

€170 - 290

**NO RESERVE**

327

**ASSORTED AUTOMOBILIA,**

comprising carved Bibendum figure, 42cm high, Michelin ceramic ashtray, Pirelli tyre ashtray with glass insert, Lancia ceramic ashtray, assorted tins including Tung-Sol Auto Bulbs; Chemico Grinding Paste; Lodge and Britannia Cycle Tube Repair outfit; together with a KLG K2 sparkplug and an Autovac Petrol Gauge with built-in priming pump.

(Qty)

£200 - 300

€230 - 340

**NO RESERVE**

328

**AN UNUSUAL PRESENTATION 'CHAUFFEUR'S CAP' BUTTER-DISH, A 1925 CHRISTMAS GIFT,**

EPNS, registered design 1912, in the form of a cap with peak later engraved 'Rolls-Royce Xmas 1925', with moulded glass liner and lid with miniature Spirit of Ecstasy mascot handle, 13.5cm diameter.

£200 - 300

€230 - 340

**NO RESERVE**

329

**TWO DOG HOUSE CLUB CERAMIC TRAYS,** by Stavangerflint of Norway, each with Doghouse club logo to centre, the 18cm diameter dish and the 26.5cm wide pen tray with twelve and seventeen facsimile signatures of racing drivers respectively.

(2)

£250 - 350

€290 - 400

**NO RESERVE**

The Doghouse Owners' Club (formally registered as The Women's Motor Racing Associates Club), was founded in 1962 by a committee formed by Mrs Colin Chapman, Mrs John Cooper, Mrs Gregor Grant, Mrs Graham Hill and Mrs John Webb, with Sheila van Damm as the chair.

330

**A US NAVY "DECK CLOCK" MK I BY CHELSEA CLOCK CO OF BOSTON, USA, DATED 1941,**

type number 9547, clock is numbered 289806 on escapement, nickelled dial with black Arabic numerals and subsidiary seconds dial, 5½ inch diameter lens, 7¼ inch diameter outer bezel, with key.

(2)

£300 - 400

€340 - 460

**NO RESERVE**

331

**FOUR ROLLS-ROYCE ASHTRAYS MOUNTED WITH 'SPIRIT OF ECSTASY' STATUETTES,**

including a teardrop 'apprentice piece' and an RROC 1989 'bronzed' example, together with a small 'Spirit of Ecstasy' statuette and a key ring, both mounted on wooden block bases..

(6)

£400 - 500

€460 - 570

**NO RESERVE**



332

**A MERCEDES-BENZ RADIATOR  
DECANTER BY RUDDSPEED, BRITISH,  
1960S,**

chromed surround with printed 'mesh' radiator grille (some slight bulging to lower section), with enamelled badge and stopper with emblem, 22.5cm overall.

£900 - 1,000

€1,000 - 1,100

NO RESERVE



333♦♦♦

**A 'ROLLS-ROYCE CORNICHE' FRONT END  
WALL-MOUNTING DISPLAY,**

modern, a full-size representation of the front end of a Rolls-Royce Corniche, main fibre-glass body-work with gold-coloured paintwork, fitted with headlamps with wipers and light clusters, bumper, polished stainless steel radiator surround with shutters, enamelled badge, and gilt 'Spirit of Ecstasy' mascot with sprung retractable mechanism, with MDF back panel, for wall or garage display, measuring 175cm wide.

£1,500 - 1,800

€1,700 - 2,100

NO RESERVE

333

334

**A 'SPIRIT OF ECSTASY' TYPE STATUETTE,  
BASED ON THE ROLLS-ROYCE MASCOT  
DESIGN BY CHARLES SYKES,**

modern, cast-alloy, unsigned, 24cm high, on a turned marble base.

£200 - 300

€230 - 340

NO RESERVE



334



335

335

**A 'SPIRIT OF ECSTASY' DESKPIECE  
DISPLAY FIGURE,**

white metal casting, after the Rolls-Royce mascot design by Charles Sykes, mounted on a marble display base, 28cm high overall

£200 - 300

€230 - 340

NO RESERVE

336

**A LARGE PAIR OF 'ROLLS-ROYCE'  
STATUETTES, PREVIOUSLY USED AS  
BOOKENDS,**

modern, after the mascot design by Charles Sykes, cast white metal, mounted to circular green marble bases, each 31cm high overall.

(2)

£400 - 600

€460 - 690

NO RESERVE



336

337

**A REPLICA ROLLS-ROYCE SHOWROOM  
SPIRIT OF ECSTASY STATUE,**

modern, nickel plated spelter casting, engraved 'C.Sykes' to rear of base, 46cm high, on a turned black marble base.

£800 - 1,200

€920 - 1,400

NO RESERVE



337



338

338♦♦♦

**A MODERN SHOWROOM STATUETTE  
AFTER THE ROLLS-ROYCE 'SPIRIT OF  
ECSTASY'**

polished white metal alloy, approximately  
107cm high, on turned polished black marble  
display base.

**£800 - 1,200**

**€920 - 1,400**

**NO RESERVE**



339



340

340

**A LARGE STERLING SILVER TWIN-  
HANDLED TROPHY BY ELKINGTON AND  
CO LTD, 1929,**

hallmarked Birmingham, 1929, un-presented,  
un-engraved trophy, classical design with twin  
handles, 29.5cm high, weight approximately  
1260ms, on an Elkington ebonised display  
base (some tape residue to surface), 39cm  
high overall; together with two small sterling  
silver trophies, both 8cm high, hallmarked  
Birmingham 1971, un-engraved, on black  
display bases, each 11cm high overall.

(4)

**£300 - 500**

**€340 - 570**

**NO RESERVE**



# Cars

Lots 401 - 485







401

**1956 HAMILTON MODEL 741 JET LAUNCH  
'GOLDENEYE' AND TRAILER**

Serial no. 5966

Overall length: 4.25m (trailer 4.75m)

Overall width: 1.5m (trailer 1.75m)

Restored between 2020 and 2024 (bills available), this classic Hamilton plywood and fibreglass jet boat is powered by a marinized 100bhp 1.8-litre MGB engine breathing via a Weber 40DCOE carburettor, with the flywheel connected directly to the single-stage jet drive. A four-seater, the boat will run in as little as 4"-6" of water and will be on the plane at 5-6 knots. Maximum speed is 40 knots at 3,000rpm (the jet drive's recommended limit). Users should ensure that the boat is either in the water or connected to a water supply when the engine is started as water is used as coolant for the heat exchanger and jet drive. There are twin fuel tanks: 25-litre outbound and 31-litre homeward bound with Facet high-performance switchable pumps. There is under-seat storage at the rear and additional stowage at the front, while the cockpit boasts a comprehensive array of gauges. Ignition is by key, and there is a safety kill cord. Other noteworthy features include a stainless steel wakeboard and waterski pole; LED searchlight and LED navigation lights; upgraded stainless steel keel strip; and a rear ski step. The engine has been rebuilt incorporating a replacement cylinder head; new Power-Lite alternator and geared starter motor; Accu-Spark electronic ignition; and a Viper ignition coil. Refurbished, the trailer has a custom light-board subframe and benefits from new tyres and inner tubes (Goop puncture treatment); new wheel bearings; and a new light-board and towing electrics.

**£4,000 - 6,000**

**€4,600 - 7,000**

**No Reserve**



402

**1929 LEA-FRANCIS 1½-LITRE 12/40HP P-TYPE TOURER**

Coachwork by Cross & Ellis

Registration no. UV 273

Chassis no. 13871

Engine no. 9227

This P-Type comes with its original buff logbook listing one Maud Wilhelmina Milward-Jones as first owner from 3rd March 1930. According to our vendor, the Lea-Francis was acquired by John Weeks from Cameron Miller in December 1974. Weeks restored the car and ran it until August 1982 when it was sold to the current owner; the car has been active ever since. In March 2017 'UV 273' was involved in a collision that resulted in the front axle needing to be straightened and the offside front mudguard refinished. The vendor describes the car as in good condition throughout and advises us that it no longer has its original engine, while the replacement breathes via an SU carburettor instead of the original Solex. This pretty P-Type is a useable Vintage motorcar in good running order and with all the usual safety and mechanical checks in place before returning to the road, should provide a new owner with many more happy motoring trips as it has done for the current owner for many years. The history file contains a fascinating notebook with b/w photographs of the car taken prior to restoration in the 1970s and hand-written records of the work carried out and subsequent journeys and events attended. The last entry is dated December 2024. The file also contains photocopied technical literature; wiring diagrams; various photographs; sundry bills; an instruction book; and a VSCC Eligibility Document.

**£8,000 - 12,000**

**€9,300 - 14,000**

**No Reserve**





403

## 1993 RANGE ROVER LSE 4X4 AUTOMATIC

Registration no. L998 HYN

Chassis no. SALLHBM33KA639279

- *Known ownership history*
- *Present ownership since 2001*
- *Well maintained (bills available)*
- *Professionally restored 2010-2011*



This Range Rover LSE was purchased by the current vendor from the widow of the late David Turner of Kent in 2001 at 30,059 miles. Previous owner Mr Ami Dadoun of London had purchased the Range Rover from H R Owen in 1995 at 1,175 miles and kept it until 1997; our vendor believes it may have been one of H R Owen's demonstrators. The car was first registered in November 1993 and has undergone several changes of registration since then (details on file).

There are extensive, but not exhaustive, files of bills for the period 2001 to 2025 relating to servicing, general repairs, and fitting an immobiliser. Some earlier bills, etc for the period 1997 to 2001 are present also together with MoT certificates for the period 1997 to 2002. Original or copy invoices for the purchases in 1995, 1997 and 2001 are on file, together with related correspondence in some cases.

Since 2001 the Range Rover has been maintained by the following: H R Owen; an independent mechanic in London; the Harwoods dealership; the Belgravia Garage SW1; and Land Rover specialist Derek Allfrey in West Sussex.

In October 2010 the bonnet, radiator and front wheels were damaged while the Range Rover was parked next to the old US Embassy in London; the ensuing rebuild included a respray in Maserati Midnight Blue (similar to the original Plymouth Blue).

The work was carried out by Derek Allfrey and cost in the region of £15,000-20,000, but unfortunately the related invoices no longer exist.

In addition to routine maintenance and repairs, the gearbox and transmission were completely overhauled (2006); the rear chassis cross-member repaired and welded (2010); new floor panels welded into the engine bay (2017); and a 'mini tidy up' undertaken by Belgravia Garage in 2019-2020. New parts fitted include the tailgate (2006); gearbox and torque converter (2008); ABS braking system and control unit (2011); suspension air bladders (2014); hard wiring loom for ECU (2015); and fuel pipes and filter (2016).

According to our vendor, the car drives very well and has been as happy in the Scottish Highlands as on French autoroutes or around Mayfair. It has been used off road occasionally since 2001, albeit in a leisurely manner (not 'green laning') as a shooting day support vehicle. Still presentable, this well documented Range Rover LSE comes complete with jack, spare wheel, and its original vinyl handbook folder.

**£14,000 - 18,000**

**€16,000 - 21,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

**1977 PORSCHE 911 2.7-LITRE TARGA**

Registration no. 1695 MK

Chassis no. 9117310694

- *Two previous owners*
- *Original colour scheme*
- *Engine rebuilt by HP Porsche Ltd in 2010*



The first of countless upgrades to Porsche's perennial 911 came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoke alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. A lengthened wheelbase introduced in 1969 improved the 911's sometimes wayward handling, and then in 1970 the engine underwent the first of many enlargements: to 2.2 litres. In 1972 all 911 variants received the 2,341cc (nominally 2.4-litre) unit, which in 'T' specification produced a maximum of 130bhp. By this time all 911 variants destined for the USA - Porsche's biggest export market - were fitted with Bosch mechanical fuel injection. In 1974 all 911 variants received the 2.7-litre 175bhp unit, hitherto reserved for the Carrera RS, when the latter went to 3.0 litres.

Two years after the original coupé's introduction, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowable in the boot.

For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way. The much loved and instantly recognisable Targa finally bowed out at the end of the 1990s, although it would be resurrected later.

The Targa offered here was had only two previous owners and is showing just over 150,000 miles on the odometer. Kept garaged, the car is said to be unmodified and in its original bronze colour scheme. In 2010 the engine was rebuilt by HP Porsche Ltd of Ilford, who have carried out most repairs and a recent service as well. In 2012 a radio and speakers were fitted and the 911 resprayed in its original colour, while a new alarm was installed in 2025. Registered as an Historic Vehicle, the car comes complete with two keys, (temporary) spare wheel, and a V5C document.

**£30,000 - 40,000****€35,000 - 46,000**



405

*In current ownership for over 60 years*

## **1953 MG MIDGET TD II ROADSTER**

Registration no. THN 27

Chassis no. TD 28109

Engine no. XPAGTDIIC43182

- *Roomier and more comfortable than its predecessors*
- *Professionally restored 1994/1995*
- *Enthusiastically campaigned*



The penultimate 'T'-series Midget, the TD first appeared in 1949. Its TC predecessor had proved an enormous success, particularly in the United States, but by 1948 it had become obvious that something more modern would be required to keep MG competitive. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, on which sat an all-new body, roomier than before but retaining the classic looks of the traditional MG sports car, and the well-tried 1,250cc XPAG four-cylinder engine. This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Thus the TD became the first MG sports car to benefit from these advances.

Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD's body afforded its occupants greatly increased 'elbow room' when compared to that of the TC. The latter's vulnerability to the cut and thrust of urban parking in the USA had demonstrated the desirability of sturdy bumpers, which duly graced the TD. From August 1951 a larger clutch was fitted and associated changes made to the flywheel and bell-housing, subsequent cars being known as the TD II.

Immensely successful, the TD was produced in greater numbers than any of the other T-Series Midgets, in excess of 29,000 leaving the factory between 1949 and 1953. Although a runaway sales success, the TD is, paradoxically, rare in its home country, as most went for export to earn vital foreign currency.

This TD has had only four previous owners and has belonged to our vendor since November 1959. Raced at club events by a previous owner, the MG has been used by the vendor for regularity events both at home and abroad, as well as to participate in classic shows and runs. In 1994/1995 the car was treated to a 'body off' restoration by marque specialists Naylor Brothers and rebuilt around a new body tub, with other parts being replaced as necessary. Related bills totalling circa £30,000 are available and the car also comes with an old-style logbook, V5C document and a handwritten maintenance record. A Crane camshaft is the only modification reported.

Described by the vendor as in good condition throughout, the MG is offered with its original handbook, workshop manual, tools and jack, together with used crankshaft, steering rack, road wheels and other sundries.

**£10,000 - 15,000**

**£12,000 - 17,000**

**No Reserve**

**1934 MG MAGNETTE NA "ALLINGHAM" TOURER**

Coachwork by Whittingham &amp; Mitchel

Registration no. MG 3538

Chassis no. NA0305

- *The oldest of only four surviving Allinghams on the NA chassis*
- *Matching engine and chassis numbers*
- *Present ownership since 1974*
- *An older restoration*
- *Huge history file*



The MG Magnette NA was launched as an evolution of the earlier K-type Magnettes. It retained the advanced overhead camshaft six-cylinder engine, now displacing 1271cc, and produced a respectable 56 bhp. This gave the NA a top speed of around 78 mph—impressive for a 1.3-litre car of its day.

The oldest of only four surviving NA Magnettes with Allingham coachwork by Whittingham & Mitchel, 'MG 3538' was owned by the late Keith Portsmore from 1974 until his recent passing. Keith was very well known in MG circles and was responsible for saving the car, which was scheduled to be scrapped. Keith's wife Anne says: "Restoration was begun at once but in the autumn of 1976 the car was placed in my grandmother's garage while Keith restored a 16th century farmhouse. It was almost 10 years later before the Allingham emerged from the garage and restoration continued. I believe the work took him at least a couple of years."

N-series Magnettes were built between 1934 and 1936, with 738 chassis sold, of which it is estimated that 16 were 'Allinghams'. The very first (chassis 'NA0251') was sold to H W Allingham, who had designed the stylish body, which was built by Whittingham & Mitchell. Registered on 25th August 1934 and the second Allingham produced, 'NA0305' was almost certainly used as a press car.

Because the bodywork was handmade there are subtle differences between individual Allinghams. This early car has a highly complex bonnet with 'Y' straps and 11 different louvre lengths per side. Few of the later cars had this feature, so one can only assume that it was the time and cost of production that forced the change. Another interesting feature is the body's two additional rear seats, which are revealed when the covering panel is rotated backwards (this arrangement is not a dickey). The rotating panel allows the cockpit to be opened up to a four-seater, with the hood covering all the seats (unlike a dickey seat).

The car is said to be in beautiful condition – not concours, as Keith and Anne used it regularly for everything from overseas holidays to trips to the local shops – but it is all the better for it. Keith was a skilled restorer and the bodywork's fit and finish reflects this. Straight after restoration Keith won many 'Pride of Ownership' prizes with the Allingham. There is a huge history file with the car, including photographs of the restoration work. Prior to Keith's ownership the car was owned by various well known MMM (Midget, Magna and Magnette) people. There are history records from 1934 onwards, but 1936 to 1952 are missing.

**£35,000 - 45,000**  
**€41,000 - 52,000**



407

## 1957 MG MAGNETTE VARITONE SPORTS SALOON

Registration no. UUK 287

Chassis no. KAPA13/25590

Engine no. 8GGRWEH17323

- Professionally restored by Moto-Build in 2011 (bills and photographs available)
- Original colour scheme
- 1,800cc MGB engine, five-speed gearbox, disc brakes all round
- Present enthusiast ownership since 2016



The first new MG of the BMC era - the Z-Series Magnette - shared its unitary construction bodyshell - MG's first - with the Wolseley 4/44. The latter had debuted in 1952 powered by the old XPAG 1,250cc engine, but the Magnette, which premiered the following year at the London Motor Show, came with Austin's 1,489cc B-Series motor installed. Towards the end of 1956 the Magnette was upgraded as the 'ZB', gaining a more powerful engine and - in the range-topping Varitone version's case - a wraparound rear window and two-tone paintwork; top speed rose to 90mph, making it the UK's fastest 1½-litre saloon.

This ZB-model MG Magnette was sold new by W Brindley (Garages) Ltd of Codsall, Staffordshire to a Mrs M Smith of Tittenhall, Staffordshire, while according to a small plaque on the dashboard it was at one time sold by George Ace Ltd of Tenby, South Wales.

Later in life the car's original engine was replaced with an 1,800cc MGB unit breathing via twin SU carburettors. Other useful upgrades include a five-speed gearbox, inertia reel seatbelts, stainless steel exhaust system, electronic ignition and disc brakes all round, making the Magnette faster, safer and more economical.

In 2011 the MG was restored both inside and out and resprayed in its original colours, the aforementioned engine, gearbox and braking modifications being carried out by Moto-Build Ltd of Egham, Surrey for a Mr P Froggatt of Somerset. At some time, believed during Mr Froggatt's ownership, the car was modified for regular use in France, receiving 'continental' headlights.

In 2015 Mr Froggatt sold the MG back to Moto-Build and it was driven back to Egham from 'somewhere in the Charente'. The current vendor purchased 'UUK 287' - known affectionately as Megan - in March 2016, since when the Magnette has been kept in a snug, secure garage, enjoying occasional jaunts around East Anglia attending classic car shows. The MG has twice returned to France, on the first occasion touring the vineyards of the Champagne region and the city walls of Laon; while the second visit saw the Magnette travel to Angoulême for the annual 'Tour des Ramparts' race meeting via Le Mans. The return leg took in the Loire Valley and Caen in Normandy.

Finished in two-tone cream (ivory) over black with beige leather and natural wood interior trim, this obviously much loved and well cared for Magnette is offered with an extensive history file, a reproduction owner's handbook, and a V5C Registration Certificate.

**£13,000 - 18,000**

**£15,000 - 21,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

## 1923 VAUXHALL TYPE OD 23/60HP TOURER PROJECT

Registration no. not UK registered

Chassis no. OD 595

Engine no. to be advised

- One of approximately 100 survivors
- Mechanicals and bodywork complete
- Offered for restoration



"The years from 1908 to 1925 mark Vauxhall's golden age." - Michael Sedgwick, *Vauxhall*, Dalton Watson, London, 1981.

Famous by the end of the 19th Century for its marine engines, Scottish engineer Alexander Wilson's Vauxhall Ironworks Ltd built its first automobile in 1903: a single-cylinder, tiller-steered runabout designed by F W Hodges and J H Chambers. Around 70 cars were sold in the first year of production.

Prior to 1925, when Vauxhall was taken over by General Motors, the firm was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Introduced in 1922, the 23/60hp was a development of the 4.0-litre, four-cylinder, sidevalve-engined D-Type Vauxhall of 1913, which had been designed by the firm's famous Chief Engineer, Laurence Pomeroy. Production of the original D-Type was maintained during WWI when the model was widely used as an army staff car.

Manufacture continued after the cessation of hostilities, though Pomeroy departed and his place was taken by Charles Evelyn King, who designed a new overhead-valve detachable cylinder head for both the D-Type and its legendary sporting stablemate, the 30/98. Updated with King's OHV cylinder head in mid-1922, the model was known thereafter as the '23/60' or 'OD' and was built until 1926. The OD 23/60hp Vauxhall was a popular overseas model and many were dispatched to markets throughout the British Empire. Approximately 1,300 were made, of which some 100 survive.

This 1923 Vauxhall OD 23/60 is offered as a restoration project and sold strictly as viewed. According to our vendor, this car is complete both mechanically and as far as bodywork is concerned, although it has no gauges and the timber is in very poor shape.

**£20,000 - 25,000**

**£23,000 - 29,000**

**No Reserve**



409

*Offered from the estate of the late David Biggins*

## 1912 NAZZARO TIPO 3

Registration no. BS 9491

Chassis no. 292

Engine no. 306

- *Displayed for many years in an Italian motor museum*
- *Extensively campaigned*
- *Rare survivor of a short lived Italian marque*



Italian racing driver Felice Nazzaro had already secured his place in the annals of motor sport - in 1907 he had won the Kaiserpreis, the French Grand Prix and the Targa Florio – before setting himself up as a motor manufacturer in 1911, although actual production was delayed until the following year. His company, Nazzaro & C. Fabbrica Automobili was founded in Turin by Felice, his brother-in-law Pilade Masoero, Maurizio Fabry and Arnold Zoller. The Tipo 1 of 1912 was powered by a 4.4-litre four-cylinder monobloc engine driving via a four-speed gearbox, and could be ordered in either tourer or saloon form. The Tipo 2 roadster used the same engine but was more sporting, while the Tipo 3 boasted a more powerful engine. Around 230 cars and 50 commercial vehicles had been made by the time the original company was liquidated in 1916. Felice returned to his former employer, FIAT. Before then his company had enjoyed considerable success in competitions, Nazzaro himself winning the 1913 Targa Florio driving a Tipo 2 and the 1914 Coppa Florio at the wheel of a Tipo 3, while in 1920 a Nazzaro driven by Guido Meregalli won that year's Targa Florio. In 1919 the company was revived under new ownership as Nazzaro Automobili and continued until 1923.

According to our vendor, this Tipo 3 is one of only two or three left in existence. The car is pictured in David Burgess Wise's book, *Classics of the Road*, published in 1978. At the time it was in an Italian museum and carried open four seat coachwork, although it is suggested in the book it would have had more sober raiment when new.

The car was discovered and rescued from an Italian motor museum by the late David Biggins in 2004 and imported into the UK. The chassis was shortened and coachwork preserved and modified to the two-seat configuration it wears today, after the restoration between 2005 and 2011, the Nazzaro has featured in the period re-creation of the Targa Florio Giro, 'Pistons, Passions and Sicilian Pleasures'. In 2006 this historic car participated in and won the pre-war class in both the centenary of the first Targa Florio race in 1906 and then the centenary of the first Targa Florio Giro in 2012. It also won the pre-1918 class in the Klausenrennen hill climb in 2006.

The car comes with DVD copies of the film *Pistons, Passions and Sicilian Pleasures*; a framed painting of Felice Nazzaro; a painting of the car on the Targa Florio route; and copies of the book *The Belle Epoque of the Targa Florio Races 1895-1914* by D Biggins & A Lombardi. The history file contains the original purchase invoice; Historic Automobile Club of Italy certification; import paperwork; Society of Automobile Historians dating certificate; MoT file; archive photographs; and a V5C document. Two spare wheels, a tool box, and a container for two lamps are included in the sale.

**£50,000 - 70,000**

**€58,000 - 81,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



410 \* N

**1968 ROVER 3500 ESTOURA ESTATE CAR**

Registration no. not UK registered

Chassis no. 42504668

Engine no. 00004668

A capacious engine bay had been part of the Rover P6 2000's design brief, so when Rover acquired the rights to Buick's light-alloy V8, its installation in the 2000 was accomplished relatively easily. Launched in automatic-only form in 1968, the resulting '3500' model was an immense improvement on its predecessor, the lazy, under-stressed V8 providing much greater flexibility and, in 150bhp 3500S form, boosting top speed to 120mph-plus. There being no factory-produced estate car on the P6 platform, FLM Panelcraft stepped in to exploit such demand as there was, producing the Estoura from the 1960s until the P6 line was replaced in 1977. It is estimated that around 150-170 P6 Estouras were produced in this period, most being the 3500 model, and it is suggested that only 30 of the latter survive. This automatic transmission model is offered from a large private collection of Rover cars in the Netherlands. Benefiting from recommissioning carried out by Rondel Restauraties in the Netherlands in 2022 (see bills totalling €5,000 on file), this ultra-rare Rover variant is described by our vendor as in good condition throughout.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£8,000 - 12,000**

**€9,300 - 14,000**

**No Reserve**



411 \* N

**1962 ROVER P6 3500 TALAGO PROTOTYPE**

Registration no. 16 DYF

Chassis no. 42500019A

A preceding owner acquired this Rover prototype from Richard Fishwick in 2001 and restored it over eight years using a post-1967 base unit/chassis having carried out extensive research. The restoration was carried out as close to its final development specification as possible at a cost of some £65,000. All parts of the car were restored or re-manufactured to period specification, even down to the number of spot welds and their precise location. Apparently, the doors were the last new set in the world. P6/16 is finished in its original 'Prototype Grey', the correct colour being achieved by referencing that of the prototype Land Rover in the Gaydon museum. The car even retains its original and very appropriate registration: '16 DYF'. Offered for sale at UK auctions in 2011, at that time the car was said to have covered a mere 100-or-so miles since the restoration's completion and to be in outstanding condition throughout (see catalogue descriptions on file). Our vendor purchased '16 DYF' privately circa 10 years ago, since when its condition has hardly changed. Subject of a four-page feature in the July 2010 issue of Classic & Sports Car magazine, this fascinating piece of British motoring history is worthy of a place in any Rover collection.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£15,000 - 20,000**

**€17,000 - 23,000**





412 \* N

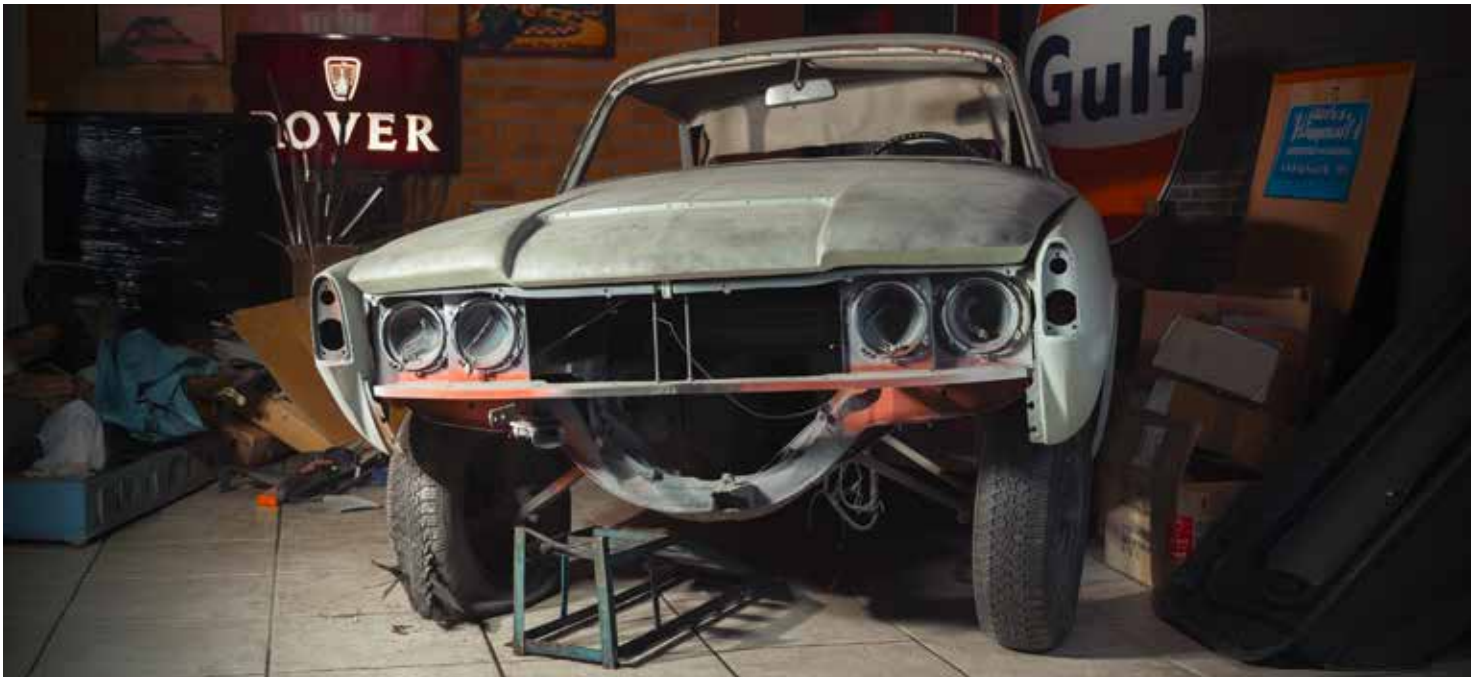
## 1968 ROVER P6 2000 TC COUPÉ

Coachwork by *Carrosserie Graber*

Registration no. not UK registered

Chassis no. 41807300B

- *One of a tiny handful of Graber one-offs on the P6 chassis*
- *Acquired by the vendor in 1990*
- *An unfinished project*
- *Offered with Swiss registration papers*



This elegant two-door coupé on the Rover P6 platform is the work of the Swiss Carrosserie Graber of Wichtrach. Hermann Graber's designs were always executed to the very highest standards and his creations were necessarily expensive, costing far more than those of his British contemporaries. Son of a master cartwright, Graber assumed control of the family firm in the mid-1920s and switched production to coachbuilt car bodies. His first car, a FIAT 509 with drophead coupé coachwork, was displayed in 1927. Dropheads were a Graber speciality; he concentrated on bodying high-quality chassis and in 1929 his Panhard et Levassor 20CV cabriolet won the St Moritz Concours d'Élégance.

In the UK he is best known for his work on the post-war Alvis chassis, Graber having acquired the distribution rights to the British manufacturer's products in 1953. In 1965 Rover acquired a controlling interest in Alvis, and Graber turned his attentions to the products of the Solihull firm. In 1965 Graber took delivery of a Rover 2000 (P6) saloon, which was re-bodied as an elegant two-door drophead coupé and displayed at the following year's Geneva Salon.

This first Rover-based venture was followed by an even better fixed-head coupé version of the 2000 TC. There was also at least one other such one-off, powered by Rover's Buick-derived 3.5-litre V8. Unfortunately for Graber, none of his designs was taken up for mass production. Hermann Graber died in 1970 and the production of special-bodied cars at Wichtrach came to an end after around 800 had been made. The Rover P6-based cars are among the very last produced.

Offered here is the Rover 2000 TC example mentioned above. Acquired by the vendor in 1990, the car is offered as an unfinished project and sold strictly as viewed. Accompanying paperwork consists of a Swiss registration document; a purchase invoice dated 1990; and a German customs import document dated 1990.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£17,000 - 22,000**

**€20,000 - 26,000**

413 No Lot

**1937 PACKARD SUPER EIGHT LIMOUSINE**

Registration no. DXT 977

Chassis no. 399842

Engine no. 3138711

- *Features in the film 'The Mummy Returns'*
- *Initially used as an Embassy car and then requisitioned by MI5*
- *A rare sight on UK roads*



First registered June 1937, this imposing Packard limousine is attractively finished in two-tone silver over blue, with cream cloth upholstery for the passenger compartment and black leather for the chauffeur's. It is powered by a 5.2-litre straight-eight engine which drives via a three-speed manual gearbox.

Initially the Packard served as an embassy car in London from 1937 to 1939 before being requisitioned by MI5 for the war effort, during which it reputedly served at the code-breaking Government Code & Cypher School at Bletchley Park.

More recently this Packard has appeared on TV and in films, the most notable being *The Mummy Returns* (2001) in which it had a starring role. It has since served as a wedding car. With hydraulic brakes, geared steering, independent suspension and a synchromesh gearbox, it is said to be relatively easy to drive. Offered with a UK V5 registration document and an owner's handbook.

**£8,000 - 12,000**

**€9,300 - 14,000**

**No Reserve**



415

## 1925 PACKARD EIGHT SERIES 236 SPORT PHAETON

Registration no. SV 9247

Chassis no. 209768

Engine no. 209950

- *One of America's finest automobiles of the pre-war era*
- *5.9-litre engine*
- *Four-wheel brakes*
- *Restored condition*



Always built to the highest standards, the Packard was unquestionably one of the finest American automobiles of the pre-war era. Right from the moment the first car emerged in November 1899, Packard's innovative engineering and superior build quality attracted the attention of wealthy clients. Indeed, throughout the 1910s and 1920s, Packard ranked alongside Peerless and Pierce-Arrow, this elite trio of the US automobile industry being known as the 'Three P's'.

Dissatisfaction with his Winton motor carriage is said to have spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton company, Packard set up shop in his electrical engineering factory in Warren, Ohio, from which the first Packard car – the Model A runabout – emerged in November 1899. The Packard's innovative engineering and superior build quality were soon attracting the attention of wealthy clients, William D Rockefeller purchasing two at the New York Automobile Show in November 1900. 'Ask The Man Who Owns One' was adopted as the company's advertising slogan.

First introduced in 1924, the Eight was the first Packard to employ four-wheel brakes. The nine-bearing, sidevalve, straight-eight engine developed 85bhp from 5.9 litres, and the line-up initially comprised ten models on two wheelbase lengths. The secret of Packard's success was tight quality control and the use of only the best materials, and the company made great play of the fact that almost everything was manufactured in house, declaring: "Packard cars are designed by Packard engineers and built by Packard men. Packard engineering and Packard parts and cannot be found in any other motor car."

Representing the best the US auto industry had to offer in 1925 has been restored (date unknown) and is described by our vendor as in overall very good cosmetic condition, while the transmission and electrics are said to be in working order. The engine is free and turns over and fires, but will not idle; accordingly the car is sold strictly as viewed. The front numberplate appears to be of New Zealand origin. Offered with a V5C document.

**£40,000 - 50,000**

**€46,000 - 58,000**

416

## 1931 CHRYSLER CD EIGHT SEDAN

Registration no. WD 1749

Chassis no. 2801505

Engine no. CD2412

- *Right-hand drive*
- *Believed a UK car from new*
- *Engine starts and runs*



When Walter P Chrysler's up-market Imperial model debuted in 1926, the marque he founded was just two years old yet by the year's end would be the seventh-ranked US auto-maker. That first six-cylinder Imperial was superseded in 1931 when Chrysler joined the multi-cylinder club, introducing two new 'straight-eight' models: the CD Eight and Imperial CG Eight. Somewhat confusingly, the company introduced three versions of the former in quick succession; the first, 80hp type being built from July 1930 to around January 1931; the second, 88hp model from then until May 1931; and the Deluxe CD Eight from May '31 onwards.

The more upmarket Chryslers, CD Eight included, adopted a distinctive, wide profile 'V'-shaped radiator for 1931, a styling device inspired by the Cord L-29, a model widely recognised by today's connoisseurs as among the period's finest. The Cord's front-wheel-drive configuration allowed it to be set very low to the ground and Chrysler cleverly repeated this trick with its conventional, rear-drive Eights. By now four-wheel hydraulic brakes were standard on all Chryslers, while the CD and Imperial Eights also enjoyed the advantage of a four-speed gearbox.

At time of cataloguing it had not been possible positively to identify this eight-cylinder Chrysler, although the 'CD' engine number prefix suggests that it belongs to that series. The Chrysler is right-hand drive and our vendor believes it has been a UK car from new. He states that the engine starts and runs, while the transmission and electrics are said to be in working order, and the bodywork, paintwork and interior to be very good. Offered with a V5C Registration Certificate.

**£30,000 - 35,000**  
**€35,000 - 41,000**



417

## 1977 ALFA ROMEO SPIDER 2000 VELOCE

Registration no. VBD 338R

Chassis no. AR3050905

- Long term resident of Mississippi
- Fitted with 4-spoke BWA wheels
- Imported into the UK this year



A modern classic by Pininfarina, the simple - yet - elegant Spider coachwork, premiered on the 1966 Duetto, would prove enduringly popular, continuing into the 1990s. The Spider's mechanics were essentially those of the Giulia saloon, featuring independent front suspension, coil suspended live rear axle and four-wheel, servo-assisted disc brakes, while the engine was the Giulia Sprint GTV's 1.6 litre, 109bhp, double overhead camshaft four. The Duetto was produced for just two years before being superseded in 1967 by the 1.8 litre 1750 Spider Veloce and eventually the 132bhp 2000 model in 1970. Wind-tunnel testing resulted in the 2000 sporting a drag-reducing Kamm tail, other improvements including bigger brakes and a limited-slip differential, improving the car's universal appeal as well as significantly increasing boot capacity. For the Series 2 an enlarged 2-litre version of the legendary "Nord" twin-cam engine was introduced for the first time.

This 2000 Spider was delivered new to the USA, and was a long-term resident of Mississippi and Alabama. The car is fitted with a black canvas hood, dual Weber carburettors, tubular exhaust headers, servo-assisted disc brakes, 14" BWA wheels shod with tyres dated 2024, a leather-wrapped steering wheel, and a cassette radio. A previous description of the car states that the water pump had been changed in 2023. Our vendor purchased the car from a US auction and has since imported it into the UK and consequently registered it. The car has received further mechanical work and been subject to cosmetic improvements. Offered with sundry invoices showing historic and more recent maintenance; an old Alabama registration; and a UK V5.

**£10,000 - 15,000**

**€12,000 - 17,000**

**1962 LOTUS SEVEN SERIES 2**

Registration no. to be advised

Chassis no. SB1345

- Long-term resident of Pennsylvania
- Fitted with a 1600cc Crossflow engine
- Recorded on Mike Ostrov's Lotus Seven Register



A great deal of development work was applied to the 7 during the years it was produced by Lotus Cars, along four distinct series. The original S1 established the basics, including the tubular spaceframe chassis, simple open bodywork, wishbone-and-coil-spring independent front suspension and live rear axle – all of which continued through all four iterations of the car. The 7 was designed from the outset to accommodate a variety of engines, with the basic unit being Ford's 1,172cc sidevalve 'four', with BMC A-Series and Ford 105E OHV units available later. When equipped with the 1,098cc Coventry Climax engine, the cars were known as the "Super 7." The S2, introduced in 1960, featured a revised and simplified spaceframe and the Super Seven was now available with a Cosworth-tuned Ford 1,340cc engine intended for SCCA racing in the United States, later in 1.5- or 1.6-liter displacements. The main S3 update was a strengthened chassis with stressed front bulkhead; Caterham production would take over during the S3 run. The 7 was an unqualified commercial success for Lotus, one which continues to exemplify company founder Colin Chapman's "added lightness" performance maxim.

Records indicate that SB 1345 was sold on 18th December, 1961 with frame #B1274 to a Mr. Frank Guckey. Little is known of the intervening years until it was acquired by the former keeper's husband in the mid-1990s, and was then placed into storage in Indiana, Pennsylvania. The car is believed to be powered by a 1600cc crossflow engine, fitted with dual Weber carburetors with Ramflo-style air cleaners. The current owner acquired the car from auction in the USA and repatriated it to the UK, where it has since undergone further mechanical recommissioning. Lightweight and with punchy Ford power, this marvellous little Seven is about as close as you can get to a go kart for two.

**£12,000 - 16,000****£14,000 - 19,000**



419

## 1956 BMW 501-8

Registration no. 81 KHX

Chassis no. 54627R

Engine no. 12374

- *One of the Fastest Saloons of its day*
- *A handsome BMW 'Barockenangel', rarely seen in the UK*
- *Recent mechanical work carried out*



First revealed at the 1951 Frankfurt Motor Show with production commencing October 1952, the 501 holds the distinction of being BMW's first production model of the postwar era. With its styling a clear homage to the company's prewar models, particularly the 326, the 501 was a thoroughly modern automobile offering vastly improved passenger comfort owing to its longer and wider dimensions. Featuring soft edges and flowing curves, the 501 was nicknamed "Barockenangel," translated to "Baroque Angel" in English, with the car's design language praised by none other than famed Italian stylist, Battista "Pinin" Farina. Based upon a solid box-section/tubular chassis with well-proven mechanicals, the 501 was exceptionally versatile and formed the basis for a diverse array of high-end offerings from BMW through the first half of the 1960s, supported by the Isetta and 700 at the entry level.

The eight-cylinder 501-8 was added in 1955, positioned immediately between the six-cylinder 501/3 and the more luxurious 502, which had arrived in 1954 with BMW's new 2.6-liter V-8 engine. Both the 501-8 and 502 shared BMW's superb hemi-head 2.6-liter V-8, praised for its factory-rated output of 100 horsepower and superb refinement. By autumn 1958, the 501-8 was renamed the BMW 2.6, also known as the BMW 2600, and produced with select updates through 1963.

First registered in December 1956, this Baroque Angel has been experienced by just five keepers to date. A previous keeper acquired the BMW in 2004 from a large Rolls Royce collection near London, which included this 501. It then underwent restoration and significant maintenance, with some old invoices and MOT Certificates on file. Acquired by the current owner more recently, it joined a large collection of similar-era cars, and work has continued been carried out to the engine and other mechanical parts.

These rare and handsome German saloons get overshadowed by their mechanical siblings, the 503 and 507 but arguably are far more interesting. A truly rare and attractive postwar German legend, this historic and compelling 1958 BMW 501-8 is well-known in BMW circles. As offered, it presents a unique opportunity for the next owner to continue its restoration and once finished enjoy the car on the concours circuit or on classic touring events, where its power, quality, and presence will surely attract plenty of admiration. This interesting saloon is fit for any committed BMW enthusiast's stable.

**£10,000 - 15,000**

**£12,000 - 17,000**

**1923 VAUXHALL TYPE OD 23/60HP TOURER**

Registration no. not UK registered

Chassis no. to be advised

Engine no. OD 678

- *One of approximately 100 survivors*
- *An older restoration, recently repainted*
- *Present ownership since 2007*
- *Mechanically sound and ready to use*



"The years from 1908 to 1925 mark Vauxhall's golden age." - Michael Sedgwick, *Vauxhall*, Dalton Watson, London, 1981.

Famous by the end of the 19th Century for its marine engines, Scottish engineer Alexander Wilson's Vauxhall Ironworks Ltd built its first automobile in 1903: a single-cylinder, tiller-steered runabout designed by F W Hodges and J H Chambers. Around 70 cars were sold in the first year of production.

Prior to 1925, when Vauxhall was taken over by General Motors, the firm was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Introduced in 1922, the 23/60hp was a development of the 4.0-litre, four-cylinder, sidevalve-engined D-Type Vauxhall of 1913, which had been designed by the firm's famous Chief Engineer, Laurence Pomeroy. Production of the original D-Type was maintained during WWI when the model was widely used as an army staff car. Manufacture continued after the cessation of hostilities, though Pomeroy departed and his place was taken by Charles Evelyn King, who designed a new overhead-valve detachable cylinder head for both the D-Type and its legendary sporting stablemate, the 30/98. Updated with King's OHV cylinder head in mid-1922, the model was known thereafter as the '23/60' or 'OD' and was built until 1926.

The OD 23/60hp Vauxhall was a popular overseas model and many were dispatched to markets throughout the British Empire. Approximately 1,300 were made, of which some 100 survive.

This car is a complete example fully restored in the late 1990s with the paint redone within the last year. Our vendor has owned this car for 18 years and has driven it occasionally. It was purchased in 2007 in order to acquire some spares that came with it and as a back up for the owner's 1923 Vauxhall 'Penny', which he has driven all over the world in rallies and private travels. According to the vendor, the car is so mechanically sound that he would happily set off to travel around Europe without hesitation.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£30,000 - 40,000**

**€35,000 - 46,000**



## The following 26 lots are offered from an important overseas collection

421 \* N

### 1964 AUTO UNION DKW F12 ROADSTER

Registration no. not UK registered

Chassis no. 6030047212

Engine no. 8845047371

Introduced in 1963, the DKW F12, seen here in rare roadster form, was powered by a 889cc three-cylinder two-stroke engine and featured front disc brakes and adjustable suspension, the latter intended to enable its use in competitions. Production ceased after 1965. First registered in 1964, this rare German sports car was acquired for the collection from Justin Banks in 2005 (purchase invoice on file). The collection staff have carried out some recommissioning, including stripping and rebuilding of the carburettor, a new fuel pump and fuel filter, cleaning and re-installing the fuel tank, setting up the distributor, new bulbs and a new battery. Accompanying documentation includes a list of maintenance works undertaken between 2005 and 2010; an old MoT certificates dated 2005; copies of old European registration papers; and photographs of mechanical work carried out. This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

£10,000 - 15,000

€12,000 - 17,000



422 \* N

### 1974 MORGAN 4/4 1600 ROADSTER

Registration no. not UK registered (see text)

Chassis no. B3202

Engine no. 3F15A1606

This Morgan was purchased at a known UK auction in 2006. At that time the car was described by the vendor as in generally good overall condition and was said to have had its rollover bar fitted by a previous owner (but never to have seen competition use). Ahead of sale, the car has been recommissioned: fuel lines replaced; new fuel filter installed; carburettors removed stripped and rebuilt; new fuel pump installed; fuel tank removed, chemically cleaned, and refitted; brake pump removed, repaired, and reinstalled; and a new battery installed. We would advise close inspection before returning to the road for regular use. Accompanying paperwork consists of the 2006 purchase invoice; maintenance invoices for the period 1976-2006; a list of works carried out in 2010; some old MoT certificates; and an old UK V5 registration document (ANW 627M).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

£12,000 - 16,000

€14,000 - 19,000





423 \* N

## 1960 MGA 1600 ROADSTER

Registration no. not UK registered

Chassis no. GHN86284

Engine no. 16GAV-1-7666

- *Supplied new to Belfast, Northern Ireland*
- *Present ownership since 2007*
- *Previous ownership (in Ireland) for 16 years*



Although the EX182 prototype debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalised, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine. Initially the latter produced 68bhp at 5,500rpm, though this was later raised to 72bhp at the same revs to further improve performance. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

After the disappointments of the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc, which raised maximum power to 79.5bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car. To cope with the extra performance, front disc brakes were adopted and the suspension uprated. The more-refined coupé version, with wind-up windows and lockable doors, continued as before while the roadster now came with sliding side windows.

Introduced in 1961 and built for little more than a year, the face-lifted 1600 Mark II came with a revised and enlarged (to 1,622cc) B-Series engine and further improved performance courtesy of an extra 13bhp and raised overall gearing. Reportedly supplied new in Belfast, Northern Ireland, this particular MGA 1600 was purchased at a UK auction in 2007. At that time it was said to be "in very good mechanical order though the body requires some refurbishment now", and it was anticipated that the car "will be driven to the sale (from Ireland) by its owner of the last sixteen years". New wire wheels and tyres had been fitted. The collection staff have carried out light recommissioning ahead of sale, which included: fuel pump cleaned; new fuel filter installed; carburettor stripped and rebuilt; fuel lines replaced; clutch pump repaired; brake pump removed, repaired, and reinstalled; rear brake cylinder repaired; water pump replaced; and new battery installed. We would advise close inspection before returning to the road for regular use. Accompanying paperwork consists of the 2007 purchase invoice; an old Irish registration document; and a list of works carried out in 2012.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£17,000 - 22,000**

**€20,000 - 26,000**



424 \* N

## 1950 BRISTOL 401 SPORTS SALOON

Registration no. not UK registered

Chassis no. 401/289

Engine no. 85C/1605

- *First of the 'Aerodyne' Bristols*
- *One of only 611 made*
- *Present ownership since 2005*
- *Restored in the late 2000s*



"It will comfortably carry four people; in addition to them it will swallow an almost fabulous volume of luggage. It will sustain 80-90mph from dawn until the cows come home... and it is built with all the painstaking care and thoroughness which have made the products of the City of Bristol famous throughout the world." - The Motor.

With the introduction of the 401 - the first of its exquisitely styled Aerodynes - Bristol began to move away from the pre-war design the company had inherited from BMW. Carrozzeria Touring provided the Superleggera method of body construction that overlaid alloy panels on a lightweight tubular-steel framework, while the low-drag shape was achieved after hours of experimentation in Bristol's wind tunnel. It had been intended that the Milan-based carrozzeria would build the first 200 cars, but this idea was abandoned after a mere handful of prototypes had been completed. The 401 continued to use its predecessor's running gear and BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves. The gearbox remained a manual four-speed unit with first-gear freewheel. The 401's aircraft-industry standard of construction did not come cheap however - at £2,270 it cost as much as an Aston Martin DB2 - and only 611 of these exclusive cars found customers between 1948 and 1953.

This Bristol 401 was delivered new to a Mr John Collings, founder of Holmewood House Prep School, via University Motors Limited in 1950 in Bristol Heather Grey. The car passed through various other hands before it was acquired for the collection from C B Barker in 2005 (purchase invoice on file). From 2008-2009, the car underwent a comprehensive restoration (list of works on file).

The collection staff have carried out recommissioning ahead of sale (checking of the braking and clutch systems, a new battery, and new water hoses); however, further recommissioning may be required following a lengthy period of static display. Accompanying documentation includes correspondence from Bristol for the period 1961 to 1969; photographs of the restoration showing a bare metal respray, engine and gearbox rebuild and interior restoration; copies of factory build sheets; old tax discs; an invoice for trim materials (2015); and an old-style buff logbook.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£18,000 - 24,000**

**€21,000 - 28,000**



425 \* N

## 1955 BRISTOL 405 SPORTS SALOON

Registration no. not UK registered (see text)

Chassis no. 405/4119

Engine no. 100-B2-4120

- One of only 265 made
- Effortless high-speed cruising for four
- Current ownership since 1998
- Original Bristol Advice of Despatch on file



With the 1953 introduction of the short-wheelbase 404 coupé, the Bristol line at last lost its resemblance to the pre-war BMW, swapping that distinctive two-piece radiator grille for an equally unmistakable, aeronautically inspired air intake. The body was still an ash-framed, aluminium-alloy panelled structure, but the bonnet was now forward-hinging and for the first time the spare wheel was accommodated in the near-side front wing. Bristol continued to use the BMW-based, 2.0-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated inclined valves, and this was available in either 105bhp or 125bhp form in the 404. The gearbox remained a manual four-speed unit with first-gear freewheel. In October 1954 at the Paris Salon Bristol introduced the 405, effectively a stretched four-door version of the 404, which otherwise it closely resembled. Unkindly dubbed 'the flying greenhouse' on account of its generous glass area, the newcomer featured overdrive transmission, electrically operated fuel reserve, radial tyres and a screen washer as standard equipment. Writing in *Motor Sport* magazine, Bill Boddy described the 405 as "a tireless car in which to drive over long distances, the passengers being able to relax in comfort and luxury, while the driver enjoys himself with the excellent controls and the sense of exceptional security". The Bristol's aircraft-industry standard of construction did not come cheap however (it cost a little under £3,200 including purchase tax, making it almost £500 more expensive than an Aston Martin DB2/4) and only 265 examples found customers between 1954 and 1958.

This rare British *Gran Turismo* was delivered new in Porcelain Green over Chinese Ivory with silver wheels in November 1955. The first recorded owner was a Mr Ian Rendall of Pinner, Middlesex. The car was acquired for the collection at a UK auction in 1998 (purchase receipt on file). The collection staff have carried out light recommissioning ahead of sale, including a replacement fuel pump, filter and fuel lines, ignition coil and spark plug leads. The carburettors have been stripped and rebuilt, and a new battery has been fitted. We would advise close inspection of the car before returning to the road for regular use.

Accompanying paperwork includes the original Bristol Advice of Despatch dated 1955; some old MoTs; customs documents; photographs and a list of maintenance carried out; and an old V5 (WAE 200).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£18,000 - 24,000**

**€21,000 - 28,000**



426 \* N

## 1966 MERCEDES-BENZ 230 SL CONVERTIBLE WITH HARDTOP

Registration no. not UK registered (see text)  
Chassis no. 11304210017639

- *Left-hand drive*
- *Imported from the USA*
- *Present ownership since 2001*
- *Lightly recommissioned*



Introduced at the Geneva Salon in March 1963 as replacement for the 190SL, the 230 SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220 SE and producing 150bhp. An instant classic, the body design was all-new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph.

The 230 SL even managed a debut competition victory, as Sporting Motorist noted: "Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230 SL was announced, Eugen Böhringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory." Christened 'Pagoda' after their distinctively shaped cabin - the work of industrial designer and automotive stylist, Paul Bracq - these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

Finished in white with red MB-TEX interior trim, this particular 230 SL was imported from the USA and was acquired for the collection at a UK auction in 2001.

The collection staff have carried out gentle recommissioning ahead of sale: fuel pump replaced; fuel filter replaced; carburettors stripped and rebuilt; fuel tank removed, chemically cleaned, and refitted; coolant hoses replaced; new set of O-rings installed on the gear lever and a new battery fitted. We would advise a close inspection before returning to the road for regular use.

The auction purchase invoice is on file, and the car also comes with copies of its old State of Texas Certificate of Title; some expired MoT certificates; some old maintenance invoices; a list of works carried out in 2010; and an old UK V5 registration document (GNB 881D).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£50,000 - 70,000**  
**€58,000 - 81,000**



427 \* N

## 1958 MERCEDES-BENZ 190 SL CONVERTIBLE WITH HARDTOP

Registration no. not UK registered (see text)  
Chassis no. 1210408501710

- *Delivered new to the USA*
- *First UK registered in 2002*
- *Present ownership since 2010*
- *Offered with a Hardtop*



For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. Mounted on a detachable subframe together with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190 SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph). Refined, comfortable and stylish, the model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This left-hand drive example was delivered new to the USA and first registered in Columbus, Ohio in July 1958. The car was imported into the UK and first registered here in September 2002 by a Mr Paul Leitch of Ely, Cambridgeshire, who sold it to the immediately preceding owner in September 2006 having driven it fewer than 1,000 miles in the interim period. In December 2006 the 190 SL was subject to extensive work to the underside including new front and rear floor pans to both sides and repairs to both sills.

At the same time the gearbox and dynamo were removed and sent for specialist reconditioning, and a new soft-top fitted. This SL was purchased the Mercedes at Bonhams' sale at the Goodwood Festival of Speed in July 2010 (Lot 376). At that time, the car had seen little use since the aforementioned works had been completed. Attractively finished in silver with red leather interior, it comes with a factory hard top and is offered with the 2010 purchase invoice; old MoT certificates; parts and maintenance invoices; a list of works carried out in 2010; a period Owners Service Warranty card (Ohio); and a UK V5 registration document (the car is listed as 'exported' on the DVLA database).

The collection staff have carried out light recommissioning ahead of sale, which included a replacement fuel pump; new fuel filter installed; carburetors stripped and rebuilt; fuel tank removed, cleaned, and reinstalled; and a new battery installed.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£70,000 - 90,000**  
**€81,000 - 100,000**



428 \* N

## 1963 FIAT SIATA 1500 TS COUPÉ

Coachwork by Michelotti

Registration no. not UK registered

Chassis no. 1160204062

- *Rare Italian sports car*
- *Left-hand drive*
- *Present ownership since 2006*



Founded in 1926 in Turin, Italy by Giorgio Ambrosini, SIATA (Società Italiana Auto Trasformazioni Accessori) began life as a tuning firm specialising in the modification of FIATs. When the company, now renamed SIATA Auto Spa, eventually introduced its first production car in 1949, FIAT components, in this case sourced from the Topolino, were the logical choice for the new Amica cabriolet. During the 1950s and on into the '60s a variety of US engines including Crosley, Ford and Chrysler V8s was adopted in addition to FIAT's home-grown motors.

The Milanese firm's next effort, based on the FIAT 1400, was the Rallye, a traditionally styled roadster bearing more than a passing resemblance to the MG TD. Not all SIATA's designs were so obviously plagiarised, the series of FIAT 8V 2-litre V8-powered coupés of the 1950s - equipped with a variety of stylish Italian coachwork from the likes of Stabilimenti Farina, Vignale and Bertone and arguably the firm's finest creations - being particularly striking.

SIATAs of the 1960s continued to be FIAT based, the Michelotti-bodied 1500 TS Coupé being the most noteworthy. The latter's twin-carburettor engine produced 94bhp while the later 1600 model had 106 horsepower on tap.

In 1968 SIATA returned to the MG theme with its swansong model: the Spring. A two-seat sports roadster constructed on the rear-engined FIAT 850S floorpan, the Spring lasted until 1970, with a brief revival by ORSA in 1973.

This sporting Italian rarity was acquired for the collection at a German auction in 2006 and comes with the purchase invoice.

Ahead of sale, the car has been lightly recommissioned: new fuel filter installed; fuel lines replaced with new ones; brake pump removed, repaired, and reinstalled; and a new battery installed.

Additional paperwork includes an ASI certificate dated 1992; copies of Netherlands registration documents; customs papers; photographs of maintenance; and a list of works carried out in 2010.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£14,000 - 18,000**

**€16,000 - 21,000**



429 \* N

## 1958 AUSTIN-HEALEY 100/6 BN4 CONVERTIBLE

Registration no. not UK registered

Chassis no. BN4L 049479

Engine no. 195H-0137759

- *First of the six-cylinder 'Big Healeys'*
- *Present ownership since 1990*
- *Left-hand drive example*



"After a really gruelling road test, I can say that this new sports model is ideal for Continental touring. It also stood up to lap after lap of the Nürburgring at racing speeds, without complaint, and that must be equivalent to a vast mileage under more humane conditions. Finally, it has the kind of appearance that will make many prospective purchasers reach for their cheque books." – John Bolster on the Austin-Healey 100/6, Autosport, 12th October 1956. Introduced for 1956, the 100/6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100/6', BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant. In 100-6 tune the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts. Although stylistically very similar to the preceding 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved six-port engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters. Top speed improved to 111mph and 1.7 seconds was cut from the 0-60mph time.

This left-hand drive Austin-Healey 100/6 was acquired for the collection in 1990. The car has undergone extensive maintenance and restoration from 1997 to 2009 (list of works on file). Ahead of sale, the staff have carried out a recommissioning of the car, although we would advise close inspection of the car before returning to the road for regular use. This included a replacement fuel pump, a new fuel filter and fuel lines. The carburettors were rebuilt and the fuel tank was removed, cleaned, treated and reinstalled. The engine has had its oil changed and spark plugs replaced. New upper and lower clutch cylinders have been fitted, as well as a replacement brake master cylinder, and a new battery has been fitted.

Accompanying documentation includes the purchase invoice (in Greek); a selection of restoration photographs; a list of restoration works carried out 2002-2009 and in 2025; an old Greek car permit; and sundry invoices for parts purchased between 1990 and 2009.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£22,000 - 26,000**  
**€26,000 - 30,000**



430 \* N

## 1973 ISO LELE COUPÉ

Coachwork by *Carrozzeria Bertone*

Registration no. not UK registered

Chassis no. 500156

- *Rare Italo-American hybrid*
- *One of only 317 built*
- *5.4-litre V8 engine and automatic transmission*
- *Present ownership since 2004*



Bubblecar manufacturer Iso joined the ranks of supercar constructors in 1962 with the launch of the Giotto Bizzarrini-designed Rivolta coupé at the Turin Motor Show. Renzo Rivolta's Isothermos company had begun life pre-war making refrigerators, turning to the manufacture of scooters, under the Iso name, after the war and thence to the highly successful Isetta bubblecar. Interviewed for Octane magazine (issue 151) Renzo's son Piero recalled that his father liked fast cars but could not find one that really suited him; one that was fast, comfortable and reliable: "He decided that Iso should produce a fast car that was genuinely useable every day, and priced somewhere between a Jaguar and a Ferrari." The result was the Rivolta.

Styled at Carrozzeria Bertone by Giorgetto Giugiaro and powered by a 327ci (5.4-litre) Chevrolet V8 engine, the four-seat Rivolta employed a steel platform chassis featuring independent front suspension, a De Dion rear axle and disc brakes all round. Iso's first supercar set the pattern for those that followed: Bizzarrini-designed chassis, Bertone coachwork and Chevrolet engines, its future developments including the long-wheelbase, Ghia-styled Fidia four-door saloon; the muscular, short-wheelbase Grifo; and the Rivolta-replacement Lele. Also known as the Rivolta Lele, the newcomer was named after Piero's wife Rachelle (LeLe) Rivolta, for whom it was originally intended as a Christmas present! The Lele debuted at the New York Auto Show in 1969 and was intended as a competitor for Lamborghini's Espada.

General Motors supplied V8 engines and transmissions at first before Iso switched to Ford, while the luxurious interior was trimmed in leather and featured air conditioning and electric windows. Only 317 Leles were produced between 1969 and 1974. This rare Italo-American hybrid was acquired at a UK auction in 2004 (purchase invoice on file). In 2014, the car was extensively overhauled, focussing on mechanical and structural enhancements (a full list is on file and worthy of inspection).

Ahead of sale, the car has been recommissioned, which consisted of a replacement fuel pump; fuel lines; carburettors rebuilt; replacement fuse box and a new battery. Additional paperwork consists of an interior diagram; copies of old MoT certificates; a list and photographs of works carried out in 2014; and an old UK V5 registration document (TGF 493L).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£15,000 - 25,000**  
**€17,000 - 29,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



431 \* N

## 1971 MASERATI INDY 4.2 COUPÉ

Coachwork by Carrozzeria Vignale

Registration no. not UK registered (see text)

Chassis no. 116421082

Engine no. 116421082

- One of only 1,104 built
- Rare right-hand drive model
- Automatic transmission
- Present ownership since 2004



Maserati followed up its stunning, Ghia-styled Ghibli two-seater with the equally elegant Indy 2+2, though the latter, announced in 1968 and noteworthy as the first unitary construction Maserati, was the work of Carrozzeria Vignale. The Indy first appeared publicly on Vignale's stand at the 1968 Turin Motor Show and was officially launched by Maserati at the Geneva Salon in 1969. Running gear was conventional, with independent front suspension, live rear axle, and four-wheel disc brakes, while the power unit was - initially - the Modena firm's well-tried, 4.2-litre, four-cam V8, with 4.7-litre and 4.9-litre versions following. A ZF five-speed manual gearbox was standard, with a three-speed Borg Warner automatic available to special order. With 260bhp on tap, the top speed of Maserati's luxury four-seater was in the region of 150mph, a figure the subsequent larger-engined versions improved upon. The sleek Vignale coachwork was so effective that the Indy was able to carry four people in relative comfort without impairing its performance as a sports car. This rare right-hand drive automatic transmission example was purchased by the collection at a UK auction in 2004 and comes with the purchase invoice. At that time the car was said to have undergone a documented body restoration in 1992, the interior leather trim being re-Connollised at the same time. It was also stated that the car had benefited from a considerable amount of work carried out on the engine and gearbox. Between 2004-2010, works included removal of the front bumper and installation of original headlights; the window seals and locks were repaired.

The braking system was cleaned, and the car was fitted with new rear brake pads and consequently bled. The underside of the car was sealed and the leather conditioned. The steering wheel was also re-varnished. Additionally, the front bumper was repainted, and the bumper rubber restored, and the fuel pump was serviced. The car has been gently recommissioned ahead of sale, which included: fuel pump, fuel filter and fuel lines replaced, carburettors stripped and rebuilt; fuel tank cleaned and re-sealed; and a new battery installed. We would advise close inspection of the car before returning to the road for regular use. The paperwork on file consists of a list of the above work from 2004-2010; sundry parts invoices; old maintenance invoices from McGrath Maserati; and an old UK V5 registration document (VGM 700K).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£25,000 - 35,000**

**€29,000 - 41,000**



432 \* N

## 1962 SUNBEAM ALPINE HARRINGTON LE MANS B V8 FASTBACK COUPÉ

Registration no. not UK registered (see text)

Chassis no. B9110308 OD/HRO

Engine no. 3M 23 W

- Unique in-period one-off
- Converted to V8 'Tiger' specification in 1965
- Well documented
- Present ownership since 2008
- Bare-metal restoration 2012-2017



Chassis 'B9110308' was built for Rootes by sub-contractors Armstrong-Siddeley in January 1962 before being despatched to Harrington Motors to be transformed into a Le Mans B Series Fastback, one of 250 such LM models hand-crafted by the Hove coachbuilders from a total Harrington Alpine production of 384 cars. In 1,590cc form and painted red, the coupé was supplied new to William Perring and Co of Chiswick High Road, London in June 1962 with the registration '4 PPJ'. Ownership then passed to Brian Perring in May 1963, then to third owner David Stern in March 1964 and to fourth owner John Horsman in August 1965. By then the car was registered '1 TKR', while the current '325 PE' plates went on it in January 1966.

John Horsman was a race engineer for the Monza-winning 1963 works Aston Martin driven by Roy Salvadori, and he also assisted the legendary John Wyer with the design and build of the GT40 at Ford Advanced Vehicles. It was during this time that the Harrington was stripped down and despatched to Rootes' Competitions Department in Coventry, where former colleague Des O'Dell and his team 'Tigerised' it by changing the firewall and transmission tunnel and upgrading the suspension and steering. According to original hand-written correspondence from Horsman, the Harrington-Tiger project was then completed at FAV by Ermanno Cuoghi and Jo Ramirez. '325 PE' became Horsman's trusty daily driver from 1966. A logbook entry dated March 1972 confirms that ownership was transferred into the name of Gulf Research Racing Co of Slough, for whom Horsman was MD, while contractor Ian Richardson became the sixth owner from 1974. The collection acquired the car at Bonhams' sale at the National Motor Museum, Beaulieu in September 2008 (Lot 398).

At that time, we described the car thus: "Apart from bodywork refurbishment some time ago, which involved the removal of exterior trim much of which is included loose in the car, the Harrington-Tiger has been mainly in long-term storage. "While the necessary equipment to convert this Harrington Le Mans to V8 Tiger specification certainly came from Rootes Competitions, former owner John Horsman tells us that the parts - a FAV van full of test-programme transmission, suspension, steering and brake components sourced in Coventry by former Aston Martin technician and by then Competitions Department Race and Rally engineer Des Odell - were fitted during the conversion carried out by Horsman himself, with valued input from Cuoghi and Ramirez, at Ford Advanced Vehicles in Slough late in 1965. Indeed, a photo of '325 PE' appears in his book *Racing in the Rain*. 'I enjoyed every minute in it,' he says." Since its acquisition, this historic GT has been extensively restored and comes with related photographs and a list of works carried out between 2012 and 2017. Additional paperwork consists of the 2008 purchase invoice; an old-style buff logbook; sundry invoices for parts; and an old UK V5 registration document (325 PE). The collection staff have carried recommissioning ahead of sale, which has included clutch repairs, a new fuel pump, stripping and rebuilding of the carburettor, and a new battery. This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£35,000 - 45,000**

**€41,000 - 52,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



433 \* N

## 1976 MASERATI KHAM SIN COUPÉ

Coachwork by Carrozzeria Bertone

Registration no. not UK registered (see text)

Chassis no. AM 120 303

Engine no. 1107

- One of only 430 produced
- Maserati's top-of-the-range model in its day
- 4.9-litre V8 engine
- Features in 'Drive' Magazine



Maserati's final major introduction while under Citroën control, the Khamsin (named after a hot Sahara Desert wind) debuted at the 1972 Turin Show and entered production in 1974. Styled and built at Bertone, the attractive, unitary construction, 2+2 hatchback body was all steel and the front-engined Khamsin featured all-independent, double-wishbone suspension similar to that of the mid-engined Bora and Merak. Its state-of-the-art suspension and a 50/50 front/rear weight distribution combined to endow the Khamsin with near-perfect balance, and if its grip level was ultimately inferior to the Bora's, then the Khamsin's conventional layout made it easier to control on the limit. Citroën's hydraulic technology (as found in the Maserati-engined Citroën SM) was employed to power the brakes and steering - the latter in particular being rated as highly effective by testers - and also to raise the concealed headlamps. The power unit was a longer-stroke, 4.9-litre version of Maserati's familiar quad-cam V8 developing 320bhp at a lowly 5,500rpm and a lusty 354lb/ft of torque at 4,000 revs. A five-speed ZF manual gearbox or three-speed Borg-Warner automatic were the transmission options, and when equipped with the former the Khamsin was good for around 240km/h (150mph). Although seemingly less extravagant than the mid-engined Bora supercar, the Khamsin was nevertheless Maserati's biggest-engined and most expensive offering at the time of its introduction, and thus could justifiably claim to be its top-of-the-range model. By virtue of its front-engined layout the Khamsin offered greater practicality, providing a roomier and more comfortable interior and superior luggage carrying capacity.

Only 430 examples of this most exclusive and consummate Grande Routière had been made when production ceased in 1982. This rare right-hand drive Khamsin was purchased for the collection at a UK auction in 1999 and comes with the purchase invoice. The Maserati underwent maintenance in January and February 2015 when the engine was cleaned; four carburettors dismantled, cleaned, and refitted; fuel tank removed, cleaned, painted, and reinstalled with new hoses and collars; fuel pump and hoses replaced; carburettor adjusted and accelerator cable replaced; fuel filter housing removed for element replacement; steering wheel, hub, and instruments removed, with painted relays, and new hoses fitted; compression measured; radiator grille and spare tyre removed; rear wing arm soldered; rear number plate fitted; boot upholstery installed; rear lamps cleaned and fitted; terminal on boot rod soldered; single bolt, silencer, and bumpers polished; interior and rear plastic boot cleaned and rubbed down. Ahead of sale, this Khamsin has been recommissioned although we would advise close inspection before returning to the road for regular use. fuel lines replaced; carburettors stripped rebuilt; water pipes replaced; radiator fluids replaced; engine oil changed; oil filter replaced; and new battery fitted. Additional paperwork consists of a list of works carried out in 2015; some invoices for parts; a photographic record of maintenance tasks; and copy of an old UK V5 registration document (3200 KR). This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£60,000 - 80,000**

**€70,000 - 93,000**



434 \* N

## 1973 CITROEN SM COUPÉ

Registration no. not UK registered (see text)

Chassis no. 0059.009562

Engine no. C114042

- *20th Century motoring icon*
- *Left-hand drive*
- *Present ownership since 1998*
- *Hydropneumatic suspension extensively overhauled ahead of sale*



"The SM is neither a sports car nor a luxury limousine, not a prototype for proving a new concept of driving security for tomorrow. But it does combine all three of these concepts into one complete entity." – Citroën.

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic self-levelling suspension, power-assisted all-round disc brakes, self-centring steering, and steered headlamps. Maserati was responsible for the 90-degree V6 engine, and after some juggling of bore/stroke dimensions, a capacity of 2,670cc was settled on for a power output of 170bhp to fall within the 15CV taxation band. Citroën was the world leader in passenger car aerodynamics at the time, the SM's class-leading drag coefficient enabling it to reach 140mph (225km/h), making it the fastest front-wheel-drive car ever at that time.

Fuel injection arrived in 1972; an automatic transmission option became available the following year; and the engine was enlarged to 2,974cc before the model was prematurely (some would say criminally) axed in 1975 following Citroën's acquisition by Peugeot, by which time a total of 12,920 had been produced. Fondly remembered, these technically advanced and functionally beautiful cars remain highly sought after today.

This particular SM was purchased for the collection at a UK auction in 1998 (purchase invoice on file). The car has recently undergone significant recommissioning, carried out by the collection staff (invoices on file), following a lengthy period of static display. Crucially, this included a complete rebuild of the hydropneumatic suspension, as well as comprehensive mechanical recommissioning, which included repairs to the fuel pump; new fuel filter installed; carburettor stripped and rebuilt; fuel lines replaced; fuel tank removed, chemically cleaned and reinstalled; water pipes replaced; radiator removed, cleaned, repaired, and reinstalled; thermostat replaced; water pump repaired; engine oil changed; oil filter replaced; spark plugs replaced; alternator replaced; and a new battery installed.

Accompanying paperwork includes old MoT certificates; parts invoices dated 2023; and an old V5 registration document (RUF 879M). A wonderful opportunity to acquire one of these 20th Century motoring icons.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£25,000 - 35,000**

**€29,000 - 41,000**



435 \* N

## 1962 ALFA ROMEO 2600 SPRINT COUPÉ

Coachwork by *Carrozzeria Bertone*

Registration no. not UK registered

Chassis no. AR10602 820939

Engine no. AR00601 01231

- *Alfa Romeo's largest model in its day*
- *Elegant Bertone styling*
- *Present ownership since 2006*
- *Increasingly sought-after model*



Introduced in 1962, Alfa Romeo's 106-Series 2600 range was a direct replacement for the preceding 102-Series 2000 cars. The latter's chassis design and body styles were retained, with minor revisions and improvements, but in place of the old, long-stroke, 2.0-litre, four-cylinder engine was a new, 2,584cc, twin-cam six clearly descended from the immensely successful Giulietta. A maximum output of 145bhp was claimed for this unit when installed in the Sprint coupé and Spider, good enough for a top speed of around 125mph, and *Cars Illustrated* magazine reckoned this magnificent power unit "one of the smoothest, quietest running sixes, irrespective of the speed at which it is running, in our experience". Carrozzerias Touring and Bertone were responsible for the 2600 Spider and Sprint Coupé respectively; both of which looked like their 2000 predecessors. Homologated in 1962 and raced until 1967 by both the works and privateers, the Alfa Romeo 2600 Sprint was piloted by stars such as Andrea de Adamich, Jean Guichet and Carlo Facetti, achieving class wins in the 24 Heures du Spa, Tour de France, Nürburgring 12 Hours, Monza 4 Hours, Mugello and other rounds of the European Touring Car Championship. During the same period it was extensively hill-climbed and rallied, proving to be a powerful and reliable all-rounder. A total of approximately 2,255 Spiders and 6,999 Sprint Coupés were produced between 1962 and 1966, and today these rare and hitherto under-appreciated models are becoming increasingly sought after by discerning collectors.

Produced in October 1962 and sold new in Holland, chassis number '820939' was shipped to the UK in 1973 and stored for two decades before being recommissioned and returned to the road in 1996. Displaying only 55,860 kilometres on the odometer (see MoT certificate on file), it was acquired for the collection at a UK auction in 2006, since when only further 162 kilometres have been added to the total and has remained on a static display. This year, the car has been lightly recommissioned, which consisted of a new battery and air filter. We would advise close inspection of the car before returning to the road for regular use.

Accompanying paperwork includes the 2006 purchase invoice; a Greek car inspection report (2010); Greek customs paperwork (2009); and correspondence with the Alfa Romeo Archives confirming the car was delivered new to Holland in October 1962 finished in metallic grey.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£17,000 - 22,000**

**£20,000 - 26,000**



436 \* N

### 1949 TRIUMPH 2000 ROADSTER

Registration no. VSV 648

Chassis no. TRA 658

Engine no. VP1529FR

- One of an estimated 400-or-so survivors
- Standard Vanguard 2.1-litre engine and running gear
- Restored in present ownership

Launched in March 1946 alongside its sister car, the 1800 Saloon, the Roadster was not revised until 1948 when it received the 2.1-litre engine, three-speed gearbox, and rear axle of the newly introduced Standard Vanguard. When Roadster production ceased the following year, a total of 4,501 of these charismatic cars had been built. Finished in Old English White with tan leather interior, this Triumph 2000 Roadster was purchased for the collection at a UK auction in 1999. Ahead of sale, the car has been gently recommissioned, although we would advise close inspection before returning to the road for regular use. The recommissioning consisted of: new fuel filter installed; the fuel pump removed, disassembled, cleaned, and reinstalled; fuel lines replaced with new ones; carburettors stripped and rebuilt; brake pump removed, repaired, and reinstalled; and a new battery installed. The purchase invoice from the auction is on file and the car also comes with a photographic restoration file; during which time the car was resprayed from maroon to its present colour. Also present are sundry invoices for parts; export paperwork; and an old UK V5 registration document (VSV 648).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£15,000 - 20,000**

**£17,000 - 23,000**



437 \* N

### 1952 DAIMLER DB18 2½-LITRE SPECIAL SPORTS DROPHEAD COUPÉ

Coachwork by Barker & Co

Registration no. not UK registered (see text)

Chassis no. D59097

Engine no. 40203

- One of only 500-or-so manufactured
- Coachbuilt exclusivity
- Very few survivors
- Large history file available

This DB18 was delivered new in black over grey to a Mr Derek Fazackerley of Preston, Lancashire. This example of Daimler's hand-built sporting soft-top was acquired for the collection at a UK auction in April 2008 (purchase receipt on file). The collection staff have carried out light recommissioning, which consisted of a rebuilding of the carburettors and a new battery after a long period of static display, we would advise close inspection before returning to the road for regular use. Accompanying documentation includes owners' club correspondence; parts invoices from the 1980s; old MoTs and tax discs; an invoice for trim materials dated 2015; a copy of an old-style buff logbook; and a V5 registration document (the DVLA database lists the car as exported).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£15,000 - 20,000**

**£17,000 - 23,000**



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



438 \* N

## 1951 LAGONDA 2.6-LITRE SALOON

Registration no. not UK registered (see text)

Chassis no. LAG-50372

Engine no. LB6A50-334

- One of only 510 2.6-Litre models made
- Arguably the last 'real' Lagonda
- Delivered new to Jersey
- Present ownership since 2010



The David Brown organisation's take-over of Lagonda in 1947 allowed production of the latter's W O Bentley-designed all-new model to commence the following year, and at the same time made Lagonda's 2.6-litre twin-cam 'six' available for the new Aston Martins. An advanced design employing a cruciform-braced chassis with independent suspension all round, the Lagonda was available as a saloon or drophead coupé, both with coachbuilt bodies. The interior with its leather upholstery, plentiful walnut and quality fittings stood comparison with that of the very best in the luxury car class. A Mark 2 version arrived in the autumn of 1952 boasting revisions to body and interior, as well as a Jackall self-jacking system. Coachbuilders Tickford of Newport Pagnell had begun to play an increasingly important role as body suppliers during manufacture of the 2.6-Litre, and when the new 3-Litre model was announced in 1953 they assumed sole responsibility for body production of the two models offered initially - a two-door saloon and drophead coupé - and that of the four-door saloon that followed. The newly enlarged engine now produced 140bhp, an output good enough for a top speed in excess of 100mph despite the gain in weight over the '2.6'. In October 1955 a revised Mark 2 model was introduced and the range reduced to the four-door saloon only after a mere five Mark 2s had been built as dropheads. Expensive to produce and necessarily exclusive, the luxurious Lagondas did not sell as well as their manufacturer had hoped, though high-profile owners included HRH The Duke of Edinburgh (who had two dropheads) and actor Peter Ustinov (just the one).

Only 510 2.6-Litre and 244 3-Litre models had been made by the time production ceased in 1958. This 2.6-Litre model was first registered to a Mrs Elizabeth Obbard of Samarès Manor, Jersey, Channel Islands in October 1951 with the local registration 'J 2427'. The car returned to the UK mainland in 1978. The current owner purchased the Lagonda in the UK from Ecurie Bertelli in 2010. Ahead of sale, the Lagonda has been lightly recommissioned, although we would advise close inspection before returning to the road for regular use. The recommissioning consisted of the fuel pump being replaced; fuel filter replaced; fuel pipes replaced; carburettor rebuilt; brakes inspected and checked; clutch inspected and checked; and a new battery installed. The purchase invoice is on file and the car also comes with parts invoices dated 2007; a list of works carried out in 2010; historical maintenance invoices; some old MoT certificates; and a V5 registration document (the car is listed as 'exported' in the DVLA database).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£12,000 - 16,000**  
**€14,000 - 19,000**



439 \* N

## 1963 LANCIA FLAMINIA GT 2.8-LITRE 3C COUPÉ

Coachwork by Carrozzeria Touring

Registration no. not UK registered (see text)

Chassis no. 824103175

Engine no. 8241013201

- *Rare and desirable triple-carburettor 3C coupé*
- *Left-hand drive*
- *Present ownership since 2007*



"Representing the highest level in current Italian concept and workmanship, the Flaminia coupé has a strong and attractive character, underlined by impeccable road manners, which make it as rewarding to drive in this country (the UK) as in its native land." - *Autocar*, 1960. The coupé and convertible versions of the Lancia Flaminia were made in relatively small numbers and surviving examples in good condition are, therefore, quite rare. Lancia's Pinin Farina-styled Flaminia saloon had debuted at the 1956 Turin Motor Show. Designed by newly recruited Antonio Fessia and intended as a replacement for the Aurelia, the Flaminia retained its predecessor's mechanical layout, though the form of unitary construction was changed and Lancia's traditional 'sliding pillar' independent front suspension, which had been used on every model since 1922, gave way to a more modern double wishbone and coil spring arrangement. Aurelia carry-overs were the overhead-valve, 60-degree V6 engine and De Dion rear transaxle (with inboard brakes). The former had been extensively reworked by Fessia, resulting in a much stronger power unit than that designed by his legendary predecessor, Vittorio Jano. The short-wheelbase Flaminia coupé appeared in 1958, followed by the Touring-styled GT and GTL (2+2) coupés and the convertible. The latter trio shared a further-shortened (to 99") wheelbase with the Sport and Super Sport models, and all featured disc brakes and increased power.

The 2,458cc V6 produced 119bhp when installed in the more sporting Flaminias, with 140bhp available in the triple-carburettor '3C' models from 1961, which was further increased when the 2,775cc version arrived in 1963. Parts availability for these classic Lancias is excellent, with the UK's Omicron Engineering holding plentiful stocks. There are also marque specialists in Italy, Holland, and the USA, as well as an enthusiastic owners' club. These cars cost as much as an Aston Martin DB4 when new and were arguably much better engineered. This particular Flaminia was purchased at a UK auction in 2007. From there, the car underwent comprehensive servicing and restoration from 2007-2012. The vehicle received extensive bodywork and mechanical restoration (a full list is on file). Ahead of sale, the collection staff have carried out light recommissioning ahead of sale, including a replacement fuel pump, filter and fuel lines. The carburettors have been stripped and rebuilt, and the radiator repaired. The car is also fitted with replacement brake hoses and repairs to the brake master cylinder carried out. The engine oil has been changed and a new battery has been fitted. We would advise close inspection of the car before returning to the road for regular use. The car is offered with the purchase invoice; restoration photographs; a list of works carried out between 2007 and 2012 and 2025; various parts invoices; customs paperwork; and a copy of an old V5 document (VPA 32F). This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£40,000 - 50,000**

**£46,000 - 58,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



440 \* N

## 1961 LANCIA APPIA LUSO SALOON

Registration no. not UK registered

Chassis no. 812023119

- *Left-hand drive*
- *Present ownership since 2007*
- *Previously registered in the Netherlands*



Styled like its Aurelia B10 big brother, Lancia's new small car - the Appia - was premiered at the Turin Motor Show in 1953. The Lancia tradition of innovation in automotive technology was exemplified by the Appia's ultra-compact engine: a narrow-angle (10 degrees), 1,089cc V4 whose inclined overhead-valves were set in hemispherical combustion chambers and operated by twin, block-mounted camshafts. The unitary chassis construction adopted on the pre-war Aprilia was, naturally enough, continued, as was Lancia's traditional sliding-pillar independent front suspension. Body styling was similar to that of the bigger Aurelia, and Series I cars featured aluminium doors, wings, and bumpers. In a tradition inaugurated by the pre-war Augusta, the front doors were hinged forwards, the rears aft, and there was no central pillar.

'Notchback'-styled Series II cars came with a lengthened wheelbase and more power (up from 38 to 43bhp) while the final (third) series boasted further styling revisions and 48bhp. Complementing the standard Appia saloon was a series of limited edition models produced on a separate chassis and bodied by leading carrozzeria, Pinin Farina being responsible for the coupé, Vignale the cabriolet, and Zagato the GT coupé.

Engine power was increased to 53bhp for these more sporting Appias which, when equipped with lightweight coachwork, could touch 100mph. This Appia Lusso (Luxury) two-door saloon was purchased from an online auction in 2007 and comes with the purchase invoice. The car was then stripped and repainted in 2010-2011, and the brightwork re-chromed. Ahead of sale, the fuel pump and hoses have been replaced; the carburetors rebuilt; the fuel tank cleaned; new spark plugs; new brake hoses and brake cylinder; and a new battery fitted. We would advise close inspection of the car before returning to the road for regular use.

Additional documentation consists of a list of works carried out between 2007 and 2011; copies of old Netherlands registration documents; copies of the old Autovettura; and customs paperwork.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£14,000 - 18,000**

**€16,000 - 21,000**



441 \* N

**1973 PORSCHE 914/4 2.0-LITRE COUPÉ**

Registration no. not UK registered

Chassis no. 742905286LOAA 28539

Engine no. F0553635

- Landmark Porsche model
- Left-hand drive
- Present ownership since 1985

This 914 2.0 was purchased privately in 1985 and was regularly used as an everyday car in Greece, fondly remembered by the family. Ahead of sale, the collection staff have carried out recommissioning. This consisted of a new fuel pump and filter; new injectors and fuel lines; the fuel tank has been stripped and cleaned; replacement brake hoses; repairs to the brake callipers; electrical wiring repairs; and a new battery. We would advise close inspection of the car before returning to regular road use. The car is offered with the 1985 purchase invoice; an old Greek registration document; various parts invoices; and maintenance history for the period 1986-1993.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£15,000 - 20,000**

**€17,000 - 23,000**



442 \* N

**1969 BENTLEY T-SERIES COUPÉ**

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. not UK registered (see text)

Chassis no. CBH6624

Engine no. 6624

- One of only 79 right-hand drive two-door coupés made
- Forerunner of the Corniche
- Present ownership since 1999

This Bentley T-Series coupé was first delivered new in April 1969 by Loxhams Garages Limited of Preston. It was acquired for the collection at a UK auction in 1999. The collection staff have fitted a new battery to the car, however, further recommissioning may be required following a lengthy period of static display. Accompanying documentation includes the original 1969 and 1999 auction purchase invoices; photographs of mechanical work carried out; old MOT Certificates; and a 1998 maintenance invoice from Thompson Garages totalling £2,219.47.

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£18,000 - 24,000**

**€21,000 - 28,000**





443 \* N

## 1979 CADILLAC SEVILLE GUCCI EDITION SEDAN

Registration no. not UK registered (see text)

Chassis no. 6S69B99470595

- *Rare special edition model*
- *Left-hand drive*
- *Automatic transmission*
- *Present ownership since 2001*



Always innovators in automobile technology, Cadillac continues to produce cars recognised everywhere as symbols of wealth and prestige. By the mid-1970s however, even Cadillac had been forced to recognise that the time was up for its traditional, 'gas guzzling' leviathans. And so, in 1975, the first of an entirely new type of Cadillac appeared: the Seville. Although the name had been part of the Cadillac lexicon for many years, on this occasion it was applied to a compact (by American standards) sedan powered by a mere 350ci (5.7-litre) V8. Designated by its makers 'international size', the Seville eschewed the plush, boulevard ride of the traditional Cadillac in favour of more controlled, European-type handling characteristics. Commercially this policy succeeded brilliantly, as sales broke all records towards the decade's end.

The Seville offered here represents the collaboration of two of the world's most iconic brands: Cadillac and the leading Italian fashion house, Gucci, the result being the model's ultimate edition. Introduced for the 1979 model year, this special edition featured Gucci logos and badges inside and out, some of them gold-plated. They included a bonnet mascot of two interlocking Gucci Gs, while the red/green stripe on the lower edge of the boot referenced two of the colours of Italy's flag. A full set of colour-coordinated Gucci luggage was included with each car. The design was the work of Dr Aldo Gucci, eldest of company founder Guccio Gucci's three sons.

Premiered at the Fontainebleau Hotel in Miami, Florida in September 1978, the Gucci Seville was not finished by Cadillac, its transformation being entrusted to Miami-based International Automotive Design Inc. The Gucci was sold worldwide via Braman Cadillac in Florida and cost \$19,900, over \$7,000 more than the stock item, not that that bothered the target market in the slightest. Celebrity owners included crooner Sammy Davis Jr, tenor Luciano Pavarotti, and soul singer David Ruffin. Exact production numbers are uncertain, with some sources suggesting that as few as 200 were built with only 10 surviving, making the Gucci Edition Seville one of the rarest of post-war Cadillacs and thus highly collectible. This rare example of Italo-American fusion was acquired for the collection at a UK auction in 2001. Ahead of sale, the car has been recommissioned, which consisted of a new fuel pump; fuel lines; fuel filter; and a stripping and repairing of the fuel tank. Additionally the gearbox oil was changed and a new battery has been fitted. Accompanying documentation includes the purchase invoice; copies of old UK V5s; old MoT certificates (1992, 1993, 1999, 2001, 2003); old insurance documents from British Columbia dated 1990; and service invoices from Haynes Motor Museum dated July 1999. This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£10,000 - 15,000**

**€12,000 - 17,000**



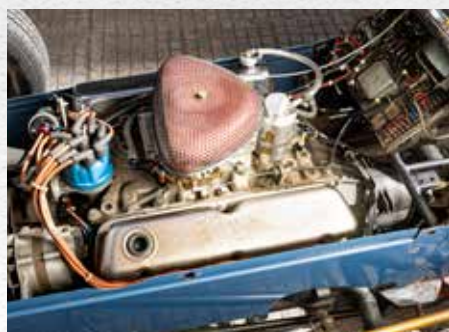
444 \* N

## 1955 KURTIS-KRAFT MIDGET SPECIAL

Registration no. not UK registered

Chassis no. KR 552001 EX

- *Iconic American Midget racer*
- *4.7-litre Ford V8 engine and two-speed automatic transmission*
- *An older restoration*
- *Present ownership since 2015*



Frank Kurtis was one of the biggest names in the history of US auto racing. His cars dominated the Indianapolis 500 race in the early 1950s, winning every year but one from 1950 to 1956, and continued to feature prominently until the end of the decade.

Of Slovenian extraction, Frank Kurtis was born in Crested Butte, Colorado in 1908. He later worked on the Don Lee Racing Team's midget cars, and in the late 1930s built his own midget car chassis, calling it the 'Kurtis-Kraft'. Kurtis is credited with making an estimated 550-plus midget cars and some 600 kits at his Glendale, California factory between 1946 and 1962, and he also built quarter-midgets, sports cars, sprint cars and championship (Indianapolis) cars. The latter were powered by the then ubiquitous Offenhauser twin-cam racing engine in various capacities, while the midgets used a smaller version of the classic four-cylinder 'Offy'. In 1986 Kurtis became the first non-driver inducted into the National Midget Auto Racing Hall of Fame, which describes the combination of a Kurtis-Kraft chassis and Offenhauser engine as 'virtually unbeatable for over 20 years.' Frank Kurtis died in 1987.

Acquired privately for the collection in 2015, this Kurtis-Kraft Midget Special is powered by a 4.7-litre Ford V8 engine coupled to a two-speed automatic gearbox.

Dating from 2013, a document on file states that the car was assembled by Cornis Engineering in 1955 and subsequently rebuilt. Reputedly, Cornis raced the car in Arizona alongside three or four others. For some years the car resided in California where it was registered for road use. The aforementioned 2013 document goes on to list various works carried out within the previous six months including replacing the tyres, alloy radiator, starter motor, alternator, fuel tank, battery, oil breather tank, carburettor, prop shaft, rear brakes, electric cooling fan, raised steering column, seat covering, gear change lever mechanism, automatic gearbox, fuel pump and filter.

This Kurtis-Kraft has been on static display since acquisition and will require recommissioning and thus is sold strictly as viewed. The car comes with copies of the 2015 sales invoice; California Certificate of Title (titling it as a 'Kurtis Midget Special'); UK customs paperwork showing the car arrived in the UK in 2013; and sundry parts invoices (2013).

This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£10,000 - 15,000**

**€12,000 - 17,000**



445 \* N

## 1959 STANGUELLINI FORMULA JUNIOR SINGLE SEATER

Chassis no. 00 186

Engine no. 103H371

- 1,079cc four-cylinder engine, four-speed gearbox
- Present ownership since 2006
- Reportedly rebuilt during previous ownership



An engineering firm founded in Modena in 1879, Stanguellini, headed by the founder's grandson Vittorio, began tuning and racing FIATs in the 1930s. After WW2 the company branched out into the manufacture of its own sports and racing cars, embracing the new Formula Junior when the latter commenced in Italy in 1957. Brainchild of Count Giovanni 'Johnny' Lurani, Formula Junior was intended to provide an entry-level gateway to single-seater racing for younger drivers. To keep costs down, the rules stipulated that production-car components must be used.

Juan Manuel Fangio tested Stanguellini's prototype in Modena, after which the Italian company became the first manufacturer to commence volume production. Styled like a Maserati 250F, the Stanguellini employed a tubular ladder-frame chassis that offset the driver to the left to clear the propshaft, and was powered by a tuned FIAT 1100 engine. The elevation of Formula Junior to international status for 1958 helped swell Stanguellini's order books, and the cars dominated European racing throughout 1958 and 1959. In 1959 the first international Formula Junior Championship was won by the Swiss driver/engineer Michael May driving a Stanguellini. There has never been a Formula Junior world championship, but if there had then Stanguellini would surely have won it. Up-and-coming drivers that cut their racing teeth on Stanguellinis included Lorenzo Bandini, Ritchie Ginther and Wolfgang von Trips.

This example was purchased by the collection at a UK auction in 2006, at which time the vendor described the car as in 'excellent' condition and reported that it had been cosmetically refurbished by Flavien Marcais prior to entering their ownership in 2005. At that time this car was one of two Stanguellini FJs laying claim to the chassis number '0186'. Between 2007-2008 the seat and headrest were re-upholstered, and some light mechanical work was carried out. It was also said to have been mechanically rebuilt following its 'purchase from a Munich racing school by Gottfried Richrath in 1991'. According to the FIA papers, the aluminium-bodied car is fitted with a correct 4-cylinder FIAT engine and 1100 gearbox.

This Stanguellini has been on static display since acquisition and will require recommissioning and thus is sold strictly as viewed. Representing an affordable entry into the increasingly popular historic Formula Junior events, this beautiful Stanguellini is offered with old FIA papers dated 1991; a list of works carried out between 2012 and 2017; photographs of the engine and bodywork; and the 2006 purchase invoice. This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£60,000 - 80,000**

**€70,000 - 93,000**



446 \* N

## 1935 FRAZER NASH-BMW 319/1 'WILLIS SPECIAL' RE-CREATION

Registration no. not UK registered

Chassis no. to be advised

Engine no. to be advised

- *Copy of an early 1950s Formula 2 racer*
- *Bristol 2.2 Litre engine and Bristol 401 'hemi' cylinder head*
- *Present ownership since 2002*



In late 1934, AFN Ltd concluded an agreement with BMW for the importation of their cars into the UK where they were sold as Frazer Nash-BMWs, some with coachwork by British firms and others with German-made bodies. BMW models 319 and 319/1 were introduced in 1935 powered by six-cylinder engines, as were the 315 and 315/1.

Ron Willis's BMW special started life as a BMW 315/1 of 1936 and subsequently was modified in accordance with early 1950s Formula 2 specifications. After the end of the 1952 racing season the Willis BMW was consigned to hibernation as a 'basket case', and changed hands until celebrated collector Fuad Mazjub sold the pieces to Brian May, who partially restored it. Proby Cautley purchased the semi-restored car, completed the rebuild and presented it at Silverstone in 2003. The car also took part in numerous events in 2004.

An exact copy of the 'BMW Willis Special', this car was built in parallel with the restoration of the original Willis BMW. It is based on a 319/1 chassis and carries a similar lightweight aluminium body.

The Willis Special was acquired at a UK auction in 2002. From there, the vehicle was dismantled, with semi-shafts, front shock absorbers, disassembled and refurbished. By 2004, extensive work included mounting a 2.2-litre Bristol engine, replacing the differential, and fitting new ball bearings and sealing rings to the rear brakes.

The chassis was reinforced, and the gearbox, steering pillar, and carburettors were overhauled. In 2005, the restoration continued with the fabrication of a spare wheel baseplate, brake fluid reservoir, and front shock absorber components, alongside the painting of five rims and fitting of Michelin tires. The handbrake system was entirely redesigned, and the engine oil sump was modified. From 2007-2009, the brake pump, front stub axles, and dashboard wiring were repaired, with the engine repeatedly removed for valve grinding, connecting rod adjustments, and timing chain installation. In 2010, interior refinements were carried out.

This year, the car has undergone recent maintenance to its fuel, ignition, and engine systems, although we would advise close inspection before returning to the road for regular use. The fuel system includes a new fuel filter, a disassembled, cleaned, and reinstalled fuel pump, and new fuel lines. The carburettors were disassembled, cleaned, and reinstalled. The ignition and electrical system feature an adjusted distributor and a new battery, and the oil has been changed. Additional paperwork consists of an original Frazer Nash maintenance booklet; and a photographic record of work carried out from 2004-2010. This lot is subject to import charges, for more information on the Symbol next to the Lot Number, please refer to the Lot Symbols Key at the front of the catalogue.

**£50,000 - 70,000**

**€58,000 - 81,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



## Further Properties

447

### 1935 LAGONDA M35R ST44 PILLARLESS SALOON

Registration no. BXU 795

Chassis no. Z11200

Engine no. 2950

- One of an estimated 65 3½-Litre cars built
- Very rare coachwork
- Only three previous registered keepers
- Present ownership since 2002 and driven only once
- Offered from a private collection



The final incarnation of Lagonda's big six-cylinder engine arrived in 1934 powering the new 3½-litre M35. Though endowed with highly respectable performance - 90mph was within the tourer's reach on a good day - the M35R was soon superseded by the 4½-litre Meadows-engined M45, a mere 65-or-so 3½-Litre cars being completed before production ceased at the end of 1935.

'BXU 795' is one of the very few survivors fitted with the factory's 'Silent Travel' pillarless saloon coachwork. Rare and increasingly sought after, these closed cars offered supreme comfort and luxury, with easy access for back-seat passengers via the rear-hinged doors. This example has had only three previous registered keepers and has belonged to the last (now deceased) owner since 2002.

The history file contains much interesting historical information including the purchase agreement and guarantee from 1935; instruction books; a lubrication chart and wiring diagrams, as well as a current V5C Registration Certificate. The first owner for over 20 years lived in Carmarthenshire, and a substantial quantity of notes and correspondence in the file relates to his ownership, including the car's lay-up period during WW2 and through to May 1955. Sadly, he notes that the tools were lost during the war.

In 1946 and again in 1952 the speedometer was replaced at 27,282 and 23,513 miles respectively. The current odometer reading is 24,209 miles suggesting a total of around 75,000 miles from new, although this remains uncertain. The Lagonda stayed in Wales until 2002 and it is understood that it had been treated to a full repaint and chromework replating before the deceased owner bought it. The owner was a collector and only drove the car once shortly after purchase. While the Lagonda was in his collection he arranged for the clutch to be relined, a new timing chain fitted, and general recommissioning and an MoT carried out.

The brown leather seats are said to be original and in overall good condition apart from a couple of small tears, while the rest of the interior is in a similarly good state of preservation. All the original dashboard instruments and fittings are present and correct. Externally, the bodywork is described as very good; the paint excellent apart from a few small scratches; and the chrome as 'flawless'. In January 1990 the Lagonda was certified by the VSCC as having 'all original genuine components including chassis, engine crankcasing, gearbox casings, back axle casings, front axle beam and brakes'. In short: this is a highly original car that has not been molested.

**£40,000 - 50,000**

**£46,000 - 58,000**



448

## 1928 LAFITTE CYCLECAR

Registration no. UH 5143

Chassis no. 128

Engine no. 1516A

- *The sole survivor of only three right-hand drive examples*
- *Formerly the property of Ronald 'Steady' Barker*
- *Engine rebuilt by Crossthwaite & Gardiner*
- *An older restoration*



Many cyclecars are eccentric and the Lafitte was one of the most extreme, which is what makes it so attractive today. Theodore Lafitte was an engineer and inventor working in the Gennevilliers area of Paris in the early 20th century. In 1923, eschewing all established practice, he developed a car with an air-cooled, three-cylinder, radial engine and friction drive. The engine has a domed flywheel that engages in a convex dish lined with nine layers of paper. Apart from the use of paper as a lining, that is not so different from the cone clutches in use at the time. The difference is that the entire engine tilts so that different parts of the flywheel engage on the dish to give different gear ratios. In theory, this gives an infinitely variable transmission. In practice, the lever that tilts the engine has holes that engage in a peg to give four forward and one reverse gear. A consequence of this is that there is no neutral position, so the car has to be started in top gear with the clutch locked open. Unlike most cars, there is no differential in the Lafitte's 'solid' rear axle.

In 1927, Theodore Lafitte decided to enter the UK market and built three right-hand drive cars as demonstrators. Perhaps unsurprisingly given the technologies used, he failed to find a distributor and so they were sold. 'UH 5143' is believed to be the sole survivor of those three cars, and hence the only RHD Lafitte Voiturette in existence.

Because the interaction between clutch and handbrake means the clutch has to be the pedal nearest the centre of the car, RHD is a distinct advantage!

In 1984, the Lafitte was bought by well-known motoring journalist Ronald 'Steady' Barker (see his article in Supercar Classics, August 1989 edition, copy on file). There are other articles about the Lafitte on file. In 1987 'Steady' had the engine rebuilt by Crossthwaite & Gardiner, while further restoration was carried out by John Wise in the first decade of this century. Events attended include the Festival of Slowth, Cotswold Cyclecar Weekends, and VSCC Madresfield.

In addition to the aforementioned articles, the history file contains receipts for the engine rebuild and other works; the original buff logbook and other registration documents; various letters; maintenance information; and photographs. A spare rear axle, flywheel, piston, wheel and other parts are included in the sale together with a Dynastart and instructions (wiring and mounting in place).

**£14,000 - 20,000**

**€16,000 - 23,000**

## 2004 BENTLEY CONTINENTAL GT COUPÉ

Registration no. to be advised

Chassis no. SCBCE63W44C021247

Engine no. 001428

- *Four owners from new*
- *Present ownership since June 2023*
- *Circa 53,000 miles from new*
- *Recent recommissioning invoices totalling over £20,000 available*



The groundbreaking Bentley Continental GT of 2003 was one of the first Bentleys produced under Volkswagen ownership. Its introduction marked a significant change of policy for Bentley; although still hand assembled to a degree, it was built using mass-production techniques and retailed at approximately half the price of the preceding Continental R, extending the prospect of Bentley ownership to a much wider market. Premiered in 2003 at the Geneva Motor Show, the Bentley Continental GT realised the concept of the 1994 Java concept car as a more affordable Bentley, to be manufactured in larger volumes.

The Continental GT was powered a twin-turbocharged version of the 6.0-litre W12 engine, also found in other VW Group products, which drove via a six-speed semi-automatic gearbox and permanent four-wheel drive. With 552bhp on tap, this mighty power unit was capable of propelling the two-ton Continental GT to 100km/h (62mph) in 4.8 seconds on its way to a top speed of 318km/h (197mph). The original Continental GT had spawned a plethora of related models, including a Flying Spur saloon and GTC convertible. A restyled second generation Continental GT arrived in 2011 and there was a further, mainly cosmetic, update in 2015.

Finished in the most attractive combination of Cypress Green Metallic with Pale Green leather interior, chassis '021247' was supplied new via Jack Barclay Ltd. Purchased from P&A Wood by its third keeper in 2012 at 36,754 miles, the car was used sparingly but serviced regularly by the marque specialist. Purchased by its fourth owner in June 2023 at 43,500 miles, this Continental GT underwent extensive recommissioning by Bentley specialists Mark Taylor over the next 12 months. Invoices totalling over £20,000 are available. Starting on the button, running well and with no warning lights displayed, the car is described by our vendor as highly presentable.

Representing outstanding value for money, this magnificent modern Bentley is offered with a V5C document, book pack, keys, numerous invoices, MoT to May 2026, car cover and a Bentley battery conditioner.

**£15,000 - 18,000**

**€17,000 - 21,000**

**No Reserve**



450

## 1928 INVICTA 3-LITRE TOURER

Registration no. KPX 373

Chassis no. LC 166

Engine no. 6570

- *Well known to the Invicta Car Club*
- *Present family ownership since 1963*
- *Recommissioned in 2016 and used regularly since*
- *Eligible for many VSCC events*



'KPX 373' has been known to the Invicta Car Club (formerly the Invicta section of the Vintage Sports Car Club) since the late 1950s when the previous owner became a member of the section. On 6th April 1963 the car was sold for £160 (receipt on file) and has remained within the family ever since. The Invicta had been re-registered on 21st June 1949 by F J Triggs of Chichester, West Sussex, while the old-style logbook on file shows that it was licensed to one L Astbury of Worcestershire in December 1956; two further owners are listed.

In 1963/64 the car was re-bodied in the style of the Invicta S-Type. Photographs of the previous body are among the supporting documentation, together with others of the ash frame, which is the basis of the current body. A workshop diary was kept during this period detailing all of the work undertaken and will be included in the sale together with other period correspondence and receipts.

Despite having an engine delivering plenty of torque, 3-Litre Invictas are not suited to circuit racing; instead, this car has enjoyed some success in VSCC driving tests and competed at the VSCC Prescott hill climb in 1970. Despite being driven regularly in the 1960s and early 1970s, the car was used less over the following 40 years.

In 2016 the Invicta was recommissioned by Paul Kitcher (known within the Invicta Car Club) and has been used regularly and considerably since then. In 2017 the chassis was realigned by Jim Stokes Ltd and all electrics replaced by The Vintage Wireman in 2023. The electrical upgrade, including LED lighting and indicators, enables the car to be driven safely at any time of day or night. Receipts for all major works may be found on file together with a V5C registration document and a current MoT (expires July 2026)

**£40,000 - 60,000**

**€46,000 - 70,000**



451

*First owned by the Nawab Sir Sadiq Muhammad  
Khan Abbasi V of Bahawalpur*

**1925 RENAULT 40CV TYPE MC LIMOUSINE**

Coachwork by Windover

Registration no. not UK registered

Chassis no. 189583

Engine no. 54263

- *Unique specification*
- *9.1-litre six-cylinder engine*
- *Present ownership since circa 2004*
- *Last driven in January 2025*







Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1½hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

From the outset Renault engineering was of the highest quality, and the arrival of multi-cylinder models really put the company on the map. By the start of the 1920s Renault's largest model was the six-cylinder 40CV Type GX, the engine of which displaced 7½ litres and would be enlarged in 1921 to a mighty 9.1 litres for subsequent models such as that seen here. Other notable features included revised rear suspension arrangements for improved stability, and foot-pedal operation for the rear brakes.

A Renault 40CV won the Monte Carlo Rally in 1925, while in October 1926 a modified NM equipped with streamlined single-seater bodywork set a new 24-hour world speed record at Montlhéry, covering 2,590 miles at an average speed of 108.12mph. In its originally intended role as luxury limousine, the 40CV served as official transport for French Presidents Alexandre Millerand and Gaston Doumergue between 1920 and 1928.

Leaving the factory on 10th July 1925, 100 years ago, this magnificent French automobile was custom-built by Renault and coachbuilders Windover to the order of the Nawab Sir Sadiq Muhammad Khan Abbasi V (September 1904 - May 1966).

He was the twelfth and final Nawab (ruler) of the state of Bahawalpur from February 1907 to October 1955, and then as a titular figure until his death in 1966 (Bahawalpur is now in modern-day Pakistan). Built in right-hand drive form for use within what was then the British Empire, this is thus a unique vehicle and very likely the sole survivor of its kind.

The Renault is one of many vehicles from the Nawab Sidiq Abbasi's collection, which included a Rolls-Royce Silver Ghost Tourer by Barker (86CW) and Rolls-Royce Silver Ghost Tourer (41LK), again by Barker and later an armoured car. The web page devoted to the cars owned by the Nawab and his family lists no fewer than 70 cars, a selection of which, including this Renault, was auctioned in 2004.

A press cutting on file from the Karachi newspaper Metro (18th April 2016) reports on the Classic Car Show organised by the Classic Car Club of Pakistan in which the Renault is mentioned: "This was the oldest car at the show, a special extra-long... Renault limousine that has done 4,000 miles and belonged to the Nawab of Bahawalpur".

Of great cultural value, this Renault is part of the history of the pre-partition subcontinent era. For the past two decades it has formed part of the private collection of one family, connoisseurs of important motor cars and motor racing. According to our vendor, the car has been kept in great condition for its age, and was last driven in January of this year before being shipped to the UK. This magnificent Renault Limousine is described by our vendor as mechanically in good order for a 100-year-old vehicle.

**£120,000 - 160,000**  
**€160,000 - 230,000**

452

## 1935 BENTLEY 3½-LITRE DROPHEAD COUPÉ

Coachwork by James Young

Registration no. BXF 436

Chassis no. B3CW

- *First owned by Commander F J Colby, RN*
- *Built to the first owner's personal specification*
- *Previous long-term ownership of some 40 years*
- *Recent works by Ristes of Nottingham totalling £16,000*



This original and unique James Young-bodied Bentley 3½-Litre Drophead Coupé was registered as 'BXF 436' on 4th May 1935 to Commander F J Colby, RN, who designed it to his own specification in collaboration with coachbuilders James Young. The car was purchased by our vendor at a UK auction having been in the previous ownership for four decades. The seller was a qualified engineer who had restored and maintained the car himself to a very high standard. Well known to the Rolls-Royce and Bentley owners clubs, 'BXF 436' is mentioned in Johnnie Green's *Bentley - Fifty Years of the Marque* (page 195) and *Bentley - The Silent Sports Car* by Michael Ellman-Brown (page 375).

The car has recently been treated to a bare-metal respray in striking Satin Black and Silver livery, which is complimented by newly refurbished wire wheels. The brown leather interior is said to be in fine fettle, complete with matching carpets. The bespoke hood is looking splendid, although there are two small repairs at the rear corners. It presents well when erected and folds neatly into a small space behind the rear seats. The chrome, which has benefited from recent work, is said to be excellent, while the lighting system now includes LED indicators, which are built into the original lights so the exterior retains its classic appeal.

The four-speed manual transmission has benefited from a new clutch, recently fitted by Bentley specialist Ristes of Nottingham, who also carried out a full service, fitted a new exhaust manifold, and undertook various other works at a cost of £16,000. At some stage in the past there appears to have been an engine change.

The current owner, an automotive engineer with over 40 years' experience, has lovingly cared for the car and continues to make improvements and adjustments wherever necessary, as did the previous owner, who was an engineer also. The history, though sparse, includes copies of the original build sheets supplied by the RREC together with numerous invoices and MoT certificates.

In short: this car is a unique piece of Derby Bentley history in splendid, though not concours, condition. It was considered worthy of inclusion in two notable Bentley publications (included in the sale) and is ready to give its new owner much enjoyment.

**£50,000 - 60,000**

**€58,000 - 70,000**



453

## 1966 BRISTOL 409 SPORTS SALOON

Registration no. LPC 707D

Chassis no. 409-7310

Engine no. 1641-90924

- One of only 74 made
- Automatic transmission
- Present ownership since 2022
- Maintained with no expense spared



Bristol's line of V8-engined sports saloons began in 1961 with the 407, though in appearance the newcomer closely resembled the preceding six-cylinder 406. The adoption of Chrysler V8 power came not before time, as Bristol's 2.0-litre BMW-based engine had effectively been outgrown by the car's increasingly weighty coachwork. With 250bhp (more than double the 406's output) available from its 5.1 litres and a top speed of 125mph, the 407 re-established the Bristol as a true high-performance car but one which nevertheless retained all the refinement and luxury associated with the marque.

The Bristol V8 chassis was up-dated and the styling revised periodically throughout the 1960s, the process culminating in the 411 of 1969. In the meantime, Bristol had managed to sell only 88 of the 407s, 83 of the 408, and 74 of the 409. The 408 had been comprehensively restyled compared with the 407, with a wide grille incorporating quadruple headlamps replacing the aircraft-type air intake of the earlier car, as well as a lower stance. Almost identical to the 408 externally, the 409 (introduced in 1965) boasted a slightly larger (5,211cc) engine, Girling brakes instead of Dunlop, and, on later cars, power assisted steering.

"Built for those who can afford - and appreciate - the best," the Bristol was one of the select few hand-assembled British luxury cars, whose roots in the aircraft industry mean that its manufacturing standards were exceptionally high. Such attention to detail gives the Bristol a very special cachet indeed.

This rare British classic retains numerous original features in excellent working order, including the push-button automatic gear selector; vacuum operated windscreen washers; electrically adjustable suspension; and heated rear screen. It also benefits from performance and safety upgrades to include electronic ignition; spin-on oil filter; high-torque starter motor; and radial tyres. Significant restoration works include a gearbox rebuild with new torque converter and clutches (1992); brake servo replacement (1998); full bare metal respray (2005); engine rebuild (2008); and bodywork repairs by Brabazon to include wheelarches and A-posts (2011).

Acquired by our vendor in 2022, the Bristol has since benefited from nearly £20,000 spent with recognised marque specialist Spencer Lane-Jones to maintain it in top mechanical condition. Works carried out and/or parts replaced include new dampers all round; brake discs, calipers and handbrake system; carburettor and linkage; fuel pump; hub seals; halogen headlamp upgrade; and four inertia reel seatbelts. An original instruction manual is included in the sale.

**£25,000 - 30,000**

**€29,000 - 35,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

## 1932 LAGONDA 2-LITRE SUPERCHARGED 'LOW CHASSIS' T2 TOURER

Registration no. GY 9500

Chassis no. OH10108

Engine no. 2B1180

- *Comprehensively restored by marque specialists*
- *Fitted with numerous mechanical improvements*
- *One of the finest British sporting cars of its day*



Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. The latter abandoned the firm's traditional in-unit gearbox in favour of a midships-mounted transmission, but of greater technical interest was the engine. Designed by Arthur Davidson, the 2-litre 'four' featured twin camshafts, mounted high in the block, operating inclined valves in hemispherical combustion chambers. Power output of this advanced design was a highly respectable 60bhp. For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors. The Speed Model had resulted from the factory's Le Mans effort of 1928, when the 2-Litre driven by Andre D'Erlanger and Douglas Hawkes had finished 11th overall in the 24-Hour endurance classic. A classic example of racing improving the breed, the 'low chassis' 2-Litre possessed markedly superior handling characteristics courtesy of its lower centre of gravity.

For all its virtues, Davidson's engine was limited by its tortuous induction tracts, and in 1930 a supercharged version was introduced to overcome this deficiency. The 'blower' was mounted vertically in front of the engine, which was fitted with a stronger crankshaft, while a 3-Litre rear axle beefed up the transmission. A Powerplus supercharged was specified at first, but most 'blown' 2-Litres came with a Cozette. Thus equipped, a 'low chassis' 2-Litre was capable of up to 90mph.

This supercharged low-chassis tourer was first registered on 23rd September 1932 with the chassis number 'OH 10108' and engine number of 'OH 1857'.

Early records indicate a Mr Page of Stratford competed in the car, and made some modifications to the car's front suspension in order to eliminate the front wheel hop that is so susceptible to these cars.

The car was discovered at the beginning of this century in parts and has since undergone a ground-up rebuild in the style of a T2 by Peter and Alun Jones of Wessex Workshops. The car is fitted with a rebuilt 4.2 ratio light rear axle, rather than the heavier 14/60 type. The front axle was also rebuilt. Small modifications were made to the track rods and additional shock absorbers were fitted to cure the car of axle tramp, and the original-type exhaust has been modified to allow a flange joint with the downpipe. The engine is fitted with a standard head but a re-routed waterflow to cool the exhaust valves. A full-flow oil filter system is fitted, new timing chains are fitted and improvements have also been made to the water pump. Structurally, the ash frame has been comprehensively replaced and re-covered, while the floors, battery box and fuel tank have also been restored. An exhaustive and photographed list of further mechanical improvements is on file, including improvements to the brakes, pistons, crank bearings, a lightened flywheel and leaf springs. The camshafts fitted are those from a Double 12 Brooklands car. Additionally, the Z-Type gearbox has been rebuilt by Phil Ridout using Double 12 gears. For improved comfort, pneumatic front seat squabs have been installed and the car also features a new tonneau and hood.

Offered with a V5 registration document; restoration photographs and a documentation of the restoration work and modifications carried out.

**£40,000 - 60,000**

**€46,000 - 70,000**



455

## 1927 LAGONDA 14/60 SALOON

Registration no. AX 9865

Chassis no. 8623

Engine no. 2B1180

- *In current family ownership since 1998*
- *Restored on BBC's 'Real Wrecks'*
- *A very desirable and lesser-seen 4-cylinder saloon*



Introduced at the August 1925 Motor Show, the Lagonda 14/60 was hailed by the motoring press as "an extremely refined and smooth touring car of better than average efficiency". The Staines firm's first 2-litre model, its advanced powerplant was designed by Arthur Davidson. Boasting twin high-set camshafts, overhead valve gear and fully machined hemispherical combustion chambers, the 1954cc engine developed some 60bhp @ 3,500rpm. Further benefiting from a separately mounted four-speed manual gearbox and powerful Rubery four-wheel braking system, the 14/60 was reputedly capable of between 60mph and 70mph (depending upon the style of coachwork fitted). Riding on supple semi-elliptic leaf-sprung suspension, the Lagonda could seat four people in comfort thanks to its generous 10-foot 3-inch wheelbase. Almost twice the price of its 12/24 predecessor, the 14/60 remained in production until 1928 by which time it had helped establish Lagonda as one of Britain's pre-eminent sporting marques.

Acquired by the current family in the late 1990s, this car underwent significant restoration by marque specialists Wessex Workshops, and featured on a BBC Television Programme 'Real Wrecks'. Unused in recent years but offered in restored condition, it will require some recommissioning before returning to the road.

**£10,000 - 15,000**

**£12,000 - 17,000**

456

## 1951 LAGONDA 3.0-LITRE DROPHEAD COUPÉ

Registration no. CNH 498

Chassis no. LAG50/303

Engine no. VB6J/37

- One of only 40 drophead coupés surviving out of 122 built
- Only two owners from new, the first for 70 years
- Desirable floor-mounted gear shift
- Highly original and complete



One of only 122 drophead coupés produced, of which only 40 are known to still exist, this rare example was owned by one qualified motor engineer for the first 70 years of its life prior to the current ownership. First registered on 21st August 1951, the Lagonda has been garaged, undersealed and maintained throughout its life, and is described by our vendor as mechanically sound, starting and driving well with a solid chassis and aluminium bodywork. The current owner, a Lagonda Club member, has serviced the car annually over the last three years of ownership with new oil and filter, new spark plugs, all grease nipples lubricated, and new carpet fitted. According to our vendor, the car is in good original condition throughout but would benefit from a respray.

Luxuriously appointed with beige leather upholstery and plentiful wood, the interior shows some wear but is complete and original. The wood on the dashboard and door cappings has fared very well and has a nice patina. The hood is sound with a few old sewn repairs and some staining to the interior, and the charming twin rear windows are still nice and clear. Internal fittings and furniture are all present and in good condition; all gauges and dials work; the door cards are all good; and the carpet has been renewed. All the electrics work correctly.

Badges and external trim are all present; the engine bay is clean and well maintained; and the underside is good, clean and solid. The chrome is said to be all original and in good sound condition. Original wheels and hubcaps are all present and in good condition. The boot, which is clean and dry, contains the original tool kit, spare wheel, starting handle, and jack

Considering its age, the Lagonda's few small dents and scuffs are to be expected in an unrestored car like this one. Unfortunately, there is very little service history from the first owner, but the car's general condition suggests that it has been very well cared for. According to the vendor: "The way it runs and drives suggests that there are no issues to be concerned about and the engine holds good oil pressure" Events attended include the Abbots Bromley Wings & Wheels (2010), and the Wheels of Yesteryear at Lennoxlove Castle (2023). This elegant and highly desirable British classic comes with sundry bills, an original instruction manual, a workshop manual, a V5C Registration Certificate, and a History of Lagonda book.

**£25,000 - 35,000**

**€29,000 - 41,000**



457

## 1937 FORD V8 SHOOTING BRAKE

Registration no. AV 9621  
Chassis no. 7B790B3273  
Engine no. 77E6050A

- Originally owned by HRH Princess Arthur of Connaught
- Used to transport shooting parties in Scotland
- Acquired by the National Motor Museum in 1982
- Offered for restoration



The 'Woodie' station wagon, with its characteristically half-timbered body, ranks alongside the pickup truck as a quintessentially American vehicle. The style originated in the 1930s, its popularity peaking in the immediately post-war decades, though the look has been periodically revived by manufacturers on both sides of the Atlantic ever since. Towards the end of the 1950s the Woodie became the vehicle of choice among California surfers, who appreciated its ability to carry several passengers and their boards. Surfer pop bands The Beach Boys and Jan & Dean both referred to them in hit singles, thereby enshrining the Woodie's cult status. It has also featured in countless movies. Sadly, many were cut down or scrapped when the body timbers rotted, and the relatively few survivors are both highly prized and increasing in value.

The Ford V8 was also built in the UK, and this right-hand drive example dates from 1937, a landmark year for Ford that marked the introduction of all-steel bodies and new, more modern styling featuring headlights faired into the wing tops. Standard and DeLuxe V8s had been offered right from the start, the latter, as usual, being distinguished by a higher level of equipment.

This woodie was originally owned by HRH Princess Arthur of Connaught, granddaughter of HM King Edward VII, and later in its life was used to transport shooting parties on an estate in Braemar. The vehicle had lain unused for 10 years before coming into the National Motor Museum's collection in 1982. The Museum has completed a rigorous vehicle review process prompted by its plans to significantly enhance displays, which was aligned with its Collections Development Policy and guided by the Museums Association Code of Ethics and Disposal Toolkit. Offered for restoration, it remains in 'as found' unrestored condition and thus is sold strictly as viewed. The car comes with its NMM history file containing entry paperwork, a V5 registration document, loan paperwork, and vehicle history information.

**£25,000 - 30,000**  
**€29,000 - 35,000**

## The following seven cars are offered from a private collection

458

### 1986 CLÉNET SERIES III ASHA ROADSTER

Registration no. C10 VV

Chassis no. 16CAB23LXG1C30049

- Powered by a Ford 5.0l V8
- Purchased in the Netherlands in June 2020
- Numbered 49 of 500
- 21,486 miles recorded at last MoT (May 2025)



"This hand-built touring car launched the 'neoclassic' look that was popular in the US. These were cars styled with a 1930s look, but were not a replica of any specific car." - *The Beaulieu Encyclopedia of the Automobile, Volume 1.*

Mainly active during the 1970s and '80s, Clénet Coachworks, Inc started life in a production facility in Santa Barbara County, California, where each limited-production model was conceived, designed, and produced by a small team. Despite their retro styling, Clénets used modern drive trains and suspension systems. In 1980 the company relocated to more suitable premises in Goleta, California where manufacture of the Series II models continued until the company ran into financial difficulties and ceased production in 1982.

By 1984, Alfred J DiMora had purchased the assets and name of Clénet Coachworks, Inc. He restarted production in Carpinteria, California to the same standards as before, employing many of the craftsmen from the first Clénet company.

Clénet customers included singer/songwriter Julio Iglesias, television producer Dan Enright, film/TV producer Aaron Spelling, actress Farrah Fawcett, pop star Rod Stewart, boxer Ken Norton, actor Sylvester Stallone, entertainer Wayne Newton, and King Hussein of Jordan. Clénet automobiles have also featured in Hollywood movies and the popular US TV drama series, *Dynasty*. In 1986 DiMora's Clénet was selected as the 'Official Centennial Car' when President Ronald Reagan declared it the 'Centennial Year of the Gasoline-Powered Automobile', resulting in honours for both DiMora and Clénet at the Automotive Hall of Fame in Michigan. It is estimated that a little over 500 Clénets were produced.

V5C Registration Certificate states that it was registered/used overseas. Car was purchased from Stuurman Classic Cars of Herkenbosch, Netherlands on 12th June 2020 and first registered in the UK on 1st September 2020. It is currently registered to its sole UK keeper. The 2020 purchase invoice is on file and the car also comes with one expired MoT certificate and another valid until 31st May 2026.

**£12,000 - 20,000**

**€14,000 - 23,000**



459

## 1984 EXCALIBUR SERIES IV 2+2 CABRIOLET

Registration no. B18 VVV

Chassis no. 1XAPF4319EM848041

- Imported from the USA
- First registered in the UK on 1st August 2021
- Only one UK owner
- 38,034 miles recorded at last MoT (August 2024)



The Excalibur story began in 1964 when renowned industrial designer Brooks Stevens, at that time working as a consultant to Studebaker, was asked to design a show car for that year's New York Auto Show. An avid automobile enthusiast and collector, Stevens was a fan of the pre-war Mercedes-Benz SSK and sold the idea of a 'contemporary classic' take on the German sports car to Studebaker, at that time Mercedes importers. When the prototype Excalibur SS was displayed at the New York Auto Show it caused something of a sensation, albeit too late to save the ailing Studebaker Corporation.

A long list of potential buyers resulted, one of whom - a Chevrolet dealer - asked if the car could be built with a Chevrolet Corvette engine. Stevens was only too happy to oblige. An advertisement in the Wall Street Journal generated sufficient deposits to enable production to start, and in 1966 the company moved into premises in Milwaukee, Wisconsin, trading as SS Automobiles Inc.

Since then Excaliburs have been owned by many famous celebrities including Frank Sinatra, Steve McQueen, Dick Van Dyke, Tony Curtis, Burt Lancaster, Ronald Regan, Sonny & Cher, Dean Martin, Jackie Gleason, Rod Stewart, Jay Leno, and Arnold Schwarzenegger. Excalibur continued to supply cars 'for the man or woman who wants a fun machine with antique class' until the factory finally closed in 1990, by which time some 3,500 had been built.

Previously registered and/or used, this magnificent Excalibur Phaeton was shipped from the USA by our vendor and first registered in the UK on 1st August 2021. Engine capacity is recorded on the accompanying V5C Registration Certificate as 5,000cc, and the car - registered as an 'Excalibur Duesy' - also comes with a maker's letter stating that it was manufactured at Excalibur's factory in West Allis, Wisconsin, USA on 1st November 1984. Also on file is shipping paperwork, an owner's manual, an HMR&C NOVA letter, and an MoT certificate expiring on 19th September 2025.

**£15,000 - 20,000**

**€17,000 - 23,000**

460

## 1993 CLASSIC ROADSTERS 500K REPLICA

Registration no. L20 VVV

Chassis no. MAR11/0066

Engine no. 2732/105589

- *Replica of one of the most desirable high-performance cars of the 1930s*
- *5.0L V8 engine*
- *Automatic transmission*
- *Present ownership since 2020*



Sensation of the 1934 Berlin Auto Show, Mercedes-Benz's legendary pre-war 500K supercar cost a small fortune when new, and today the genuine article commands a king's ransom running to millions of dollars, such is its rarity. The 1930s decade was a period of unprecedented fertility in motor car styling, of which the sublime 500K represented the very pinnacle of excellence. Its timeless appeal endures to this day.

The 500K, which boasted a ingenious swing-axle independent rear suspension, was created by engineer Hans Nibel, who had started with Benz in the early years of the 20th Century. The supercharged road-going models of the 1930s are a wonderful tribute to his engineering skills. Together with its successor the 540K, the magnificent Mercedes-Benz 500K was arguably the most noteworthy production model offered by the Stuttgart firm during the 1930s. The 500K was powered by a 5,018cc overhead-valve supercharged straight-eight engine that featured the company's famous Roots-type supercharger system in which pressing the accelerator pedal to the end of its travel would simultaneously engage the compressor and close off the alternative atmospheric intake to the carburettor. This system had been thoroughly proven on the preceding series of Dr Porsche-conceived S-Type cars, and in effect the 500/540K was the last supercharged production Mercedes until relatively recent times.

Fortunately for those unable to afford the real thing, in the 500K's case - and that of many other long-dead exotic automobiles - sufficient interest exists to support a thriving replica-building industry. It is not recorded which manufacturer was responsible for this 500K replica, however research online appears to show the body as matching those built by Classic Roadsters of North Dakota, which is described on the V5C document as 'kit built/converted - assembled from parts all of which may not be new' and registered as a 'Mercedes Sports'. The engine capacity is listed as 4,950cc. The car also comes with two expired MoTs and sundry bills for parts, etc from Superspoke Ltd of Hanley Castle, Worcestershire dating from 2015 and totalling some £13,575

**£15,000 - 20,000**

**€17,000 - 23,000**



461

## 1979 EXCALIBUR SS SERIES III ROADSTER

Registration no. 329 EXC

Chassis no. 791309

- *Previously registered/used overseas*
- *Left-hand drive*
- *First registered in the UK on 1st February 2020*
- *7.4-litre V8 engine*
- *Only 3,352 miles from new*



The Excalibur story began in 1964 when renowned industrial designer Brooks Stevens, at that time working as a consultant to Studebaker, was asked to design a show car for that year's New York Auto Show. An avid automobile enthusiast and collector, Stevens was a fan of the pre-war Mercedes-Benz SSK and sold the idea of a 'contemporary classic' take on the German sports car to Studebaker, at that time Mercedes importers.

When the prototype Excalibur SS was displayed at the New York Auto Show it caused something of a sensation, albeit too late to save the ailing Studebaker Corporation. A long list of potential buyers resulted, one of whom - a Chevrolet dealer - asked if the car could be built with a Chevrolet Corvette engine. Stevens was only too happy to oblige. An advertisement in the Wall Street Journal generated sufficient deposits to enable production to start, and in 1966 the company moved into premises in Milwaukee, Wisconsin, trading as SS Automobiles Inc.

Since then Excaliburs have been owned by many famous celebrities including Frank Sinatra, Steve McQueen, Dick Van Dyke, Tony Curtis, Burt Lancaster, Ronald Regan, Sonny & Cher, Dean Martin, Jackie Gleason, Rod Stewart, Jay Leno, and Arnold Schwarzenegger. Excalibur continued to supply cars 'for the man or woman who wants a fun machine with antique class' until the factory finally closed in 1990, by which time some 3,500 had been built.

Previously registered and/or used, this wonderful Excalibur Roadster was first registered in the UK on 1st February 2020. Engine capacity is recorded on the accompanying V5C Registration Certificate as 7,440cc, and the car also comes with an owner's manual for the Series III SS model and an Assembly & Parts Manual for the Series II and III.

**£20,000 - 25,000**  
**€23,000 - 29,000**

**1983 GATSBY CONVERTIBLE**

Registration no. YHZ 1575

Chassis no. DPSMN062468

- *Previously registered/used overseas*
- *Numbered 64 of 250 produced*
- *Only one UK owner*
- *5.0-litre V8 engine*
- *11,144 miles recorded at last MoT (January 2024)*



"Gatsby built two neoclassic cars, the Gatsby and the Griffin. The Gatsby was similar to the Clénet in concept, with an MG Midget body set on top of a Ford chassis that had a long bonnet and running boards grafted on." - *The Beaulieu Encyclopedia of the Automobile, Volume 2.*

Built in San Jose, California, the Gatsby took its name from the eponymous hero of what is American novelist F Scott Fitzgerald's best known work, *The Great Gatsby*. Published in 1925, the novel has as its central character Jay Gatsby, a mysterious millionaire obsessed with reuniting with his former lover, Daisy Buchanan. The novel is set in New York City in the 'Roaring Twenties', a period characterised by its Art Deco skyscrapers and radical new departures in fashion and design, as well as ultra-luxurious automotive classics from the likes of Cadillac, Duesenberg, Packard, Hispano Suiza and Rolls-Royce.

Gatsby Coachworks was founded by Sky Clausen and Larry Munson in 1978. Its first product, the Gatsby Cabriolet, mounted its MG Midget body on the contemporary Ford Thunderbird or Mercury Cougar chassis. Like the Clénet, it adopted 1930s style but was not a replica of any particular car.

Only turnkey cars were produced at first before Gatsby began offering its products in kit form in the early 1980s. In 1997 Gatsby was sold to JPR Cars Ltd of Gloucester, Virginia, who introduced a new kit - the 1980s Ford Mustang-based Gatsby Griffin - in 2003.

According to the accompanying V5C Registration Certificate, this Gatsby was registered/used overseas and first registered in the UK on 10th December 2020 to its sole owner in this country. The engine capacity is recorded as 5,000cc. Also on file are copied of a State of Florida Certificate of Title, HMR&C NOVA letter, shipping paperwork, two expired MoTs, and an invoice for parts and various works carried out by Surrey Lodge Motor Co Ltd in 2020.

**£17,000 - 22,000**  
**€20,000 - 26,000**



463

## 1980 CLÉNET 2+2 CABRIOLET 'DUESEY'

Registration no. JUX 803V

Chassis no. CLE802064

- Previously registered/used overseas
- First UK registered in 2020
- 5.0-litre V8 engine
- 24,305 miles recorded at last MoT (January 2025)
- Numbered #64 of 250 produced



"This hand-built touring car launched the 'neoclassic' look that was popular in the US. These were cars styled with a 1930s look, but were not a replica of any specific car." - *The Beaulieu Encyclopedia of the Automobile, Volume 1*.

Mainly active during the 1970s and '80s, Clénet Coachworks, Inc started life in a production facility in Santa Barbara County, California, where each limited-production model was conceived, designed, and produced by a small team. Despite their retro styling, Clénets used modern drive trains and suspension systems. In 1980 the company relocated to more suitable premises in Goleta, California where manufacture of the Series II models continued until the company ran into financial difficulties and ceased production in 1982.

By 1984, Alfred J DiMora had purchased the assets and name of Clénet Coachworks, Inc. He restarted production in Carpinteria, California to the same standards as before, employing many of the craftsmen from the first Clénet company.

Clénet customers included singer/songwriter Julio Iglesias, television producer Dan Enright, film/TV producer Aaron Spelling, actress Farrah Fawcett, pop star Rod Stewart, boxer Ken Norton, actor Sylvester Stallone, entertainer Wayne Newton, and King Hussein of Jordan. Clénet automobiles have also featured in Hollywood movies and the popular US TV drama series, *Dynasty*. In 1986 DiMora's Clénet was selected as the 'Official Centennial Car' when President Ronald Reagan declared it the 'Centennial Year of the Gasoline-Powered Automobile', resulting in honours for both DiMora and Clénet at the Automotive Hall of Fame in Michigan. It is estimated that a little over 500 Clénets were produced.

Registered as a 'Duesey 1980', this Clénet 2+2 Cabriolet comes with a V5C Registration Certificate stating that it was registered/used overseas. The car was first registered in the UK on 4th August 2020 and the V5C lists the engine capacity as 5,000cc. The car also comes with an HMR&C NOVA letter, one expired MoT certificate and another valid until 7th January 2026.

**£15,000 - 20,000**

**€17,000 - 23,000**

464

## 1985 ZIMMER GOLDEN SPIRIT COUPÉ

Registration no. B17 VV

Chassis no. 1FABP26M6FF253524

- Rare neo-classic American
- 5.0-litre V8 engine and automatic transmission
- First UK registered in 2020
- Only one owner in the UK



"Company president Paul Zimmer liked flamboyant cars and the Zimmer Golden Spirit fitted the bill. It was a neo-classic design with long flowing mudguards and side-mounted spare tyres." - *The Beaulieu Encyclopedia of the Automobile, Volume 3*.

Before turning its attention to motor manufacturing in 1980, Paul Zimmer's company sold motorhomes, van conversions and yachts, and also manufactured housing. Based in Ohio, Zimmer Motor Cars Corporation's first product was the Golden Spirit, a two-door hardtop coupé or similar convertible based on the contemporary Ford Mustang, although of the original bodywork only the donor car's doors and roof were retained. The chassis was then lengthened by 38" and clothed in retro-styled glassfibre body panels, while the luxurious interior featured leather trim, Recaro seats and a Nardi steering wheel. A modern design, the Quicksilver, based on the mid-engined Pontiac Fiero, was added to the range in 1986. Despite the car division's healthy order book, Zimmer Corporation filed for bankruptcy in May 1988 and its motor manufacturing business was wound up.

In 1997, Art Zimmer (no relation to the founding family) acquired the rights to the car business and set up the Art Zimmer Neo-Classic Motor Car Company, which continued Golden Spirit production on a small scale for a few more years. No factory records exist but it is estimated that some 1,500 Golden Spirits and 170 Quicksilvers were produced.

This rare neo-classic American was registered/used overseas and first registered in the UK on 6th July 2020 to its sole owner in this country. The Golden Spirit is powered by a 302ci (5.0-litre) V8 engine driving via a three-speed automatic transmission. As one would expect of a premium luxury product, the car is supremely well equipped, boasting air conditioning, cruise control, AM/FM stereo cassette, German leather upholstery, fully adjustable Recaro seats, and complete tinted glass. Exterior features include remote control chrome mirrors, classic wire wheels, polished stainless steel bumpers, teak running board treads, chromium-plated air horns, and a padded opera roof. Accompanying paperwork includes copies of the factory specification sheets, a current UK V5C Registration Certificate, and a valid MoT until April 2026.

**£10,000 - 12,000**

**£12,000 - 14,000**



## Further Properties

465

### 1928 SINGER 10/26HP DELIVERY VAN

Registration no. TU 8971

Chassis no. 15171

Engine no. 15182

- Sold new to banana merchants S Sinnett & Son of Macclesfield
- Rescued from dilapidation in 1960
- An older restoration benefiting from more recent refurbishment
- Featured in *Heritage Commercials* magazine in 2024



Successor to Singer's immensely successful and highly influential 10hp light car, the '10/26', was launched at the 1924 Motor Show. The newcomer boasted a 1,308cc overhead-valve engine that produced 25% more power than its sidevalve predecessor's, enabling the car's dimensions to be usefully increased. A wider variety of body styles was made available on the newly enlarged 'Ten', ranging from a two-seat roadster to a limousine. On the model's first competitive outing, the 1924 London-Exeter Trial, the 10/26hp acquitted itself admirably, rewarding its driver, A R H Stewart, with a Gold Medal. At the 1926 Motor Show a smaller, 'Junior' model was introduced, powered by a new overhead-camshaft engine, the 10/26hp model being renamed 'Senior' and given a new 1,576cc power unit. When production switched to these more modern designs Singer still had a substantial quantity of earlier 10/26hp chassis and other components left over, and these were used to complete some 400 vans using the 1,308cc engine. These vehicles boasted a new aluminium radiator grille with 'Singer Delivery' cast into the top.

This charming Singer delivery van was sold new in 1928 to banana merchants S Sinnett & Son of Macclesfield, Cheshire and registered as 'TU 8971'. One subsequent owner was Michael Moody of Witney, Oxfordshire, who, pulled the dilapidated van out of a smallholding in 1960. Restoration proceeded gradually, the bodywork being repaired by Bakers of Aldershot, who also made new side-screens for the cab doors. The current vendor purchased the Singer van from Michael Moody, a long-time acquaintance, in 2005. 'TU 8971' had been rallied extensively, including an appearance at the Wroughton Show in 1983, and was in reasonable condition when acquired, albeit in need of further refurbishment. In 2019 the work was entrusted to professional vehicle restorer, Bill Tull.

The full story of this Singer Delivery Van is recounted in an article published in *Heritage Commercials* magazine's October 2024 edition (copy available) and the vehicle also comes with a V5C document and an owner's handbook.

**£11,000 - 16,000**

**€13,000 - 19,000**



466

## 1929 ALFA ROMEO 6C 1750 SPORT TOURER

Coachwork by Carrozzeria Zagato

Registration no. PJ 849

Chassis no. 0212137

Engine no. 0212737

- *Iconic between-the-wars Italian sports car*
- *Present ownership since 1998*
- *Restored between 1998 and 2006 (bills available)*
- *Engine rebuilt by Jim Stokes Workshop*
- *Only 1,385 miles since completion*



"The 1750, and for that matter the 1500... must be among the finest ever made both from the point of view of engineering and driver satisfaction."  
- Michael Frostick, *Alfa-Romeo-Milano*.

It was Enzo Ferrari, no less, who persuaded Vittorio Jano to leave FIAT's racing department and join him at Alfa Romeo. One of the most gifted and influential automobile engineers of all time, Jano would not only supervise Alfa Romeo's Grand Prix racing programme but also design its road cars. This happy state of affairs resulted in the latter emerging as some of the most exciting of their day, establishing the Milanese marque's reputation for producing sporting driver's cars second to none. Jano arrived at Alfa in 1923 and by the following year had produced one of the most fabulous racing automobiles of all time - the legendary P2. As well as bringing Alfa much valuable publicity by virtue of its outstanding Grand Prix successes, the P2 provided the basis for Jano's first production model.

Announced in 1925 but not produced for another two years, the 6C 1500 was designed as a fast touring car combining light weight with sparkling performance. The latter was achieved courtesy of a 1,487cc inline six-cylinder engine based on the P2's straight eight and producing 44bhp in single-overhead-camshaft *Normale* form. Twin-overhead-camshaft Sport and supercharged Super Sport models followed, the latter being the first of its type to feature the classic open two-seater coachwork by Zagato forever associated with sporting Vintage-era Alfas. Production of the 6C 1500 ceased in 1929 on the arrival of the 6C 1750.

Logical derivative of the Tipo 6C 1500, itself directly descended from Jano's all-conquering P2 that had won the World Championship in 1925, the Tipo 6C 1750 arrived in 1929 boasting a derivative of the 1500's six-cylinder engine enlarged to 1,752cc. Built in single-cam *Turismo* and twin-cam Sport (later renamed *Gran Turismo*) variants, the 6C 1750 was an exciting fast touring car combining light weight with sparkling performance, more than 120km/h (75mph) being attainable, depending on coachwork. Aimed at gentleman racing drivers, there was also a limited edition Super Sport, or SS, version, which later evolved into the Gran Sport. Most of these cars carried coachwork by *Carrozzeria Zagato* or *Carrozzeria Touring*, with James Young being responsible for bodying the majority imported into the UK.





One of the oldest and most respected of automotive design firms, Zagato was founded in Milan in 1919 by Ugo Zagato, who used techniques learned in the wartime aeronautics industry to create a series of lightweight competition cars. Alfa Romeo immediately realised the potential of Zagato's designs and thus commenced a fruitful collaboration that lasts to this day. Legendary racing models such as Alfa's 1500, 1750 *Gran Sport* and 2300 8C were followed by luxurious coupés and roadsters on FIAT and Lancia chassis.

According to marque authority, Angela Cherrett, long chassis '0212137' started life as a two-seater before being returned to *Carrozzeria Zagato* for conversion to a four-seater tourer. It is recorded as the fourth oldest 6C 1750 in Roy Slater's book (see below), while the first owner in the UK was Ross McManus, who owned the car from 1965 to 1998 when it was purchased by our vendor.

Restored between 1998 and 2006, including an engine rebuild by Jim Stokes Workshop, the Alfa comes with records/bills relating to the works totalling over £55,000. The odometer was reset during the restoration and is currently showing 1,385 miles. Some parts left over from the engine rebuild are included in the sale and the car also comes with an owner's manual; a copy of *The 6C 1750 Alfa Romeo* by Luigi Fusi and Roy Slater; and two invoices issued in 2024 by Vintage Vehicle Restorers (VVR) of Ludlow, Shropshire. Totalling £6,090, these invoices relate to servicing and recommissioning, including overhauling the carburettor and fuel system; adjusting the brakes; and sending various parts away for re-plating.

**£150,000 - 200,000**

**€170,000 - 230,000**

467

## 1976 LAND ROVER FORWARD CONTROL 4X4 MILITARY VEHICLE

Registration no. OJT 110P  
Chassis no. 96400156A

- Purpose built military Land Rover
- 'Desert' livery
- Civilian registered in 2007



"There is a certain irony that the Land Rover, having been conceived as a civilian version of the military Jeep, would score some of its greatest successes with the military. The company once estimated that military forces bought 40 per cent of all the utility models it ever built, and by the 1960s it was sparing no effort to meet military requirements." - Eric Dymock, Land Rover File.

The forward control Land Rover arrived in 1972 and went into front line service in 1975; this was the purpose built, military only One-Tonne or 101" model, designed to tow the British Army's 105mm howitzer. The 101" was powered by Rover's 3.5-litre V8 petrol engine and used the transmission from the Range Rover configured for permanent four-wheel drive. There was a separate box-section chassis with beam axles front and rear, while the bodyshell was panelled in steel and aluminium. Its forward control layout made for short overhangs, which coupled with ample ground clearance endowed the 101" with exceptional off-road capability, and with a top speed of 75mph the 101" was fast for a military vehicle.

Both right- and left-hand drive models were built, and there were versions to suit all manner of military applications. The bulk of production went to the British Army, while many found customers in the Middle East and elsewhere. Production ceased in 1978, by which time 2,669 examples had been built.

The example offered here is finished in a sand-coloured livery, likely intended to see service in the Middle East or Africa. The date of first (civilian) registration is 21st August 2007. The vehicle is understood to have been used in the first Gulf War for NBC duties.

**£10,000 - 15,000**

**€12,000 - 17,000**



468

## 1934 LAGONDA M35 SPECIAL

Registration no. KY 6225

Chassis no. ZL10591

Engine no. 2340

- A very rare 3 1/2-Litre Lagonda
- Used on local rallies
- Running but will require some gentle recommissioning



"Summed up, the 3½-litre Lagonda is a car of character which abounds in practical features of the kind appreciated by the motorist of experience. In these days of high-speed engines, the fitting of a big power unit capable of handling high gear ratios is a distinctive characteristic. It would be difficult to select a more appropriate vehicle for fast and lengthy journeys." – *Motor*.

Lagonda's early success had been founded on the production of light cars, but the company changed direction in the mid-1920s with the introduction of the 14/60. The latter abandoned the firm's traditional in-unit gearbox in favour of a midships-mounted transmission, but of greater technical interest was the engine. Designed by Arthur Davidson, this advanced 2-litre 'four' featured twin high-mounted camshafts operating inclined valves in hemispherical combustion chambers. Davidson was less adventurous when asked to come up with a larger, six-cylinder engine for the 16/65. Originally of 2,692cc, the overhead-valve unit was enlarged to 2,931cc (and later to 3,181cc) to create the 3-Litre model of 1928.

The final incarnation of Lagonda's big six-cylinder engine arrived in 1934 powering the new 3½-litre M35. Displacing 3,619cc, the seven-bearing unit resided in a short-wheelbase (10' 3") variant of the 3-Litre chassis. Though endowed with highly respectable performance - 90mph was within the tourer's reach on a good day - the M35R was soon superseded by the 4½-litre Meadows-engined M45, a mere 65-or-so 3½-Litre cars being completed before production ceased at the end of 1935.

Our vendor has owned this 1934 Lagonda 3½-Litre since 2014 when he acquired it from a dear old friend. Although the car was running well, it needed a body restoration which the owner and his friend planned to do together. They took the Lagonda to some local vintage rallies while the rest of the time it was stored in a brand-new wood-lined container. Unfortunately, the arrival of Covid stopped any plans of restoration and sadly not long after the end of Covid the owner's friend and Lagonda mentor died. The owner is still working and has a few health related issues, hence the decision to put the Lagonda up for sale. According to our vendor, the car is running but requires tuning. The car is offered with a V5 document and a genuine workshop manual. A carburettor float and starting handle which came with it are included in the sale.

**£18,000 - 24,000**

**£21,000 - 28,000**

**1935 ALVIS 3½-LITRE SPEED TWENTY SD PROJECT**

Registration no. WS 7223

Chassis no. 13011

Engine no. 13557

- *Present ownership since 2014*
- *3½-litre triple-carburettor engine from a Speed Twenty-Five*
- *Engine rebuilt by West Hoathly Garage*
- *Offered for restoration*



'WS 7223' is an example of the 4th-series (SD) Speed Twenty with the all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. This particular car was displayed at the Olympia Motor Show in 1935, the chassis and wheels at that time being resplendent in chromium plating. The Alvis subsequently formed part of the Farr Museum Collection for many years before being purchased at auction in 1986 by Magnus Mansson of London SW1. While in Mr Mansson's ownership the Speed Twenty featured in an article in the Alvis Owners' Club's Bulletin in which its enthusiastic owner recounted his experiences of owning several of the Coventry firm's products (copy on file).

The car's next owner was Mr Stephen R Jones, who acquired it in 1993. On his death in 1996 the car passed to his executor, the immediately preceding owner, since deceased. Correspondence on file states that the Alvis was in full working order and had been in (fairly) regular use up to 1996. 'WS 7223' has had four different engines over the course of its life, one of them a 4.3-litre unit, and is currently fitted with the triple-carburettor 3½-litre engine from a Speed Twenty-Five, endowing it with better-than-average performance (see documentation on file).

The current vendor purchased the Alvis at Bonhams' sale at the RAF Museum, Hendon in April 2014 (Lot 365). Subsequently it was discovered that there was asbestos within the bodywork, which necessitated specialist removal and disposal. The car is now offered as a rolling chassis in need of completion and is sold strictly as viewed. Works carried out on the vendor's behalf by West Hoathly Garage include rebuilding the engine and overhauling the cylinder head and the triple SU carburettors; fitting new fuel pumps; removing all bulkhead-mounted components and reassembling after refurbishment; fitting a new heater matrix; overhauling the suspension and brakes; repositioning the brake and central throttle pedal to conventional locations; and fitting a new key-operated ignition switch to dashboard. In addition, James E Pearce made a start on the bodywork (invoices on file).

As well as the aforementioned paperwork, the history file contains a copy of the factory Car Record; old auction catalogue descriptions; additional correspondence and a V5C registration document. Kept garaged and not used since 1996, this handsome British post-Vintage thoroughbred represents a potentially most rewarding project for the enthusiast-restorer.

**£15,000 - 20,000****€17,000 - 23,000****No Reserve**



470

## 1971 JAGUAR E-TYPE SERIES III V12 2+2 COUPÉ

Registration no. JHB 457K

Chassis no. 1S50306

Engine no. 7S4011SA

- *Original colour combination*
- *Desirable manual transmission*
- *Matching engine and chassis numbers*



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series 3 V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series 3 from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

Equipped with the desirable manual gearbox, this delightful V12 E-Type was first delivered to Fletchers of Swansea, South Wales in August 1971. In 1990 the Jaguar was placed into its time capsule heated garage. Prior to entering the time capsule, a previous keeper took it upon himself to drain all the fluids and cover the whole car with a wax preservation treatment. The car was then lifted off the floor and placed onto blocks which allowed the weight of the car to be taken off the suspension. Showing just 3 former keepers, the car spent most of its life in Wales before being acquired by the most recent owner a few years ago. Presented in its original colour combination, this desirable UK-supplied, matching-numbers example is offered with a V5 registration document; a workshop manual; and a service handbook.

**£35,000 - 45,000**

**£41,000 - 52,000**

471

## 1964 ROLLS-ROYCE SILVER CLOUD III LONG-WHEELBASE SALOON

Coachwork by James Young

Registration no. to be advised

Chassis no. CCL73

- One of only 10 of its type built without an internal division
- Originally ordered for Viscount Furness of Furness Enterprises
- Shipped to Canada in 1975
- Multiple award winner



"A grand total of 285 third-series four-headlamp machines were eventually produced, of which 54 had special body styles (49 of them from James Young, the other five all being from H J Mulliner Park Ward as something of a final flourish." - Graham Robson on the long-wheelbase Rolls-Royce Silver Cloud III and S3 Bentley, *The Rolls-Royce and Bentley, Volume 2*.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed their predecessors' 6.2-litre V8 engine - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting; the absence of sidelights from the wing tops; and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. The long-wheelbase versions of the Rolls-Royce Silver Cloud and Bentley S Series continued after the introduction of the new V8 engine, offering a less expensive alternative to the newly introduced Phantom V limousine. Four inches (101mm) longer in the wheelbase than the standard saloon, these even more exclusive models usually were fitted out with an internal division.

Chassis number 'CCL73' was ordered through H. A. Fox for Viscount Furness of Furness Enterprises, London SW1. It is estimated that James Young built only 40 four-door SCIII long-wheelbase saloons to its SCT100 design, only 10 of which were completed without division, making this beautiful owner-driver model particularly rare. Other unusual features include flag holders in the front wings and picnic stools mounted on the rear bumper. The SCT100 is often referred to as the 'Baby Phantom V', a car considered to be among the most elegant of post-war Rolls Royces.

In 1975 'CCL73' was shipped to Canada where it attended numerous car shows, winning many awards there and in the USA, all documented in its history file, which also contains a UK V5 and a purchase invoice from Classic Automobiles dated 2021. The car is currently registered as '1 RBU', which will be kept on retention, and previously was registered as 'DHJ 545B'.

**£70,000 - 90,000**

**€81,000 - 100,000**



472

*Offered from the estate of the late Barrie Pook*

## **1928 ROLLS-ROYCE 20HP BROUGHAM DE VILLE**

Registration no. CSU 756

Chassis no. GKM79

Engine no. M4Q

- *Originally used as a town car in New York*
- *Subsequently owned by a museum in New England*
- *Present ownership in the UK since 1991*
- *'100 Years of Motoring' celebration participant*
- *Recommissioned for sale (see text)*



Produced alongside the renowned Silver Ghost, the 20hp model was equally as well engineered and became popular as a lighter alternative suitable for a wide range of body styles. The 3.1-litre, six-cylinder, overhead-valve, monobloc engine drove via an in-unit gearbox, single-plate clutch, and open prop-shaft with spiral bevel final drive. As company founder Henry Royce said when the car was introduced: "simplicity was one of the aims of the designers, but not at the expense of perfection". Intended principally as an 'owner/driver' car, the 'Twenty' sold well during the period following hostilities being popular as a town car, while many were fitted with touring bodies.

Chassis 'GKM 79' is a late 20hp and thus benefits from the right-hand change, four-speed gearbox and four-wheel brakes. 'GKM 79' was ordered by Mr J E Aldred, who was a director and major shareholder of Rolls-Royce of America Inc, and an heir to the Gillette razor fortune. Aldred had the coachwork built by Brewster to his own design in the style of a Brougham de Ville. He used the Twenty as a town car in New York and kept it for many years before it was eventually sold to a museum in New England.

Barrie Pook bought the car from a dealer at Sandown Park, Surrey in 1991 and thereafter it was used occasionally within the family.

(The recorded mileage of circa 15,800 is believed genuine.) Restoration work has included having the leather wings refurbished by a qualified saddler, while the seats were restored, re-stuffed and re-covered in 2003 (receipts available).

To celebrate '100 Years of Motoring', this car, amongst others, travelled aboard the QE2 to New York with its owners, where it attracted much interest and admiring glances on the city streets. Within the last 10 years, renowned marque specialists P & A Wood thoroughly serviced the car.

The Twenty has just been recommissioned for sale following a period of inactivity and is running well; the engine is very quiet, with good oil pressure, and the charging circuit is working. The auxiliary magneto has not been tested. The brakes work. The car is holding coolant, but the radiator hoses need replacing, while the electrics need a thorough check. Fuel is being delivered by the Autovac from the tank to the carburettor. No other fluids have been checked apart from coolant and engine oil. This car has a battery isolator switch on the off side just below the rear seat squab. The (new) battery is under the rear compartment floor.

**£35,000 - 55,000**

**€41,000 - 64,000**

473

*Offered from the estate of the late Barrie Pook*

### **1937 ALVIS SPEED 20 SALOON**

Coachwork by Charlesworth

Registration no. EPK 958

Chassis no. 13317

- *One of the most advanced British sporting cars of its day*
- *Partially known ownership history*
- *Present ownership since 1971*
- *Recommissioned for sale (see text)*



Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511cc, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburettors, an output sufficient to propel the tourer versions past 90mph. The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. "When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid it is of the rear wheels only and easily controlled," observed *Motor Sport's* tester.

Later-series (SC/SD) examples of the Speed Twenty came with a 2.8-litre engine, an all-synchromesh gearbox, and independent front suspension, making it one of the more technologically advanced British cars of its day.

This car, manufactured in 1936 and first registered in January 1937, was originally bought by Mr Montague Barnes Saunders, who covered over 30,000 miles in it up to 1964 when he died, bequeathing the car to Mr R M Strong, who took the mileage to nearly 32,000.

The car was auctioned in October 1967 and sold for £560, and in 1968 passed into the hands of Lockerley Motors. It was bought by Barrie Pook at auction in May 1971 for £1,100 and has been kept within the family ever since.

Recommissioned for sale following a period of inactivity, the car is running well with good oil pressure. The engine is holding coolant (plain water in this case), but the radiator hoses need replacing (two bottom hoses have been replaced). The electrics need a thorough check. The fuel is being delivered by one SU electric pump from a fuel can to the carburettors. The other pump is isolated. The tank does not leak but it needs a thorough clean to remove old fuel deposits left over many years. No other fluids have been checked apart from engine oil. The (new) battery is under the offside rear seat beneath a metal panel. The brakes have not been tested. Offered with an old-style V5 erroneously listing the date of first registration as 1957.

**£17,000 - 22,000**

**€20,000 - 26,000**



474

*Offered from the estate of the late Barrie Pook*

## 1933 ALVIS SPEED 20 TOURER

Registration no. OC 5679

Chassis no. 11179

- *Fine British 'Post-Vintage Thoroughbred'*
- *Believed only four owners from new*
- *Present ownership since 1972*
- *Recommissioned for sale (see text)*



"The new Alvis Speed Twenty is the type of car which looks right, feels right and is right. From the driver's point of view the controls are all just where they are required and the power, speed and acceleration provided by the 'hotted-up' but, nevertheless, silky six-cylinder engine are literally an eye-opener to anyone accustomed to driving about in a more or less sedate manner in ordinary motor cars of medium size." - *Motor* magazine in praise of the new Alvis Speed Twenty, March 1932.

Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511cc, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburetors, an output sufficient to propel the tourer versions past 90mph. The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. "When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid, it is of the rear wheels only and easily controlled," observed *Motor Sport's* tester.

This Alvis Speed Twenty tourer was first registered in January 1937 and owned until 1964 by Mr M B Saunders. The car is believed to have had two subsequent owners before Barrie Pook bought it in October 1972 from the well-known motor dealer Peter Harper (bill of sale on file). The Alvis was then displayed at a motor museum in the Cotswolds for approximately 25 years before returning to Barrie's custodianship.

Recommissioned for sale following a period of inactivity, the car is running well with good oil pressure. It is holding coolant (plain water in this case), but the radiator hoses need replacing and the electrics need a thorough check. Fuel is being delivered by the mechanical pump from a fuel can to the carburetors. No other fluids have been checked apart from engine oil. Clutch thrust bearing needs attention. The (new) battery is under the bonnet on the bulkhead. The brakes have not been tested. Offered with an old-style V5.

**£30,000 - 50,000**

**€35,000 - 58,000**

475

*Offered from the estate of the late Barrie Pook*

## 1923 AUSTIN 12HP TOURER

Registration no. ES 5399

Chassis no. 2TT1797

- One of Austin's most successful models
- 1.7-litre four-cylinder engine
- Present ownership since 1971
- Recommissioned for sale (see text)



General Manager of the Wolseley Sheep Shearing Machine Company, Herbert Austin set the Birmingham firm on the road to motor manufacture in 1896 when he designed its first automobile, a twin-cylinder tri-car. The first production Wolseley though, was four-wheeled and, like Austin's 1896 prototype, carried its single-cylinder engine horizontally. Wolseley's directors did not share Austin's belief in the horizontal engine's virtues however, and he departed in 1905 to set up his own company at nearby Longbridge. Somewhat surprisingly perhaps, the first Austin cars were powered by conventional inline fours with side valves arranged in 'T-head' fashion.

Austin manufactured munitions during WWI and expanded greatly as a result, employing more than 22,000 workers by the cessation of hostilities in 1918. When civilian production recommenced it was with a single 20hp model, influenced by the six-cylinder Hudson - one of America's most advanced designs - that Herbert Austin has used during the war. Derived from that of the pre-war 20hp model but enlarged to 3,620cc, the four-cylinder sidevalve engine powered Austin commercials and a tractor as well as its passenger cars.

Although robust and reliable, the 'Twenty' was relatively expensive and in an increasingly difficult economic climate did not sell in sufficient numbers to keep Austin afloat.

Restructured in 1921 following a period in receivership, the firm abandoned its 'single model' policy, introducing the 12hp and 7hp models that would prove its salvation. The Twelve was a conventional car, soundly engineered in the best Austin tradition, powered by a 1,660cc four-cylinder sidevalve engine driving via a four-speed gearbox. Such was the Twelve's reputation for durability that it became the London cab-drivers' favourite, enjoying an extended lease of life in this role that lasted well into the 1930s and beyond.

This 12hp Austin tourer was purchased by Barrie Pook in Scotland in 1971 from Eric Davidson, who had owned it for two years. Recommissioned for sale following a period of inactivity, the car is running well and displays good oil pressure. The engine is very quiet and the charging circuit is working. The brakes work. The car is holding coolant (plain water in this case) but the radiator hoses need replacing and the electrics need a thorough check. The fuel is being delivered by the Autovac from the tank to the carburettor. No other fluids have been checked apart from engine oil. The (new) battery is under a panel beneath the front passenger seat cushion; both lift out with no tools required. Offered with an old-style V5.

**£12,000 - 15,000**

**€14,000 - 17,000**



476

## 1979 MG MIDGET 1500 ROADSTER

Registration no. not registered

Chassis no. GAN6 229 488 9

- *Limited edition model from the final year of production*
- *Never registered*
- *Circa 38 miles from new*



An MG with its origins in the 'frog-eyed' Austin-Healey Sprite, the final version of the Midget first appeared in July 1961, one month after the launch of its restyled progenitor, sharing the same bodyshell and mechanical underpinnings with only badges, trim details and price differentiating the two.

Introduced in 1974, the new Midget 1500 was readily distinguishable from its predecessor by the impact-resistant '5mph' bumpers required for the USA, while beneath the skin there was a Morris Marina all-synchromesh gearbox. The adoption of head restraints, inertia-reel seatbelts, and dual-circuit braking were among improvements made before production ceased in November 1979. When British Leyland decided that the Midget was to be no more, they made a limited-edition run of 'black on black' cars to commemorate the 'death' of the model. These cars displayed a '1929-1979' badge on the dashboard.

This limited-edition Midget was purchased new directly from the factory by the former owners, who were MG dealers at the time, and was kept in storage as part of their private collection for 39 years before being acquired by the present owner in 2017, when the car was fitted with new/original brake discs, brake master cylinder, clutch master cylinder, oil filter, points, condenser, rotor arm and all new fuel pipes, completed with an oil, brake and fluids change. Never registered, this Midget has never been on the road and has covered only 38 miles from new. It comes complete with spare wheel, tool kit, jack, tonneau cover, and radio fitting kit, just as it was delivered to the dealer by the factory.

**£25,000 - 30,000**

**€29,000 - 35,000**

477

## 1936 ALVIS CRESTED EAGLE SALOON

Coachwork by Charlesworth

Registration no. DGY 755

Chassis no. 12984

Engine no. 13434

- One of only 322 made
- An older restoration
- Present ownership since 2017
- Substantial history file detailing much recent expenditure
- £15,000 spent with Red Triangle in the past year



Introduced in 1932, the Crested Eagle featured a substantial X-braced chassis and independent front suspension, and usually carried formal limousine or saloon coachwork. It was initially offered with the 2,148cc Silver Eagle engine, although capacity was soon to increased to 2,511cc, then 2,762cc (a single carburettor version of that used in the Speed 20) and eventually the 3,571cc engine also used in the Speed 25 and 3 ½-litre models.

This stunning Crested Eagle TF is a 19.82hp 2,762cc model with four-speed synchromesh transmission. It carries six-light saloon coachwork by Charlesworth, the most popular choice on this chassis, with 322 of the 602 Crested Eagles bodied in this style. Offered with a substantial history file, the car was supplied new via Turner & Hore of Suffolk in September 1936 and delivered to its first owner in Newmarket. A note on file suggests this Alvis originally left the factory with a red leather interior, while the bodywork was finished in Lake Rouge with black wheels.

'DGY 755' was acquired by a Mr L Camidge in 1965 and in 1980 by a Mr Tim Dale, who treated it to a total body-off restoration, including a colour change to the current Claret over Black and a full interior retrim, after which it was loaned to the Stratford Motor Museum in 1986. In 1998 the car passed to a Mr Mike Cummins and then to a Mr Brian Garratt in 2003.

It then changed hands a couple of times before being acquired in 2017 by the vendor, who believes it to be one of four such Charlesworth-bodied examples surviving, one of which is in the USA and another in Sweden.

The history folder documents much recent expenditure at classic specialists CMC of Bridgnorth, with invoices for a replacement cylinder head gasket in February 2022 and a carburettor rebuild, full service, new coolant and heater hoses, plus a full brake overhaul. It also had a new water pump in June 2022 and in January 2023 the radiator was refurbished, all the work carried out by CMC. There are also 20 old MoTs showing regular light use, the last of which expired in August 2018 with no advisories recorded. The car is now, of course, MoT-exempt. More recent expenditure is evidenced by invoices from marque specialists Red Triangle totalling £15,000 in the past year. The car is said to drive beautifully; it is very smooth, has lots of torque and is above all very comfortable and elegant.

**£20,000 - 25,000**

**€23,000 - 29,000**



478

## 1969 JAGUAR E-TYPE SERIES 2 4.2-LITRE COUPÉ

Registration no. SRH 620G

Chassis no. 1R220287

Engine no. 7R5908

- *Present ownership since 2015*
- *Engine rebuild in 2022 (bills available)*
- *Circa £26,000 spent during this ownership*
- *Heritage certificate confirming matching engine and chassis numbers*



Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. Aerodynamically, the Coupé was superior to the Roadster and a more accomplished Grand Routier, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door. In October 1964 an improved, 4.2-litre version arrived boasting a more user-friendly, all-synchromesh gearbox and superior Lockheed brake servo as part of the specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at 150mph, the main performance gain resulting from the larger engine being improved acceleration. Announced in October 1968, the revised Series 2 incorporated numerous changes - deleted headlight covers and rocker-type dashboard switches among them - in line with United States automobile legislation.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

The current owner purchased this E-Type from a motor dealer in 2015. There is very little history before this date although numerous MoT certificates dating back to 1990 suggest that the recorded mileage of circa 75,000 may well be genuine. The car is believed never to have been restored. Bills dated post-2015 total circa £26,000 and include those relating to an engine rebuild in 2022. Also on file is a full condition report from an independent inspector from when the car was purchased. This report (compiled in 2015) stated that the car was in generally good overall condition. Also on file is a Heritage certificate confirming all matching numbers and a change of colour (date of change unknown). Offered with a V5C Registration Certificate.

**£30,000 - 40,000**

**£35,000 - 46,000**

**1963 VOLKSWAGEN TYPE 2 'SPLIT-SCREEN' PANEL VAN**

Registration no. ACK 504A

Chassis no. 1141561

- Imported into the UK in December 1988
- Long-term prior ownership
- Restored condition
- Wildwood conversion



First registered in July 1963, this left-hand drive Type 2 panel van was imported into the UK in December 1988, passing to its second UK keeper in October 2013. It is understood that the vehicle had served with the German fire brigade.

This Type 2 benefits from a previous 'ground-upwards' restoration and now features a conversion by specialists Wildwood. The interior is trimmed in burgundy vinyl and features red-piped seats, a body-coloured dashboard, white and wood veneer rear panelling, a rock-and-roll bed, a fold-out table, rear storage cupboards, a modern rear-mounted stereo, Kenwood loudspeakers, rear window curtains, and a textured red vinyl rear floor. The factory specification includes side 'barn-doors', sliding windows, two-spoke steering wheel, under-dashboard shelf, push-out front quarter lights, and basic heating and ventilation controls.

The engine is a 1.5-litre unit and the van rolls on a set of chromed 15" steel wheels with chrome hubcaps, shod with Jupiter Radial A/T tyres. Other notable features include wider offset wheels, a tow bar, and a rear roof rack.

The van comes with comprehensive history, including photographs, correspondence with Volkswagen confirming the build date, and some maintenance invoices. Independent Volkswagen specialists Volkstech of Morecombe carried out works in March 2014 which consisted of reconditioning the dynamo and regulator box, and installing a tow bar and associated wiring. The stainless-steel roof rack and domed hubcaps were fitted in December 2013, and four new tyres were fitted in March 2007.

Boldly finished in an eye-popping shade of red, this Volkswagen Type 2 panel van is a very well presented example of Volkswagen's much loved classic and ideal for attending tours and weekend events. Offered with sundry invoices and a V5C document.

**£35,000 - 45,000**

**€41,000 - 52,000**



480

## TRIUMPH 2000 ROADSTER

Registration no. UMC 168

Chassis no. TRA 995

- *One of an estimated 400-or-so survivors*
- *Present ownership since 2009*
- *Restored condition*
- *Minimal mileage in present ownership*



Thanks to its use by TV's fictional Jersey detective Jim Bergerac, few post-war classics are as instantly recognisable as the Triumph Roadster. A landmark model in the history of the Coventry firm, the 1800 Roadster was one of the first post-war designs to bear the Triumph name. The chassis - an all-new design featuring independent front suspension - comprised two large-diameter steel tubes joined by cross braces. Styled by Standard's Frank Callaby, the Roadster's elegant alloy-panelled body was unusual in retaining the dickey seat that had been a feature of the pre-war Triumph Dolomite Roadster Coupé.

Launched in March 1946 alongside its sister car, the 1800 Saloon, the Roadster was not revised until 1948 when it received the 2.1-litre engine, three-speed gearbox, and rear axle of the newly introduced Standard Vanguard. When Roadster production ceased the following year, a total of 4,501 of these charismatic cars had been built.

Finished in Metallic Blue with grey leather interior, this Triumph 2000 Roadster was purchased by the current owner in 2009, since when it has only covered circa 1,500 miles.

**£14,000 - 18,000**

**€16,000 - 21,000**

481

## 1966 JAGUAR E-TYPE SERIES 1 4.2-LITRE COUPÉ PROJECT

Registration no. not UK registered

Chassis no. 1E 33053

Engine no. 7E 9259-9

- Sold new in Canada
- Left-hand drive
- Engine and bodywork restored by JD Classics
- Offered in need of completion



Launched in October 1964, the 4.2-litre version of Jaguar's sensational E-Type sports car came with a more user friendly all-synchromesh gearbox and superior Lockheed brake servo as part of the improved specification alongside the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged from that of the 3.8-litre original, but beneath the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative earth, while the interior boasted a matt black dashboard and improved seating arrangements. The E-Type's top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. Retaining the sublime looks of the original while benefiting from the larger engine and the all-synchromesh gearbox, the Series 1 '4.2' is considered by many to be the most desirable E-type variant and is highly sought after today.

This E-Type's restoration was commenced in 2022 but was interrupted early in 2025 due to the restorer JD Classics entering administration. The left-hand drive donor car was sold new in Canada in July 1966 and retains its original factory plaque listing numbers for the chassis, engine, body and gearbox. Restoration carried out so far has included an engine rebuild and restoration of the bodyshell, which has been finished in primer ready for the next stage of repainting. The car is offered with a Jaguar Heritage Trust Certificate and comes with many original parts that were removed from the car during the restoration process (viewing advised).

**£15,000 - 20,000**

**£17,000 - 23,000**

**No Reserve**



482

## 1934 BENTLEY 3½-LITRE SPORTS ROADSTER SPECIAL

Registration no. AVU 542

Chassis no. B16BN

- Based on a 'Derby' Bentley
- Bespoke one-off
- Recently completed



In the absence of anything remotely resembling its Vintage-era touring models from the post-war Bentley range, enthusiasts with a yen for stripped-down, wind-in-the-hair excitement had little choice but to opt for a conversion such as that offered here. A number of specialist coachbuilders offered variations on the theme, while many enthusiasts opted to undertake their own re-creations. Many have used the 3½-Litre 'Derby' Bentley as the basis, as is the case with the unique and beautifully presented example offered here, which started life as a Park Ward-bodied sports saloon delivered in October 1934 (see photograph on file).

'AVU 542' is offered fresh from a recently completed, restoration that took countless man-hours to achieve. The bodywork boasts hand crafted wooden elements typical of high quality cars of the pre-war period. The interior has been re-trimmed in sumptuous green leather while the wood elements further contribute to this bespoke special's period charm.

Further specification highlights include rewired electrics and a new fuel tank. After completion, 'AVU 542' attended the Bentley Drivers Club's Summer Rally & Concours d'Elegance at Kelmarsh Hall in 2023 (participant's plaque available).

Contained within the comprehensive history file, accompanying documentation includes numerous invoices, copies of factory records, various instruction manuals, and a comprehensive photographic record of the transformation. A true labour of love.

**£25,000 - 30,000**

**€29,000 - 35,000**

483

## 1957 BRISTOL 405 SPORTS SALOON

Registration no. 327 AAE

Chassis no. 405/4211

- One of just 265 examples of the 405 Saloon manufactured
- Delivered new to Stoke-on-Trent
- An exciting restoration project that is missing the original '100B2' engine and gearbox



Having made a major contribution to both world wars, the Bristol Aeroplane Company ended 1945 with a surplus of skilled labour and, to redeploy this resource, created a luxury car division. Under the war reparation scheme, rights were acquired regarding pre-war BMWs and their powerplants. The company was, therefore, able to produce its first vehicle - the 400 Saloon - in the autumn of 1946. The chassis was based on that of the BMW 326, its graceful body inspired by the 327, and the engine a mildly modified version of the 328 unit. Introduced in 1954, the 405 Saloon was Bristol's first and, so far, only four-door offering. Effectively a long-wheelbase version of the outgoing 404, it was also the first of the marque to feature an opening boot lid. The newcomer was powered by the 100B2 version of the company's 1971cc OHV straight-six engine. It developed some 110bhp and drove through a four-speed manual gearbox plus Laycock de Normanville overdrive. The suspension was independent at the front by a transverse leaf spring and by solid axle and torsion bars at the rear.

Braking was by drums all round (front discs were optional) and steering by rack and pinion. Total 405 production comprised 265 Saloons and 43 Drophead Coupes. The model was replaced by the 406 in 1958.

A rare and very sought after example of British motoring history, this Bristol was first delivered new in June 1957 with an Ash Grey over Egyptian Brown colour scheme to a John Alcock, Esq of Biddulph, Stoke-on-Trent. Clearly a car ripe for restoration, this 405 is offered for sale without reserve, the 405 is offered as an interesting and rewarding project and leaves somewhat of a blank canvas for any prospective purchaser. The very-expensive-when-new grand tourer is supplied with a UK V5 and a copy of its factory delivery note and is sold strictly as seen.

**£3,000 - 5,000**

**€3,500 - 5,800**

**No Reserve**



484

## 1968 MORRIS MINI MINOR SALOON

Registration no. AXC 363F

Chassis no. MA2S6S571682A

- An original shell example, offered with spares
- Fitted with a larger 1275cc engine
- A very rewarding project



Considered by automobile historians to be one of the most important and influential designs ever, the Austin/Morris Mini was in production for 40 years and today remains the most enduring icon of the British motor industry.

BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. In due course estate and van versions arrived, larger engines became available, more luxurious Riley and Wolseley models joined the line-up and the sporting Mini Cooper was introduced. Early cars had the 848cc A-Series engine, rubber cone suspension and floor-mounted starter button, the latter two features being replaced by Hydrolastic suspension and key starting respectively in 1964.

This Mark 2, an example first delivered in 1968 was supplied from the factory with the standard 998cc engine. Offered today in 'barn find' condition, the car has not been re-shelled, according to our vendor, and the engine has been replaced at some point with the 1275cc unit. The current owner has had the cylinder head skimmed and reported, while the engine bores have had oil poured into them. It comes with a good set of five period 100 + Alloy minilite wheels.

It is offered with a V5C and a number of spares, including various body panels such as a driver's door, a boot lid, a bonnet, front valance, carpet set and a period leather steering wheel. A potentially rewarding project, sold strictly as seen.

**£3,000 - 5,000**

**€3,500 - 5,800**

**No Reserve**

485

## 1983 ALFA ROMEO GTV6 2.5 COUPÉ

Registration no. D987 RGT

Chassis no. ZAR116C0003003608

- *Factory Right Hand Drive Example (Certificato di Origine on file)*
- *Major recent service*
- *Delivered new to London*
- *Offered from long-term ownership*



Alfa Romeo's rather staid-looking Alfetta saloon arrived in the early 1970s as the big brother to the new compact Alfasud. Despite its conservative appearance, the Alfetta was a sneakily good performer thanks to its advanced chassis with transaxle gearbox and well-located de Dion rear axle. Despite a troubling propensity to rust, the Alfetta sedan was nonetheless an impressive platform, providing the basis for the utterly gorgeous new Alfetta GT and GTV coupés, which were penned by the great Giorgetto Giugiaro. Introduced in 1974, the coupe launched initially with just one engine, a 1.8-litre twin-cam four-cylinder.

Alfa found the sweet spot in 1980, when they shoehorned the 2.5-litre V6 engine from the executive-class Alfa 6 into the Alfetta coupe. Easily distinguished from the smaller GT thanks to a noticeable bulge in the bonnet that was necessary to clear the intake for the fuel-injection system, with 156bhp and 157 lb.ft. of torque at its disposal, the GTV6 could reach 60mph in 8.5 seconds on its way to a top speed of 130mph. Despite its larger engine, the GTV6 still boasted near perfect weight distribution and offered sublime handling. The GTV6 was more expensive than both the Ford Capri 2.8-litre and the Porsche 924, which made them a rarity, even new. But the Italian character and fabulous V6 made every bit worth every penny to those in the know.

This very rare factory right hand drive example was first registered in 1987, delivered new via Spur Garage Wimbledon in the colours it still retains today. The current owner acquired the car around 26 years ago as a summer car. Well maintained in current ownership, remarkably it comes with a comprehensively stamped service history and a consistent MOT history to back up the low stated mileage of just under 40,000. More recently, the car benefitted from a major service last summer which included a new cambelt, waterpump, brake calipers, discs and wheel bearings at a cost of £3625. Offered with a history file including a Certificato di Origine, original service book pack and owner's manual and sundry invoices.

**£16,000 - 20,000**

**€19,000 - 23,000**



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 @BonhamsBikes

\* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](https://bonhams.com/buyersguide)



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# SPEED

REMAINING DATES

## PRESCOTT LONG

Saturday 20 September



OUR  
CLUB

SPEED  
TICKETS



## SAVE THE DATE!

THE POMEROY TROPHY

Saturday 14 February



THE VINTAGE SPORTS-CAR CLUB



# The Bonhams|Cars Network

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## NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “you”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics. IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

### 1. OUR ROLE

In its role as *Auctioneer of Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams’* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller’s* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

*Bonhams* does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with you as the *Buyer*. The terms of that contract are set out in our *Buyer’s Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*, and this will govern *Bonhams’* relationship with the *Buyer*.

### 2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details. Any person who damages a *Lot* will be held liable for the loss caused.

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### *Contractual Description of a Lot*

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams’* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

#### *Estimates*

In most cases, an Estimate is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams’* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer’s Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

#### *Condition Reports*

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report*

on the *Lot’s* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without charge, *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. The *Condition Report* represents *Bonhams’* reasonable opinion as to the *Lot’s* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you.

#### *The Seller’s responsibility to you*

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

#### *Bonhams’ responsibility to you*

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller’s* agent only (unless *Bonhams* sells the *Lot* as principal).

*Bonhams* undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams’* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

*Bonhams* does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams’* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer’s Agreement*.

#### *Alterations*

*Descriptions* and *Estimates* may be amended at *Bonhams’* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE LOT IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY LOT OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

### 4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots for Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion in which to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%; however, these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equaling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer’s* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

### 5. BIDDING

You must complete and deliver to us one of our *Bidding Forms*, either

our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact. We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams’* reputation.

#### *Bidding in person*

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as “paddle bidding”. You will be issued with a large card (a “paddle”) with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer’s*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

#### *Bidding by telephone*

If you wish to bid at the *Sale* by telephone, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and Bidding Form, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

#### *Bidding by post or fax*

*Absentee Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*, once you have pre-registered to bid or have updated your existing registration details recently. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your *Absentee Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer’s* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

#### *Bidding via the internet*

In order to bid online in a *Sale*, you must be 18 or over and you must register to bid via the *Bonhams* App or [www.bonhams.com](http://www.bonhams.com). Once you have registered, you should keep your account details strictly confidential and not permit any third party to access your account on your behalf or otherwise. You will be liable for any and all bids made via your account. Please note payment must be made from a bank account in the name of the registered bidder.

Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact Client Services for assistance. We may in addition request a financial reference and /or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to Client Services; (ii) to provide such information as we require to enable us to complete our identification and anti-money laundering checks on that third party; and (iii) where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid. Where you are the successful bidder for any lot with a hammer price equal to or in excess of £5,000/\$10,000/HKD50,000/AUS\$10,000 depending on the jurisdiction and currency of the *Sale*, and if you have not provided such documents previously, you will be required to upload or provide to Client Services your Government issued photo ID and (if not on the ID) proof of your address before the lot can be released to you. We reserve the right to request ID documentation from any bidder or successful buyer regardless of these thresholds and to refuse to release any purchased



lot until such documentation is provided.

Companies: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the company. You must provide a credit card for verification either in your name or the name of the company but payment must be made from an account in the company's name. If your credit card fails verification, you will not be permitted to bid and please contact Client Services for assistance. We may in addition require a bank reference or deposit prior to letting you bid. For all successful bids, we require the company's Certificate of Incorporation or equivalent documentation confirming the company's name and registered address, documentary proof of each beneficial owner owning 25% or more of the company, and proof of your authority to transact before the lot can be released to you. We reserve the right to request any further information from any bidder that we may require in order to carry out any identification, anti-money laundering or anti-terrorism financing checks conducted by us. We may at our discretion postpone or cancel your registration, not permit you to bid and/or postpone or cancel completion of any purchase you may make.

#### Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the Sale. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

**You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.**

Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details. Bonhams undertakes Customer Due Diligence (CDD) into its *Sellers* and *Buyers* as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved Industry Guidance is that CDD under the Regulations is not required by *Buyers* into *Sellers* at Bonhams auctions or vice versa.

#### 6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the *Buyer*, a *Contract for Sale of the Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder* including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this Sale.

#### 7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles  
15% on the first £500,000 of the *Hammer Price*  
12% from £500,001 of the *Hammer Price*

(b) Automobilia  
28% of the *Hammer Price* on the first £40,000; plus  
27% of the *Hammer Price* from £40,001 and up to £800,000; plus  
21% of the *Hammer Price* from £800,001 and up to £4,500,000; plus  
14.5% of the *Hammer Price* above £4,500,001

A 3rd party bidding platform fee of 4% of the Hammer Price for Buyers using the following bidding platforms will be added to the invoices of successful Buyers – Invaluable; Live Auctioneers; The Saleroom; Lot-tissimo.

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific Sale Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of £1,000 or greater, the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artist's Resale Right Regulations 2006, as amended. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed £12,500.

| <i>Hammer Price</i>          | Percentage amount |
|------------------------------|-------------------|
| From £0 to £50,000           | 4%                |
| From £50,000.01 to £200,000  | 3%                |
| From £200,000.01 to £350,000 | 1%                |
| From £350,000.01 to £500,000 | 0.5%              |
| Exceeding £500,000           | 0.25%             |

#### 8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols, shown beside the Lot number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- \* VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the UK: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the UK: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-UK address, decides that the item is not to be exported from the UK, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

#### 9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

**Bonhams' preferred payment method is by bank transfer.**

You may electronically transfer funds to our *Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Account* details are as follows:

Bank: National Westminster Bank Plc  
Address: PO Box 4RY  
250 Regent Street  
London W1A 4RY  
Account Name: Bonhams 1793 Limited  
Account Number: 25563009  
Sort Code: 56-00-27  
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

**Cash:** you may pay for *Lots* purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

**Debit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only).** There is no limit on payment value if payment is made in person using Chip & Pin verification.

**Payment by telephone** may also be accepted up to £5,000, subject to appropriate verification procedures. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid by other means.

**Credit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only).** There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

**Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.** We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any *Lot* at our discretion while we complete our investigations, and to cancel the Sale of any *Lot* if you are in breach of your warranties as *Buyer*, if we consider that such Sale would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or would be detrimental to *Bonhams'* reputation.

#### 10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to Sale Information at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the Sale are set out in the *Catalogue*.

#### 11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

#### 12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations. From 28 June 2025, the import into the EU of non-EU origin property of a certain age (and in some categories above a certain value) into the EU is subject to additional requirements. Under the relevant EU Regulation, it is the Buyer's sole responsibility to assess whether any Lot meets the criteria for import into the EU. The refusal of any required Importer Licence or Importer Statement, or any delay in obtaining such Licence or Statement shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

#### 13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the UK. These regulations may be found at:

<https://www.gov.uk/guidance/apply-for-cites-permits-and-certificates-to-trade-endangered-species#how-to-apply> or may be requested from: Enquiries: [wildlife.licensing@apha.gov.uk](mailto:wildlife.licensing@apha.gov.uk)

Applications: [CITESapplication@apha.gov.uk](mailto:CITESapplication@apha.gov.uk)

Address: UK CITES Management Authority

Centre for International Trade

Horizon House, Deanery Road, Bristol BS1 5AH

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

#### 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the Sale. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are

legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## 16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary.

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the - of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

### Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

### Licensing Requirements

#### Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence. *Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

### Taxidermy and Related Items

On behalf of the *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

## 18. FURNITURE

### Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

## 19. JEWELLERY

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone's weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details. It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fall as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

*Buyers* must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y This lot contains one or more regulated plant or animal species and is subject to CITES regulations. It is the buyer's responsibility to investigate such regulations and to obtain any necessary import or export certificates. A buyer's inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the



- Artist's Resale Right Regulations 2006, as amended. See clause 7 for details.
- The Seller has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale and sold under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported to the USA. The EU and the UK have in place wide-ranging restrictions on dealing with property containing elephant ivory, including restrictions on import and/or export. It is a buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. *Bonhams* is not able to assist buyers with the shipment of any lots containing elephant ivory into the US, the UK or the EU. A buyer's inability to export or import these lots cannot justify a delay in payment or cancellation of a sale.

•, †, \*, G, Ω, α see clause 8, VAT, for details.

#### DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from [info@bonhams.com](mailto:info@bonhams.com)

#### APPENDIX 1

##### BUYERS SALE CONTRACT WITH SELLER

**IMPORTANT: These terms may be changed in advance of the Sale of the Lot to you, by the setting out of different terms in the Catalogue for the Sale and/or by placing an insert in the Catalogue and/or by notices at the Sale venue and/or on Bonhams' website, and/or by oral announcements before and during the Sale at the Sale venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.**

**Under this contract the Seller's liability in respect of the quality of the Lot, it's fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.**

#### 1 THE CONTRACT

- 1.1 These terms and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

#### 2 SELLER'S WARRANTIES AND UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;
- 2.1.6 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

#### 3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding

- with any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

#### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.
- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

#### 5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to and received in cleared funds by *Bonhams*; and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

#### 6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay in full any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

#### 7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyers' Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.
- 7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

#### 8 FAILURE TO PAY FOR THE LOT

- 8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further

- notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):
- 8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;
- 8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;
- 8.1.3 to retain possession of the *Lot*;
- 8.1.4 to remove and store the *Lot* at your expense;
- 8.1.5 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;
- 8.1.6 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 8.1.7 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;
- 8.1.8 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;
- 8.1.9 to retain possession of, and on three months' written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or of *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and
- 8.1.10 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the *Seller* or to *Bonhams* by you.
- 8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the *Seller* becomes liable to pay the same until payment by you.
- 8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

#### 9 THE SELLER'S LIABILITY

- 9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,
- 9.3.1 the *Seller* will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;
- 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
- 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the *Seller's* liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
- 9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the *Seller's* negligence (or any

person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.

## 10 MISCELLANEOUS

10.1 You may not assign either the benefit or burden of the *Contract for Sale*.

10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.

10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.

10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.

10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.

10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.

10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.

10.8 In the *Contract for Sale* "including" means "including, without limitation".

10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.

10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.

10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.

10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## APPENDIX 2

### BUYER'S AGREEMENT WITH BONHAMS

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

### 1 THE CONTRACT

1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.

1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.

1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate

contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.

1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.

1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:

1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;

1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;

1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.

1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

### 3 PAYMENT AND BUYER WARRANTIES

3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*: the *Purchase Price* for the *Lot*;

3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and

3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.

3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.

3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.

3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.

3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.

3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:

3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, His Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or

3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan, Russia, and Syria); and further

3.8.3 that the property you purchase will not be transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or His Majesty's Treasury or any other relevant Sanctions authority.

3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.

3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:

3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;

3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;

3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;

3.10.4 items purchased by you and your Principal through *Bonhams* are not being transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or His Majesty's Treasury or any other relevant Sanctions authority, or purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and

3.10.5 that you consent to *Bonhams* relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.

3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the *Seller*, to our satisfaction at our discretion, we shall be entitled to retain *Lots* and/or proceeds of *Sale*, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.

### 4 COLLECTION OF THE LOT

4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us; in cleared funds, everything due to the *Seller* and to us, and once we have completed our investigations under paragraph 3.11, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

### 5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the *Sale* Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 3, 6 and 10, to be responsible as *bailor* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

### 6 RESPONSIBILITY FOR THE LOT

6.1 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.



- 6.2 Please note however, that under the *Contract for Sale*, the **risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the Lot** if earlier, and you are advised to obtain insurance in respect of the *Lot* as soon as possible after the *Sale*.
- 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS**
- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the *Lot* is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the *Seller*):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the *Lot*;
- 7.1.3 to remove, and/or store the *Lot* at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 7.1.5 to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 7.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless you buy the *Lot* as a *Consumer*) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any *Lot* or part thereof;
- 7.1.7 to sell the *Lot Without Reserve* by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 7.1.8 to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for *Sale*) until all sums due to us have been paid in full;
- 7.1.9 to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;
- 7.1.10 on three months' written notice to sell, *Without Reserve*, any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for *Sale*) and to apply any monies due to you as a result of such *Sale* in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future *Sale* or to reject a bid from you at any future *Sale* or to require you to pay a deposit before any bid is accepted by us at any future *Sale* in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the *Seller*, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any *Sale* of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the *Seller* within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the *Seller* (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the *Lot*, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any *Forgery* in accordance with the terms of this paragraph 9.
- 9.2 Paragraph 9 applies only if:
- 9.2.1 your name appears as the named person to whom the original invoice was made out by us in respect of the *Lot* and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a *Forgery*, and in any event within one year after the *Sale*, that the *Lot* is a *Forgery*; and
- 9.2.3 within one month after such notification has been given, you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a *Forgery* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.
- 9.3 Paragraph 9 will not apply in respect of a *Forgery* if:
- 9.3.1 the *Entry* in relation to the *Lot* contained in the *Catalogue* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
- 9.3.2 it can be established that the *Lot* is a *Forgery* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a *Lot* is a *Forgery* we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the *Sale of Goods Act 1979* and we will pay to you an amount equal to the sum of the *Purchase Price*, *Buyer's Premium*, *VAT* and *Expenses* paid by you in respect of the *Lot*.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a *Lot* made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a *Stamp* or *Stamps* or a *Book* or *Books*.
- 10 OUR LIABILITY**
- 10.1 We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the *Misrepresentation Act 1967* or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in respect of it, made by us or on our behalf or by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Bonhams' Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*.
- 10.2 Our duty to you while the *Lot* is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the *Lot* or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of *Sale* to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.4 You may wish to protect yourself against loss by obtaining insurance. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the *Occupiers Liability Act 1957*, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and
- within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot* but not if: the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
- the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain a collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) or if performance of its obligations would be reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.
- 12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.

12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams*' holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

### 13 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the Sale takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

### DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from [info@bonhams.com](mailto:info@bonhams.com).

### APPENDIX 3

#### DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

#### LIST OF DEFINITIONS

**"Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

**"Additional Premium"** a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams*' *Expenses* relating to the payment of royalties under the Artist's Resale Right Regulations 2006, as amended, which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 pounds.

**"Auctioneer"** the representative of *Bonhams* conducting the *Sale*.

**"Bidder"** Any person considering, attempting or making a Bid, including those who have completed a *Bidding Form*.

**"Bidding Form"** our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

**"Bonhams"** *Bonhams* 1793 Limited or its successors or assigns.

*Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

**"Book"** a printed *Book* offered for *Sale* at a specialist *Book Sale*.

**"Business"** includes any trade, *Business* and profession.

**"Buyer"** the person to whom a *Lot* is knocked down by the

Auctioneer. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

**"Buyer's Agreement"** the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

**"Buyer's Premium"** the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

**"Catalogue"** the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our Website.

**"Commission"** the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

**"Condition Report"** a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

**"Conditions of Sale"** the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

**"Consignment Fee"** a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

**"Consumer"** a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

**"Contract Form"** the *Contract Form*, or vehicle *Entry form*, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

**"Contract for Sale"** the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

**"Contractual Description"** the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

**"Description"** any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

**"Entry"** a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

**"Estimate"** a statement of our opinion of the range within which the hammer is likely to fall.

**"Expenses"** charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus VAT if applicable.

**"Forgery"** an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/ or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

**"Guarantee"** the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

**"Hammer Price"** the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the Auctioneer.

**"Loss and Damage Warranty"** means the warranty described in paragraph 8.2 of the Conditions of Business.

**"Loss and Damage Warranty Fee"** means the fee described in paragraph 8.2.3 of the Conditions of Business.

**"Lot"** any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

**"Motoring Catalogue Fee"** a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

**"New Bond Street"** means *Bonhams*' saleroom at 101 New Bond Street, London W1S 1SR.

**"Notional Charges"** the amount of *Commission* and VAT which would have been payable if the *Lot* had been sold at the *Notional Price*.

**"Notional Fee"** the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

**"Notional Price"** the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

**"Notice to Bidders"** the notice printed at the back or front of our *Catalogues*.

**"Purchase Price"** the aggregate of the *Hammer Price* and VAT on the *Hammer Price* (where applicable), the *Buyer's Premium* and VAT on the *Buyer's Premium* and any *Expenses*.

**"Reserve"** the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

**"Sale"** the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

**"Sale Proceeds"** the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any VAT chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

**"Seller"** the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), "Seller" includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

**"Specialist Examination"** a visual examination of a *Lot* by a specialist on the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams*' staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

**"Withdrawal Notice"** the *Seller's* written notice to *Bonhams* revoking *Bonhams*' instructions to sell a *Lot*.

**"Without Reserve"** where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

#### GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

**"artist's resale right"**: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artist's Resale Right Regulations 2006, as amended.

**"bailee"**: a person to whom goods are entrusted.

**"indemnity"**: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnity" is construed accordingly.

**"interpleader proceedings"**: proceedings in the Courts to determine ownership or rights over a *Lot*.

**"knocked down"**: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

**"lien"**: a right for the person who has possession of the *Lot* to retain possession of it.

**"risk"**: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

**"title"**: the legal and equitable right to the ownership of a *Lot*.

**"tort"**: a legal wrong done to someone to whom the wrong doer has a duty of care.

**"warranty"**: a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

#### SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
  - (a) the seller;
  - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
  - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."



# Bonhams | Cars

## Admission Ticket

### Bonhams|Cars Auction

This ticket admits two to the Bonhams|Cars Auction on Saturday 6 September 2025.

This ticket is only valid when issued and used in conjunction with a Bonhams|Cars catalogue at the visitor entrance to the National Motor Museum.

Entrance to Beaulieu is strictly from 8.30am onwards.

Entry into the Bonhams|Cars auction is from 9am.

**Please note: This ticket allows access to the Beaulieu complex and auction marquee including the Autojumble, which opens at 9.30am.**



# Bonhams | Cars

## Admission Ticket

### Bonhams|Cars Auction

This ticket admits two to the Bonhams|Cars Auction on Friday 5 September 2025.

This ticket is only valid when issued and used in conjunction with a Bonhams|Cars catalogue at the visitor entrance to the National Motor Museum.

Entrance to Beaulieu is strictly from 10am onwards.

**Please note: This ticket only allows access to the Beaulieu complex and auction marquee but not the Autojumble.**



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The Sale, including all bidding and buying, is governed by Bonhams' Conditions of Sale. You should read the Conditions and any Sales Information prior to bidding and ensure you understand the charges payable on any purchase you make. The Conditions also set out certain undertakings by bidders and buyers and limits Bonhams' liability to you. Please note an invoice for a purchased lot will be made out in the name as shown on this form and payment will only be accepted from an account in that name (or the name of the company if the bid is on behalf of that company).

**Data protection**

Where we obtain any personal information about you when you register or bid with us, we shall only use it in accordance with the terms of our Privacy Policy. A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

We may from time to time provide you with information about goods and services that we believe may interest you, based on your previous interactions with us. You can opt out of receiving these communications at any time. If you do not want to receive such communications, please tick this box ☐

**Notice to Bidders.**

At least 24 hours prior to the Sale, you must provide government issued photo ID, e.g., a passport or driving licence and - if not included on the ID document - proof of address, e.g., a current utility bill, or bank/credit card statement. Corporate clients must also provide their company registration documents, documentary proof of beneficial owners owning 25% or more of the company and confirmation of the named individual's authority to act. Failure to provide these documents may result in your bids not being processed. Clients who are not able to provide documents prior to Sale may opt to bid online using our credit card verification option. Please note we reserve the right to request a bank reference or deposit.

**If successful**

I will collect the purchases myself ☐

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

|   |  |   |  |
|---|--|---|--|
| Sale title: The Beaulieu Sale   |  | Sale date: 5 - 6 September 2025   |  |
| Sale no. 30971  |  | Sale venue: Beaulieu, Hampshire   |  |
| If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids. |  |   |  |
| <b>General Bid Increments:</b>  |  |   |  |
| £10 - 200 .....by 10s   |  | £10,000 - 20,000 .....by 1,000s   |  |
| £200 - 500 .....by 20 / 50 / 80s  |  | £20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s   |  |
| £500 - 1,000 .....by 50s  |  | £50,000 - 100,000 .....by 5,000s  |  |
| £1,000 - 2,000 .....by 100s   |  | £100,000 - 200,000 .....by 10,000s  |  |
| £2,000 - 5,000 .....by 200 / 500 / 800s   |  | above £200,000 .....at the auctioneer's discretion  |  |
| £5,000 - 10,000 .....by 500s  |  |   |  |
| <b>The auctioneer has discretion to split any bid at any time.</b>  |  |   |  |
| Customer Number   |  | Title   |  |
| First Name  |  | Last Name   |  |
| Company name (if applicable)  |  |   |  |
| Company Registration number (if applicable)   |  |   |  |
| Address   |  |   |  |
|   |  | City  |  |
| Post / Zip code   |  | County / State  |  |
| Telephone (mobile)  |  | Country   |  |
| Telephone (landline)  |  |   |  |
| E-mail (in capitals)  |  |   |  |
| <b>Please answer all questions below</b>  |  |   |  |
| 1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you to act), and documentary evidence of the company's beneficial owners  |  |   |  |
| 2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.  |  |   |  |
| 3. Bidder's name, address and contact details (phone and email):<br>Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement  |  |   |  |
| Are you acting in a business capacity?<br>Yes <input type="checkbox"/> No <input type="checkbox"/>  |  | If registered for VAT in the EU please enter your registration here:<br><input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/> |  |

Please note that all telephone calls may be recorded.

| Telephone or Absentee (T / A) | Lot no. | Brief description | MAX bid in GBP (excluding premium & VAT) | Covering bid ★ |
|-------------------------------|---------|-------------------|--|----------------|
|                               |         |                   |  |                |
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|   |  |
|---|--|
| FOR WINE SALES ONLY   |  |
| Please leave lots "available under bond" in bond <input type="checkbox"/> | Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/> |

|   |       |
|---|-------|
| BY SIGNING THIS FORM, YOU CONFIRM THAT YOU HAVE REVIEWED THE CATALOGUING FOR THE ABOVE LOTS, YOU AGREE TO THE CONDITIONS OF SALE INCLUDING THE WARRANTIES LISTED THEREIN, AND AGREE TO PAY THE APPLICABLE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES DUE. THIS AFFECTS YOUR LEGAL RIGHTS. |       |
| Bidder/Agent's (please delete one) signature:   | Date: |

# Index

Lot no. Year Model

474 1933 Alvis Speed 20 Tourer  
469 1935 Alvis 3½-Litre Speed Twenty SD Project  
477 1936 Alvis Crested Eagle Saloon  
473 1937 Alvis Speed 20 Saloon  
466 1929 Alfa Romeo 6C 1750 Sport Tourer  
435 1962 Alfa Romeo 2600 Sprint Coupé  
417 1977 Alfa Romeo Spider 2000 Veloce  
485 1983 Alfa Romeo GTV6 2.5 Coupe  
475 1923 Austin 12hp Tourer  
429 1958 Austin-Healey 100/6 BN4 Convertible  
421 1964 Auto Union DKW F12 Roadster  
482 1934 Bentley 3½-Litre Sports Roadster Special  
452 1935 Bentley 3½-Litre Drophead Coupé  
442 1969 Bentley T-Series Coupé  
449 2004 Bentley Continental GT Coupé  
419 1956 BMW 501-8  
424 1950 Bristol 401 Sports Saloon  
425 1955 Bristol 405 Sports Saloon  
483 1957 Bristol 405 Sports Saloon  
453 1966 Bristol 409 Sports Saloon  
443 1979 Cadillac Seville Gucci Edition Sedan

416 1931 Chrysler CD Eight Sedan  
434 1973 Citroen SM Coupé  
460 1993 Classic Roadsters 500k Replica  
463 1980 Clénet 2+2 Cabriolet 'Duesey'  
458 1986 Clénet Series III Asha Roadster  
437 1952 Daimler DB18 2½-Litre Special Sports Drophead Coupé  
461 1979 Excalibur SS Series III Roadster  
459 1984 Excalibur Series IV 2+2 Cabriolet  
428 1963 FIAT SIATA 1500 TS Coupé  
457 1937 Ford V8 Shooting Brake  
446 1935 Frazer Nash-BMW 319/1 'Willis Special' Re-creation  
462 1983 Gatsby Convertible  
401 1956 Hamilton Model 741 Jet Launch 'Goldeneye' and Trailer  
450 1928 Invicta 3-Litre Tourer  
430 1973 Iso Lele Coupé  
481 1966 Jaguar E-Type Series 1 4.2-Litre Coupé Project  
478 1969 Jaguar E-Type Series 2 4.2-Litre Coupé  
470 1971 Jaguar E-Type Series 3 2+2 Coupé  
444 1955 Kurtis-Kraft Midget Special  
448 1928 Lafitte Cyclecar  
455 1927 Lagonda 14/60 Saloon





|     |   |     |  |
|-----|---|-----|--|
| 454 | 1932 Lagonda 2-Litre Supercharged 'Low Chassis' T2 Tourer | 420 | 1912 Nazzaro Tipo 3  |
| 468 | 1934 Lagonda M35 Special                                  | 415 | 1925 Packard Eight Series 236 Sport Phaeton                |
| 447 | 1935 Lagonda M35R ST44 Pillarless Saloon                  | 414 | 1938 Packard Super Eight Limousine                         |
| 438 | 1951 Lagonda 2.6 Saloon                                   | 441 | 1973 Porsche 914/4 2.0-Litre Coupé                         |
| 456 | 1951 Lagonda 3.0 Drophead Coupé                           | 404 | 1977 Porsche 911 2.7-Litre Targa                           |
| 440 | 1961 Lancia Appia Lusso Saloon                            | 403 | 1993 Range Rover LSE 4x4 Automatic                         |
| 439 | 1963 Lancia Flaminia GT 2.8-Litre 3C Coupé                | 451 | 1926 Renault 40CV Type MC Limousine                        |
| 467 | 1976 Land Rover Forward Control 4x4 Military Vehicle      | 472 | 1928 Rolls-Royce 20hp Brougham de Ville                    |
| 402 | 1929 Lea-Francis 1½-Litre 12/40hp P-Type Tourer           | 471 | 1964 Rolls-Royce Silver Cloud III Long-Wheelbase Saloon    |
| 418 | 1962 Lotus Seven Series 2                                 | 411 | 1962 Rover P6 3500 Talago Prototype                        |
| 431 | 1971 Maserati Indy 4.2 Coupé                              | 410 | 1968 Rover 3500 Estoura Estate Car                         |
| 433 | 1976 Maserati Khamzin Coupé                               | 412 | 1968 Rover P6 2000 TC Coupé                                |
| 427 | 1958 Mercedes-Benz 190 SL Convertible with Hardtop        | 465 | 1928 Singer 10/26hp Delivery Van                           |
| 426 | 1966 Mercedes-Benz 230 SL Convertible with Hardtop        | 445 | 1959 Stanguellini Formula Junior Single Seater             |
| 406 | 1934 MG Magnette NA "Allingham" Tourer                    | 432 | 1962 Sunbeam Alpine Harrington Le Mans B V8 Fastback Coupé |
| 405 | 1953 MG Midget TD II Roadster                             | 436 | 1949 Triumph 2000 Roadster                                 |
| 407 | 1957 MG Magnette Varitone Sports Saloon                   | 480 | 1949 Triumph 2000 Roadster                                 |
| 423 | 1960 MGA 1600 Roadster                                    | 408 | 1923 Vauxhall Type OD 23/60hp Tourer Project               |
| 476 | 1979 MG Midget 1500 Roadster                              | 409 | 1923 Vauxhall Type OD 23/60hp Tourer                       |
| 422 | 1974 Morgan 4/4 1600 Roadster                             | 479 | 1963 Volkswagen Transporter T1                             |
| 484 | 1968 Morris Mini Minor Saloon                             | 464 | 1985 Zimmer Golden Spirit Coupé                            |







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**AUCTIONEERS SINCE 1793**

*Beaulieu*