

The December Sale

**Important Motor Cars
and Automobilia**

Monday 3 December, 2012

Mercedes-Benz World, Surrey





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and Automobilia**
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Mercedes-Benz World, Surrey

The December Sale

Mercedes-Benz World
at Brooklands

Bonhams

101 New Bond Street
London W1S 1SR
www.bonhams.com

Viewing

Sunday 2 December
10am to 5pm
Monday 3 December
from 9am

Sale times

Monday 3 December
Automobilia 11am
Motor Cars 2pm

Live online bidding is available for this sale

Please email bids@bonhams.com
with "Live bidding" in the subject
line 48 hours before the auction
to register for this service

Bids

+44 (0) 20 7447 7448
+44 (0) 20 7447 7401 fax
To bid via the internet please visit
www.bonhams.com

Please note that bids should be
submitted no later than 4pm on
Sunday 2 December. Thereafter bids
should be sent directly to the Bonhams
office at Mercedes-Benz World.

We regret that we are unable to accept
telephone bids for lots with a low
estimate below £500. Absentee bids
will be accepted. New bidders must
also provide proof of identity when
submitting bids. Failure to do so may
result in your bids not being processed.

Enquiries on View and Sale days

+44 (0) 8700 270 090
+44 (0) 8700 270 089 fax

Enquiries prior to sale

Motor Cars
+44 (0) 20 7468 5801
+44 (0) 20 7468 5802 fax
ukcars@bonhams.com

Automobilia
+44 (0) 8700 273 618
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

Catalogue: £30 + p&p
(admits two)

Customer Services

Monday to Friday 8.30am to 6pm
+44 (0) 20 7447 7447

Please see page 2 for bidder
information including after-sale
collection and shipment

**Please see back of catalogue
for important notice to bidders**

Sale Number: 20148

Illustrations

Front cover: Lot 325



Bonhams 1793 Limited
Registered No. 4326560
Registered Office: Montpelier Galleries
Montpelier Street,
London SW7 1HH
+44 (0) 20 7393 3900
+44 (0) 20 7393 3905 fax

Bonhams 1793 Ltd Directors
Robert Brooks Chairman, Colin Sheaf Deputy Chairman,
Malcolm Barber Group Managing Director,
Matthew Girling CEO UK and Europe,
Geoffrey Davies, Jonathan Horwich, James Knight,
Patrick Meade, Caroline Oliphant, Hugh Watchorn.

Bonhams UK Ltd Directors
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Andrew Currie, David Dallas, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Grant, Robin Hereford,
Charles Lanning, Camilla Lombardi, Fergus Lyons,
Paul Maudsley, Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill, Charlie O'Brien,
David Park, Giles Peppiatt, Peter Rees, Julian Roup,

Iain Rushbrook, John Sandon, Tim Schofield,
Veronique Scorer, James Stratton, Roger Tappin,
Shahin Virani, David Williams, Michael Wynell-Mayow.

General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyers Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £25,000 of hammer price, 20% from £25,000 to £500,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

Buyers are reminded that from 1 Jan 2012 for Motor Cars and Motorcycles a 15% Buyers Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

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

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.

Methods of Payment

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques 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 £5,000, 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, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust 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
AccountNumber: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
- credit cards: Visa and Mastercard. Please note there is a 3% surcharge on the total invoice value when payments are made using credit cards.

Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:

† VAT at 20% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price and buyer's premium.

* VAT on imported items at 5% on hammer price and buyer's premium.

• Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

In all other instances no VAT will be charged on the hammer price, but VAT at the prevailing rate (currently 20%) will be added to the buyer's premium which will be invoiced on a VAT inclusive basis.

Artists Resale Right Regulations 2006

On certain Lots, which will be marked "AR" in the Catalogue and which are sold for a Hammer Price [together with Buyer's Premium] of £1000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the Additional Premium will be payable to us by the Buyer to cover our expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The Auctioneer will announce the equivalent of €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

Guide for Buyers

Do I need to bring my catalogue to the sale?

Yes. Please ensure that you bring your catalogue to the sale as entry is by catalogue only. Each catalogue allows two people entry on the view and sale days. Further copies of the catalogue can be purchased at the sale venue.

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. These forms can generally be found at the back of the sale catalogue.

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address, credit card details and the lot(s) number(s) you wish to bid on. You will also need to enter the amount you are willing to bid up to for that lot (excluding premium & VAT). Bonhams will execute the bid as cheaply as possible on your behalf.

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day.

If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

In order for the above forms to be accepted they have to be completed with buyer's details, lot number(s), signed, contain credit/debit card details and fax/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the car. It is also advised that the car is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

Can I change my mind after I have purchased a lot?

No. Lots are not sold as an option and there is no 'cooling off' period. Once the auctioneer drops the hammer a contract is made and you are obligated to proceed with said contract.

Can I view the files that accompany the vehicles?

Yes, we should have every car's file available for inspection during the view.

How can I pay?

It is important you are aware of the following regarding registration and payment:

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued.

Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

We are unable to accept any third party payments. Should a third party payment be made this will result in a delay in your payment being processed and your ability to collect your purchase.

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £5,000. Any amount over £5,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 3% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

Bank transfer

Our bank details can be found on the general information page. Please quote your client number and invoice number as the reference. If paying by bank transfer, the amount received after either the deduction of bank fees or for the conversion to pounds sterling, must not be less than the sterling amount payable on the invoice.

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyers Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £25,000 of hammer price, 20% from £25,000 to £500,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

From 1st Jan 2012 the Buyer's Premium on Motor Cars and Motorcycles at 15% up to £50,000 and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These will lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the vehicle to you. Polygon's contact details are listed in the sale catalogue.

IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact Bess Walker, and for motorcycle registration please contact Laurel Johnson (Details on page 4 of this catalogue).

Can someone arrange insurance for me?

Representatives of Hagerty insurance will be in attendance at all Bonhams European and USA auction sales. They will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

UK
Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
Web: www.hagertyinsurance.co.uk

This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this catalogue.

Your contacts for this sale

Motor Car Specialists

Tim Schofield
020 7468 5804
tim.schofield@bonhams.com

Sholto Gilbertson
020 7468 5809
sholto.gilbertson@bonhams.com

Rob Hubbard
020 7468 5805
rob.hubbard@bonhams.com

John Polson
020 7468 5803
john.polson@bonhams.com

James Knight
020 7447 7440
james.knight@bonhams.com

Motor Car Administrators

Cherie Silver
020 7468 5801
ukcars@bonhams.com

Tom Harrington
020 7468 5808
tom.harrington@bonhams.com

Automobilia Specialists

Toby Wilson
08700 273619
toby.wilson@bonhams.com

Adrian Pipiros
08700 273621
adrian.pipiros@bonhams.com

Automobilia Administrator

Bill To
08700 273 617
bill.to@bonhams.com

Buyers/Sellers Accounts

020 7468 8240
020 7447 7430 fax

Press Office

Helen Buckingham
020 7468 5870
020 7468 8209 fax
helen.buckingham@bonhams.com

Catalogue subscriptions

01666 502 200
01666 505 107 fax
subscriptions@bonhams.com

Transporter

Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
02380 871 555
02380 862 111 fax
polygon@polygon-transport.com

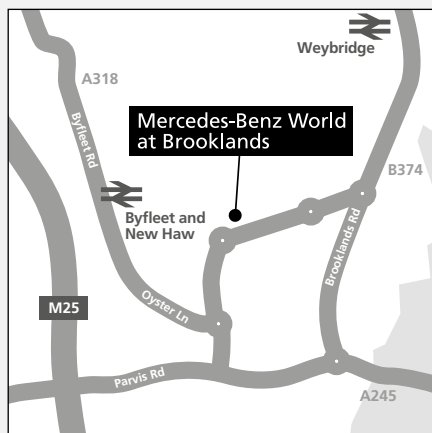
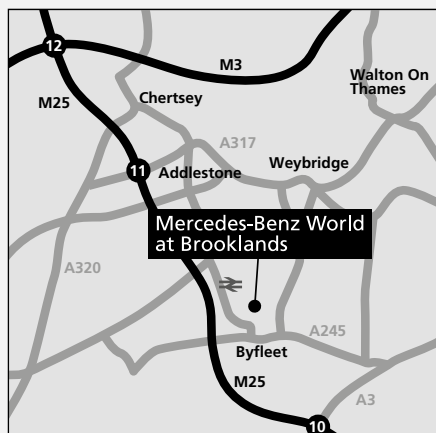
Vehicle Insurance

Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
0844 824 1134
www.hagertyinsurance.co.uk

Motor Car Preparation

Parc Fermé
0845 474 0162
www.parcferme.co.uk

Directions to Mercedes-Benz World, Brooklands Drive, Weybridge, Surrey KT13 0SL



By Road

Mercedes-Benz World is just a few minutes from Junction 10 of the M25. Follow the A3 towards London taking the first exit and turn left at the roundabout onto the A245 (signposted to Weybridge). Continue along the A245 for approximately 1.5 miles. At the second roundabout turn right onto Sopwith Drive. Continue straight over two roundabouts, you have arrived at Mercedes-Benz World.

By Train

Alternatively it is less than 1 mile from Weybridge station, on the London Waterloo and Woking Line.

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 12 noon on the day after the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Thursday 8 December 2012, by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2843 or bill.to@bonhams.com to make an appointment.

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.

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.

Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale or by 12 noon on Tuesday 4 December. Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. **Otherwise Lots shall be removed 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.

Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by Polygon Transport to store:

Unit 2H,
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hampshire SO40 4PB
02380 871555
02380 862111 fax

Vehicle Removal charges

£200 + VAT per vehicle

Vehicle Storage charges

First 14 days

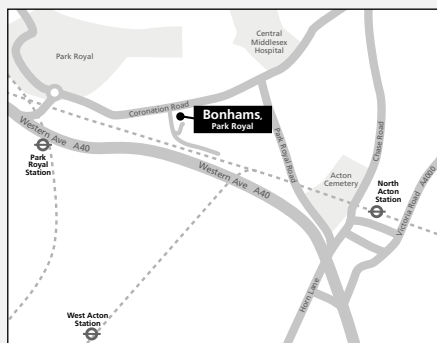
£14 + VAT per motor car per day

Thereafter

£10 + VAT per motor car per day

Transport and Shipping

A representative of Polygon Transport, 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).



BROOKLANDS
AUTOMOBILE RACING CLUB

OFFICIAL RACE CARD.

PRICE ONE SHILLING.

Automobilia
Monday 3 December 2012
11am

Lots 1 - 230

Images of each
lot can be found at:
bonhams.com/automobilia

Organized
by the
BRITISH
RACING
DRIVERS
CLUB

500

MILES RACE
at
BROOKLANDS
Sat. Oct. 4th 1930



The Motor THURSDAY 4th
FIRST FULL REPORT
of this Event
IN NEXT TUESDAY'S ISSUE



THE 7TH INTERNATIONAL
500 MILES RACE



BROOKLANDS

WEYBRIDGE

OFFICIAL RACE CARD

SATURDAY,
OCTOBER 17th, 1936.

Price - One Shilling.

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including the List of Competitors, is
Copyright, and any person found making
illegal use thereof will be prosecuted.



THE RIGHT CROWD AND NO CROWDING

BROOK



THE RIGHT CROWD AND NO CROWDING

BRITISH RACING DRIVERS' CLUB

00

**RACE AT
BROOKLANDS
OCT. 3, 1931**



1/-

Tuesday 4th
FULL REPORT
of the race
TUESDAY'S ISSUE

BRITISH RACING DRIVERS' CLUB

500

**MILES RACE AT
BROOKLANDS
SAT. SEPT. 24, 1932**



1/-

Motor TUESDAY 4th
FIRST FULL REPORT
of this Event in NEXT WEEK'S ISSUE

BROOKLANDS
WEYBRIDGE

**OFFICIAL
RACE CARD**

**MONDAY,
AUGUST 7th, 1933.**

Price - One Shilling.

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THE RIGHT CROWD AND NO CROWDING

BROOKLANDS
WEYBRIDGE

**OFFICIAL
SOUVENIR
PROGRAMME**

**PBELL TROPHY RACE
1st MAY, 1937**

Price - One Shilling.

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THE RIGHT CROWD AND NO CROWDING

BROOKLANDS
WEYBRIDGE

**OFFICIAL
RACE CARD**

**EASTER MONDAY,
APRIL 18th, 1938.**

1st Race - 2 p.m.

Price - One Shilling.

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THE RIGHT CROWD AND NO CROWDING

BROOKLANDS
Saturday **MAY 6th
1939**



Light

**The
INTERNATIONAL
TROPHY**

Massed start 3 p.m.

**OFFICIAL
1/-
PROGRAMME**

ORGANISERS: THE JUNIOR CAR CLUB
ENTRANCE ROAD, BROOKLANDS, SURREY, ENGLAND

Books & Literature

1

Griffith Borgeson; Errett Lobban Cord - His Empire His Motor Cars:

Author's copy, signed by the author, large format reference book about Auburn, Cord and Duesenberg, in cardboard shipping box, together with an Automobile Quarterly order form for this book.

£100 - 150

€130 - 190

2 •

Tom C. Clarke: The Rolls-Royce "Wraith"; 1986, signed copy,

published by John M. Fasal, hardbound in goatskin with gold tooling, dust cover incorporated in the binding to the rear, 245 numbered pages, 8vo, housed in a green cloth covered slipcase, limited edition number 40 of 50, signed by the author to front and rear pages, and signatures from six of the workforce behind Rolls-Royce.

£500 - 600

€620 - 750

3 •

A good collection of motoring books, including Technical facts of the Vintage Bentley published by the Bentley Drivers Club, second edition 1956; Stirling Moss: Le Mans '59; Mike Lawrence: The Mille Miglia, Barre Lyndon: Grand Prix and many others.

(Qty)

£300 - 400

€370 - 500

4 •

Herbert J. Butler: Motor Bodywork; 1924, re-bound in blue hardback covers, gilt tooling, with original title to cover and spine, outlining the design and construction of private, commercial and passenger types, 492 numbered pages, 4to.

£200 - 300

€250 - 370

5 •

A lot of Ferrari reference books, including Hans Tanner; Ferrari, revised 3rd edition 1968; Antoine Prunet; The Ferrari Legend - The Road Cars; Henry Rasmussen; Ferraris for the Road (The Survivor series) and others.

(Qty)

£250 - 350

€310 - 440

The following three lots are offered from the estate of the Late Edmond 'Boy' Tubb, former Gold Star winning Brooklands motorcycle racer, and Brooklands Society member.

6 •

Eighteen author signed motoring books, including George Eyston: Safety Last MG 1925-1975: a limited edition (205/750) leather-bound edition signed by Eyston and Philip Vincent; W Boddy: The Story of Brooklands, Volumes 1-3, signed by Boddy at the Brooklands Reunion 1972; Clutton, Posthumus & Jenkinson: The Racing Car Development & Design, signed by all three authors; Raymond Mays & Peter Roberts: BRM, signed and dedicated by Mays; Jenkinson & Posthumus: Vanwall, signed by both authors; SCH Davis: A Racing Motorist; and ten other titles, each signed by the author and hand-written 'E J Tubb' to inside page, majority with dust-jacket.

(18)

£250 - 350

€310 - 440

7 •

A quantity of racing driver biographies, relating to pre and post-War drivers, majority hand-written 'E J Tubb' to inside page, including George Monkhouse: Racing with Mercedes-Benz; Count Lurani: Nuvolari; Fangio: My Twenty Years of Racing; Mike Hawthorne: Challenge Me the Race, and Champion Year; others relating to various drivers including Sir Malcolm Campbell and Land Speed, Dick Seaman, Jim Clark, Salvadori, Caracciola, and other assorted motor racing titles, majority with dust-jacket.

(Qty)

£150 - 200

€190 - 250

8 •

Books relating to racing marques, many hand-written 'E J Tubb' to inside page, including David Weguelin: ERA, in slip-case; George Monkhouse: Mercedes-Benz Grand Prix Racing 1934-1955; Chris Nixon: Racing the Silver Arrows; David Venables: The Racing Fifteen-Hundreds; Elizabeth Nagle: The Other Bentley Boys; William Court: Power and Glory, Volume 1 1906-1951; Peter Hull: Alfa Romeo; Hans Tanner: The Ferrari (1st edition); and other assorted motoring and technical books, majority with dust-jacket.

(Qty)

£150 - 200

€190 - 250

Other Properties

9 •

Peter M. Larsen with Ben Erickson: Talbot-Lago Grand Sport; two bound volumes, edition 4 of 100 copies, black leather-bound with silver tooling in slipcase together with original box.

£500 - 600

€620 - 750

10 •

Doug Nye, Tony Rudd: BRM The Saga Of British Racing Motors, three limited edition volumes, comprising Vol. 1 No. 52 of 2500, signed by the authors and David Owen, Vol. 2 No. 237 of 2500, and Vol. 3 No. 52 of 2500, each with hard library slip case, 4to.

(3)

£550 - 750

€690 - 930

11 •

Harold Nockolds: The Magic of a Name; signed by Lord Hives,

personally signed by Lord Hives to Air Commodore Sir Harald Peake, published by G.T. Foulis & Co. Ltd. Strand, gilt edged pages, hardbound in maroon leather with gold tooling to spine, housed in a protective cloth covered slipcase, 283 pages with tipped-in colour plates from illustrations by Roy Nockolds, 8vo, label to inside cover reads 'Presented to Duke Of Kent School by Air Commodore Sir Harald Peake Director, Rolls-Royce 1937-1969, together with letters of provenance.

£600 - 800

€750 - 1,000

In 1954 Lord Hives personally commissioned a small number of examples of this book.

12 •

Motor Sport; Volume 5, (1928-29),

a high-quality reprint of this rare volume, in blue and orange original-style reproduction binding.

£80 - 120

€100 - 150

13 •

Ferrari Yearbooks; 1989-2007,

a complete run, some unopened, including a duplicate for 2004.

(20)

£200 - 300

€250 - 370

14 •

A set of Automobile Quarterly volumes I-XXVII,

from the collection of the Late Scott Bailey, covering the years 1962-1989, some years in slip cases.

(Qty)

£300 - 400

€370 - 500

15 •

Ferrarissima; Volumes 1 to 25,

a complete run, in English, French and Italian text, each with dust-jacket.

(25)

£300 - 400

€370 - 500

16 •

Two Ferrari Yearbooks for 1965 and 1967, each in Italian text and with hand-written name to inside page, the 1967 example with Ferrari dealer's stamp to front cover and inside page and with covers partially detached from spine, each 4to.

(2)

£300 - 400

€370 - 500

17 •

Bentley Drivers Club Review; bound volumes for 1946-2010,

a near complete run from issue 1 (June 1946) to issue 272 (Dec 2010), missing issue 230, comprising first two issues loose, the other early issues bound in 18 volumes, and later issues in 14 file-folders, together with other BDC Preview issues, members lists, and other BDC publications.

(Qty)

£350 - 450

€440 - 560

18 •

Autosport Volume 1, August to December 1950,

publishers binding, good condition throughout, Index title page signed by Graham Hill, Fangio, Phil Hill, Stirling Moss, Jack Brabham and Jim Clark.

£400 - 600

€500 - 750

19 •

Auto course, 1951-54,

comprising a complete run from Volume 1 to 4, bound in hardback with gold tooling.

(4)

£800 - 1,000

€1,000 - 1,200

20 •

A 1938 Lagonda sales brochure, printed 1937,

embossed card covers, plastic spiral bound spine, 34 numbered pages, with coachwork designs, specifications and many other illustrations, 4to.

£90 - 120

€110 - 150

21 •

A fine Chris-Craft sales brochure, 1929, with related ephemera,

comprising the 36 page fully illustrated catalogue, with pasted-in price lists for 1929, together with a letter and other ephemera sent with or in relation to the catalogue.

(Qty)

£150 - 200

€190 - 250

22 •

A Rolls-Royce 20/25 Hp sales catalogue, 1930s,

two-tone brown card embossed covers, cord bound, with seven tipped-in plates, some wear to spine.

£150 - 250

€190 - 310

23 •

A Bentley 3.5 litre sales catalogue,

printed in black and green, brown card covers, cord tied with six tipped-in plates.

£150 - 250

€190 - 310

24 •

MG: 'Mille Miglia', 1933,

a publicity booklet by H.E Symons, illustrating and describing the 1933 Mille Miglia, being the glorious story of the MG victory in the Italian 1000 mile race, printed in black and brown with card covers.

£200 - 250

€250 - 310

25 •

MG: 'The Luck of the Game', 1932,

a publicity booklet by Cecil Kimber issued by MG, with many brown-tone images, pages loose.

£200 - 250

€250 - 310

26 •

A Rolls-Royce Phantom III sales catalogue, 1930s,

cream embossed card covers, 44 numbered pages with seven tipped-in colour plates.

£200 - 300

€250 - 370

27 •

MG: 'The Luck of the Game Again', 1934,

a publicity booklet by Barre Lyndon, issued by MG, illustrating and describing the story of the 1934 TT race, centre page loose, card covers with gold tooling.

£200 - 250

€250 - 310

28 •

MG: 'Action', 1935,

a publicity booklet issued by MG describing their worldwide competition successes during 1935, illustrated with many coloured photographic images.

£250 - 350

€310 - 440

29 •

Assorted sales catalogues and brochures, 1930s-1970s,

including Bentley Mk VI abridged, Rolls-Royce 'A review by Macdonald Hastings', 1950, Rolls-Royce 'Wraith' (abridged) August 1938, post-war Rolls-Royce 'Silver Wraith' abridged particulars, Aston Martin DB2, examples for Ford, Wolseley, Packard, Lagonda, Morris, Alvis, Armstrong Siddeley, Standard, Singer, Rover, Jowett, Hillman, Daimler, Humber and others.

(Qty)

£320 - 400

€400 - 500



33

30 •

MG: 'at the Sign of the Octagon', 1932,

a publicity booklet issued by MG, containing an illustrated history of the MG works, printed in black and orange, embossed cord bound card covers, 15 pages.

£350 - 450

€440 - 560

31 •

A Rolls-Royce Phantom II sales catalogue, 1930s,

maroon card covers, cord bound, 43 numbered pages, with nine tipped-in colour plates.

£350 - 450

€440 - 560

32

A quantity of Ferrari sales literature,

including Ferrari 1947-1997, limited edition of 1000, in slipcase, sales brochures for various models including Testarossa, Mondial and variants, F50, 360 Modena, Berlinetta Boxer, 308, 328, 348, 412, and others, (some multiple copies), various publicity books, sales literature and press packs relating to other models including F430 and 360 Spider, five leather folios including three F40 examples and a Ferrari petrol cap deskpiece by Schedoni, and other publicity material.

(Qty)

£400 - 500

€500 - 620

33 •

A deluxe bound edition of 'Bentley - The Silent Sports Car' sales catalogue, October 1952,

quarter-bound blue leather hard backed covers, 32pp, one tipped in colour illustration, with five illustrated specification sheets and price list in rear pocket, small 4to.

£500 - 700

€620 - 870



35



41

34 •
Assorted Ferrari sales literature, comprising sales brochures for 330 GTS, 365 GT 2+2, Dino 246GT, an instruction manual for 365 GT4/2+2 (Italian, French and English text), a sales pack for 365 GTC4 Pininfarina, and brochures for 308 GT4, 400i Automatic and F40.

(8)
£500 - 600
€620 - 750

35 •
A Three Litre Bentley No 7 catalogue, issued October 1924, leather-bound decorative hard covers, 31 numbered pages, with pasted in illustrations, with label to inside cover and complete with tipped-in colour plate to page 4 of the 1924 Le Mans Grand Prix, after Crosby, dealer's stamp to title page, 4to, some wear to spine and slight staining to cover.

£500 - 700
€620 - 870

36 •
A folder of H R Owen coachwork designs, 1938, containing six fold-out blue-print style designs for Rolls-Royce Wraith, 40/50hp Phantom III and Bentley 4¼ Litre, three chassis layout sheets and accompanying letter and in original envelope (worn and torn), together with a 1936-37 Barker & Co Coachbuilders catalogue for Rolls-Royce and Bentley, grey card covers, 43 pages, a Thrupp & Maberly Coachwork brown card folder containing 12 designs for Rolls-Royce, Bentley and Humber, and assorted sales sheets for pre-War Rolls-Royce cars. (Qty)
£500 - 700
€620 - 870



37

37 •
A Daimler-Lanchester-BSA sales manager's portfolio, original portfolio of illustrations data and specifications for Daimler Straight-Eight, Light Straight-Eight, Twenty, Light Twenty, Fifteen, Lanchester 18, Light Six de Luxe, Light Six, 'Ten', BSA '10' and Light Six, including coachbuilt variants. Issued by the Daimler Company, bound in Simplicio faux leather portfolio, with embossed title to cover, over 140 pages, including superb colour and monochrome illustrations, in original delivery box from the printers W.W. Curtis Ltd of Coventry, 4to.

£500 - 700
€620 - 870

These rare portfolios were only available to senior sales personnel of the franchised distributors and were personally dedicated on the front cover, this example issued to Mr C.K. Goscombe in 1936.

38 •
Five pre-War sales brochures for Rolls-Royce, comprising Phantom III, ring-bound with decorative cream card covers, a 1936 Phantom III 'The Well Behaved Great Grandson of a Ghost' account of the car by the Earl of Cottenham, a Phantom II 40-50Hp six-cylinder brochure, cord-tied maroon card covers, each with tipped-in colour plates, a 1938 Jack Barclay Coachwork brochure, and a 1932 Phantom II four-page brochure for American models, each large 4to.

(5)
£500 - 700
€620 - 870

39 •
A Barker & Co (Coachbuilders) Ltd, deluxe catalogue 1928, a rare example, with sepia tone illustrations of Barker bodies fitted to Rolls-Royce 40/50Hp and 20Hp chassis, 48 pages with textured and embossed cover overlaid on board, contains a colour plate of the Sate Coach built for HM King George V in 1912, with testimonials from owners such as Lord Louis Mountbatten, Malcolm Campbell, The Prince of Wales, 4to.
£700 - 900
€870 - 1,100



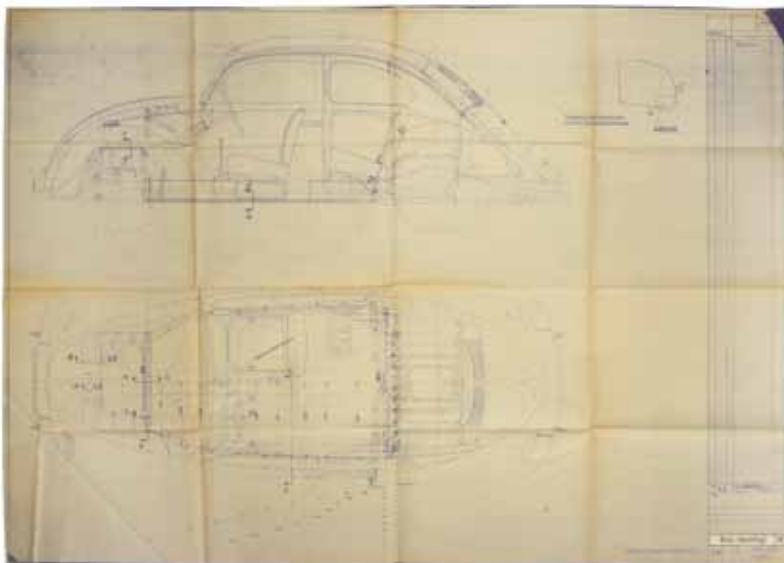
21

40 •
Four Aston Martin sales brochures, for DB2 Sports Saloon and Drophead Coupe, 3-Litre DB2-4, and two for David Brown DB4, together with two specifications sheets for DB4 Saloon and DB4 Vantage, each 4to.

(6)
£750 - 950
€930 - 1,200

41 •
A Jaguar D-Type service handbook, dated July 1955, grey card covers (nearly detached), with amendments label to inside front cover, some staining to covers, 4to.
£500 - 700
€620 - 870

42 •
A comprehensive collection of assorted Rolls-Royce and Bentley instruction books, including Rolls-Royce 40/50Hp instruction books comprising January 1911 (reprinted June 1920), January 1913, August 1913, August 1913 (reprinted October 1920), November 1920, January 1923 (reprinted October 1923), Phantom July 1927, Phantom II number VII (LH), Phantom II number IX, Phantom IV, Phantom V 1st and 2nd editions, others for 20Hp April 1927, 20/25Hp number XI, 20/25Hp number XV, 25/30Hp 'Wraith' number XVIII, five Silver Wraith handbooks numbers XXIII, XXV, XXVI, XXVIII and XXIV (Left hand Drive), four Silver Dawn handbooks numbers I (Left Hand Drive), II, III and V, Silver Cloud number X, Silver Cloud II (third edition), Silver Shadow Sedan, Silver Shadow (USA and Canada), Silver Shadow Drophead Coupe & 2-Door Saloon, Bentley 4¼ Litre number VI, MK VI (left hand drive) number IX, Mk VI numbers VII, VIII and X, 'S' Type number XVIII, three Rolls-Royce & Bentley combined handbooks for Silver Shadow and T Series 1967 (reprinted 1972), Silver Shadow and T Series 2-Door Saloon coachwork by H J Mulliner Park Ward Limited, and Corniche Convertible & Corniche Two-Door Saloon 1971, with nine published supplements booklets and a 'Confidential' Rolls-Royce and Bentley Chassis Numbers list for Post-War cars, majority in very good condition, some with pages loose or wear to covers. (49)
£2,400 - 3,000
€3,000 - 3,700



43

43

Two rare and historically important folios of Volkswagen 'Beetle' blueprints from the Volkswagenwerk, Germany, 1940-1945, each large format period bound folio, one bearing the name Col.C.R.Radclyffe to cover, containing 18 different folded period copies of blueprints in blue and beige tint, of various sizes in numbered sleeves, of engineering scale drawings detailing bodywork, engine and various aspects and major components of the 'Type 1' "People's Car" and comprising:

1. Engine vertical sections
2. Engine horizontal section
3. Engine horizontal section through distributor and fuel pump
4. Fuel pump
5. Carburettor
6. Engine (installing)
7. Gear box
8. Rear axle, vertical section
9. Rear axle, horizontal section
10. Differential
11. Front axle
12. Steering gear
13. Brake
14. Wheel
15. Frame
16. Foot lever system
17. Hand level system
18. Body (mounting)

Each print also including drawing number, designer, draughtsman, and other engineering details and relevant information in German, some including the name of Dr Ferdinand Porsche, each print further stamp-dated 31st July 1946 to reverse for Radclyffe's set and 20th August 1946 for the other set.

(2)

£3,000 - 4,000

€3,700 - 5,000

Colonel Charles Radclyffe, along with Major Ivan Hirst and Colonel Michael McEvoy were deployed by the British Military to commandeer and oversee operations at the Volkswagenwerk KdF factory in Wolsfsburg after the end of World War II. According to information supplied by the vendor they discovered these copies of blueprints for the car, the originals believed to have been destroyed by Allied bombing of the factory, and Hirst, Radclyffe and McEvoy each owned one set of the blueprint copies, Radclyffe's set being offered here along with another unnamed set.

Major Hirst is credited by motor historians and enthusiasts as being instrumental in reviving the post-War production of the car that become known as the 'Beetle', which may never have happened if it wasn't for the discovery of these blueprints, and Radclyffe's name also being associated with another post-War model to emerge from the factory, the 'Radclyffe Roadster'.

44

A 1943 Rolls-Royce 25-Years Service certificate signed by Lord Hives, dated March 1943, awarded to John Alexander Perston in recognition of 25 years 'faithful and efficient' service, with decorative lettering and border and signed by Lord Hives in blue ink, 41 x 28cm, mounted and framed.

£200 - 300

€250 - 370

45

Ten pre-War Brooklands Official Race programmes, for 1928, 1930-33, and 1935-39, some with hand-written annotations in pencil, together with remains of a programme for 1927, and a quantity of monochrome 6" x 8" photographs of 1939 Brooklands, Shelsley Walsh and Prescott race scenes, including JCC International Trophy featuring Bira in Maserati, Rolt in ERA, and others.

(Qty)

£600 - 800

€750 - 1,000



43

46

Signatures from Jim Clark, Denis Hulme and Jack Brabham, 1965,

in blue ink to the reverse of a sheet from a cricket match programme where it mentions Jackie Stewart, John Surtees, Bruce McLaren and Jack Brabham as part of the team as well as brief history.

£100 - 150

€130 - 190

These signatures, of which Clark has signed his name 'J Clark' rather than 'Jim' or 'Jimmy', were gathered by Saloon Car Champion, Nick Brittan at a charity cricket match which was a regular fixture for F1, held at Merstham Hatch near Brands Hatch to raise money for inner city boys.

47

British Racing Drivers' Club Silver Jubilee book, 1952,

edition 400/2500, autographed by SCH Davis, Rodney Walkerley, John Cooper, Stirling Moss, Ian Nickols, Raymond Mays, Bob Gerard and others.

£150 - 250

€190 - 310

48

A collection of albums containing news articles, press cuttings and photographs relating to the Maserati marque,

18 albums, with ephemera neatly arranged, a good source of reference, information relating to cars dating from 1925-1958, including 4CLT and 250F racing cars, together with two similar scrapbooks relating to OSCA cars.

(20)

£250 - 350

€310 - 440



45

49

A collection of albums containing news articles, press cuttings and photographs relating to the Alfa Romeo marque, 12 albums, with ephemera neatly arranged, a good source of reference, relating to cars dating from 1920s-1960s, including P2 and P3, 8C-2900, 158, 159 and Disco Volante.

(12)

£250 - 350

€310 - 440

Photographs & Art

50

A signed photograph of Mike Hawthorn, 7" x 9" monochrome photograph by M Werner, depicting Hawthorn in the Ferrari Dino 246 on his way to victory at the 1958 French Grand Prix at Reims, signed by the driver to upper right corner in black ink.

£100 - 150

€130 - 190

51

A photograph of Sir Major Henry Segrave in the Land Speed Record Sunbeam 1000, sepia tone image, depicting Segrave in the car at Daytona Beach where he attained a speed of 203.79mph on March 29th 1927, 28 x 46cm, mounted with title, framed and glazed.

£150 - 250

€190 - 310

52

A good collection of monochrome images relating to the Alfa Romeo marque, 1920s-1950s,

66 images contained in a photo album, various monochrome photographs relating to the marque and including some Brooklands race images.

£500 - 700

€620 - 87

53

A quantity of 1960 and 1961 Belgian Grand Prix original press photographs,

approximately 58 7" x 9" monochrome images, race scenes at Spa-Francorchamps for 1960 including Brabham and McLaren in Cooper-Climax, Phil Hill and von Trips in Ferraris, Graham Hill in BRM, and for 1961 including Phil Hill and von Trips in Ferrari, Moss in Lotus-Climax, Gurney and Bonnier in Porsche, Surtees in Cooper-Climax, and others.

(Qty)

£500 - 700

€620 - 870

54

A quantity of original press photographs of the 1958 Nurburgring Grand Prix and 1,000Km races,

approximately 56 monochrome images, 7" x 9", depicting race scenes featuring Grand Prix images including Moss in Vanwall, Hawthorn in Ferrari, BRM, Salvadori and Trintignant in Cooper Climax, Lotus Climax, and others, majority stamped M Werner to reverse, and 1,000Km images featuring Aston Martin DBR1, Ferrari 250 Testa Rossa and 250 GT and Jaguar D-Type, together with a poster map of the Nurburgring circuit (worn).

(Qty)

£500 - 700

€620 - 870



50

55

An album of pre-War motor racing photographs,

53 pasted-in monochrome images, of various race scenes featuring Maserati, ERA, Riley, BMW, Talbot, and others at Brooklands, Club Meetings and Hill Climbs.

£500 - 700

€620 - 870

56

A quantity of 1958, 1959 and 1960 Grand Prix original press photographs, majority 7" x 9" monochrome images, comprising 15 images at Silverstone 1958 including Grand Prix featuring Collins and Hawthorn in Ferrari Dino 246, Salvadori in Cooper-Climax and Moss in Vanwall, and other endurance racing images, 17 images of 1959 Dutch Grand Prix at Zandvoort, including Bonnier in BRM, Brabham and Moss in Cooper-Climax and Ireland in Lotus-Climax, and 27 images at 1960 French Grand Prix at Reims including Brabham and McLaren in Cooper-Climax, Phil Hill in Ferrari Dino 246, Innes Ireland in Lotus-Climax, and others, with several startline and other race scenes.

(59)

£550 - 750

€690 - 930

57

A quantity of mainly early 1960s motor racing original press photographs, approximately 61, 7" x 9" monochrome images, including 1963 French Grand Prix at Rheims and featuring Moss in Vanwall, Graham Hill in BRM, Jim Clark in Lotus, and others, and some endurance racing images featuring Ferrari 250 GTO and other sports racing cars.

(Qty)

£600 - 800

€750 - 1,000

58

A quantity of 1958 and 1959 French Grand Prix original press photographs,

approximately 72, 7" x 9" monochrome images at the Reims circuit, comprising seven for 1958 including Fangio in Maserati 250F, and for 1959 including Tony Brooks and Phil Hill in Ferrari Dino 246, Brabham in Cooper-Climax, Moss in BRM, and others, drivers including Moss and pit scenes.

(Qty)

£700 - 900

€870 - 1,100



60

59

A quantity of original press photographs of the 1,000Km Race at Nurburgring, 1959 and 1960, approximately 104 monochrome images, 7" x 9", depicting race scenes, startline and pit scenes, featuring Aston Martin DBR1, Mercedes-Benz 300SL, Lotus Elite, Porsche 718, Maserati Tipo 61, and others, and some images of drivers including Moss on the winner's podium.
(Qty)
£1,000 - 1,200
€1,200 - 1,500

60

A quantity of 1958, 1959 and 1960 Le Mans 24 Hour original press photographs, in excess of 100 7" x 9" monochrome images, featuring race scenes for 1958 including Gendebien/Hill in Scuderia Ferrari 250, Whitehead in Aston Martin DB3S, Behra/Hermann in Porsche 718, Hamilton/Bueb in Jaguar D-Type, for 1959 including Shelby/Salvadori and Trintignant/Frere in Aston Martin DBR1, Hill/Gendebien in Scuderia Ferrari 250, and for 1960 including Frere/Gendebien and Rodriguez/Pilette in Scuderia Ferrari 250, Salvadori/Clark in Aston Martin DBR1, and startline and finishline images.
(Qty)
£1,100 - 1,300
€1,400 - 1,600

61

A quantity of 1960 Monaco Grand Prix original press photographs, approximately 150 7" x 9" monochrome images, race scenes featuring Moss in Lotus Climax, Innes Ireland in (and out of) his Lotus-Climax, Phil Hill and von Trips in Ferraris, McLaren in Cooper-Climax, Bonnier in BRM, and others, also including some startline and pit scenes.
(Qty)
£1,500 - 1,800
€1,900 - 2,200



61

62 ◇

"Fangio una vita a 300 all'ora", original film poster, Italian, full colour print on paper, artwork after A. Ginello, 139 x 99cm, Perspex glazed and framed.
£300 - 400
€370 - 500

63

A B.R.M. poster, 1950s, colour poster, depicting a car at speed with the slogans 'do YOUR bit to put British motor racing on the map', 'Join the B.R.M. Association', 52 x 38cm, mounted, framed and glazed, together with a B.R.M. Associate 1951 Member button hole and Bakes Beans B.R.M. Badge.
(3)
£350 - 450
€440 - 560

64

'Sir Major Henry Segrave's Golden Arrow', a signed print after Bryan de Grineau, monochrome, depicting the 1929 Land Speed Record at Daytona 1929 during its successful attempt to set a new flying mile at 231.45 mph, signed to lower margin by the artist, Segrave and J S Irving, the designer of Golden Arrow, 24 x 33cm, mounted, framed and glazed.
£200 - 300
€250 - 370

65

A commemorative Battle of Britain 'Roll of Honour' signed limited edition print, designed by John Isabel, numbered 11/125, with vignette images of Spitfire and Hurricane, signed by 14 Battle of Britain pilots, mounted, framed and glazed, 70 x 105cm overall.
£250 - 350
€310 - 440



63

66

Three prints depicting Supermarine Spitfire fighter aircraft, comprising 'English Landscape 1940' after Roy Nockolds, published by Frost & Reed 1942, signed by the artist, 51 x 59cm, 'Spitfire' after Barrie Clark, 58 x 100cm, and 'The Last Attack of Peter Pease' after J W Mitchell, limited edition (97/350), signed by the artist and Air Commodore Berry, 49 x 63cm, each framed and glazed.
(3)
£250 - 350
€310 - 440

67 ◇

Six limited edition prints after Nicholas Watts, each signed by the artist, comprising 'Schumacher Reigns Supreme' signed by Michael Schumacher, number 445/500; 'The End of an Era', signed by Manfred von Brauchitsch, number 57/500; 'Race of Titans' signed by Manfred von Brauchitsch, number 175/500; 'British Racing Green', signed by Tony Brooks, Stirling Moss and Frank Costin, 27/750, with pencil sketch remarque in lower margin; 'Summer of '54', signed by Juan Manuel Fangio and Froilan Gonzales, number 175/500 and 'Champagne Victory', signed by Manfred von Brauchitsch, number 175/500 with pencil sketch remarque in lower margin, each framed and glazed, the larger 91 x 72cm overall.
(6)
£300 - 500
€370 - 620



65



68

68
'Inspiration', a Douglas Bader commemorative limited edition print after John Young, signed by twenty RAF pilots, published in aid of the Douglas Bader Foundation and celebrating his 60th Anniversary, numbered 105/500, depicting Wing Commander Bader's Spitfire and three accompanying fighters taking off on his final sortie, signed by the artist and 20 pilots who flew in Bader's Squadrons or Wings, 49 x 63cm, mounted, framed and glazed, countersigned to certificate by Lady Bader on reverse of frame.
£300 - 400
€370 - 500

69
Eight prints depicting Jim Clark, including prints after Roy Nockolds, Craig Warwick, Michael Turner, C J Dugan, Stuart Thorburn, Chris Pascoe and Jerry Gambachini, together with a framed display of 'Clark' limited edition monochrome images, set number 8/5000 with certificate.
(9)
£300 - 400
€370 - 500

70
Three prints depicting Hawker Hurricane fighter aircraft, comprising 'Lift Off' after Gerald Coulson, 56 x 75cm, 'In The Clear' after Gerald Palmer, 48 x 63cm, and 'Defence of the Realm' after Robert Taylor, limited edition (668/1250), signed by the artist and Group Captain Peter Townsend, 53 x 71cm, each mounted framed and glazed.
(3)
£300 - 400
€370 - 500



76

71
Three prints depicting Supermarine Spitfire fighter aircraft, comprising 'Birth of a Legend' after Michael Turner, limited edition (70/250), signed by Alex Henshaw MBE, 47 x 55cm, 'Dover Patrol' after John Young, signed limited edition (849/850), 45 x 63cm, and 'A Time of Eagles' after William S Phillips, signed limited edition (389/1250) depicting Oscar Coen piloting a Spitfire for 71 American Eagle Squadron, signed by the pilot, 68 x 86cm, each framed and glazed.
(3)
£300 - 400
€370 - 500

72
Tony Matthews: F5000 Trojan 102 cut-away illustration, signed, pen and ink on artist's board, marked LAT®, 60 x 90cm, mounted, framed and glazed.
£450 - 550
€560 - 690

73
C F (Bill) Thacker (British 1915-2006): 'Golden Wedding', signed pen and ink cartoon with blue wash, and pencil sizing, titled "Our Golden Wedding presents include a set of these new spark plugs", 15 x 13cm, mounted, framed and glazed.
£60 - 100
€80 - 130

74
C F (Bill) Thacker (British 1915-2006): 'No-Claims Bonus', signed pen and ink cartoon with blue wash, and pencil sizing, Autocar stamp dated 2 Feb 1962, titled "One Consolation....I'm sure of a no-claims bonus this year", 16 x 18cm, mounted, framed and glazed.
£60 - 100
€80 - 130



82

75 AR
Arthur Benjamins (1953-); 'Silk Cut Jaguar XJR-9 at Le Mans 1988', signed and dated '88, oil on canvas, 70 x 60cm
£350 - 450
€440 - 560

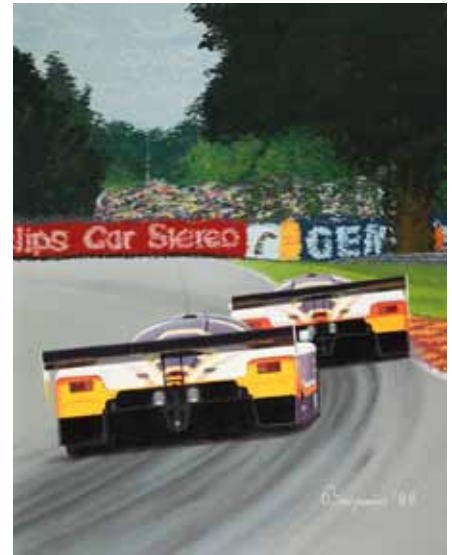
76 AR
James Dugdale (1940-), 'Moss and Jenks - Mercedes-Benz 300 SL1 - Mille Miglia 1955', signed and dated '78, gouache, depicting the legendary pairing at speed on their way to victory, 40 x 62cm, mounted, framed and glazed.
£150 - 250
€190 - 310

77 AR
Dion Pears (1929-1985), 'Stirling Moss - Lotus 18/21 German Prix 1961', signed, gouache on paper, depicting Moss at speed on his way to victory, 56 x 80cm, small tear towards right edge, framed.
£250 - 350
€310 - 440

78 AR
Dion Pears (1929-1985), 'Sir Henry (Tim) Birkin - 4½ litre Supercharged Bentley - 1930 Ulster Tourist Trophy Race', signed, oil on canvas, 69 x 90cm, framed.
£300 - 500
€370 - 620

It was during this event that Birkin suffered his first and only crash while racing. His concentration was broken because he was looking for a possible fault in the car, his eyes were on the dashboard and not the road, both he and his riding mechanic were unhurt.

79 AR
Dion Pears (1929-1985); 1958 German Grand Prix, signed, oil on canvas, depicting Tony Brooks on his way to victory at the Nürburgring in the 2½ litre Vanwall, leading the fated Peter Collins' Ferrari 246, 60 x 90cm, framed.
£300 - 500
€370 - 620



75

80 AR
Dion Pears (1929-1985); British Grand Prix, Brands Hatch 1964, signed, oil on canvas, depicting Jim Clark's winning Lotus followed by Graham Hill (B.R.M.) and Dan Gurney (Brabham), old repair canvas, 60 x 90cm, framed.
£300 - 500
€370 - 620

81 AR
Dion Pears (1929-1985); British Grand Prix 1964, Brands Hatch, signed, oil on canvas, depicting Jim Clark's race winning Lotus followed by Graham Hill's B.R.M., 62 x 92cm, framed.
£300 - 500
€370 - 620

82 AR
Murray Potter, '1932 Alfa Romeo 8c Monza', signed watercolour on paper, 38 x 52cm, mounted, framed and glazed.
£300 - 400
€370 - 500



83

83

Tony Gardiner, '1966 Monaco Grand Prix', signed and dated '06, watercolour, 39 x 51cm, mounted, framed and glazed.

£300 - 400

€370 - 500

84 AR

Dion Pears (1929-1985); Juan Manuel Fangio, Maserati 250F, 1957 German Grand Prix,

signed, oil on canvas, depicting Fangio on his way to victory at the Nurburgring, 60 x 90cm, framed.

£300 - 500

€370 - 620



85

85

Tony Gardiner, 'Return to Monte Carlo', signed and dated '03, watercolour montage depicting Monte-Carlo Rally competitors, 34 x 52cm, mounted, framed and glazed, together with an Artist's proof of a print taken from the artwork, signed by the artist in pencil, unmounted.

(2)

£300 - 400

€370 - 500

86

Craig Warwick, 'German Classics of Land and Air',

signed, dated 2006, oil on canvas, depicting the Mercedes Benz 500K and the Messerschmitt BF109 in a montage together with another fine example of German breeding, 50 x 100cm, framed.

£350 - 450

€440 - 560



86

87

Craig Warwick, 'Fernando Alonso Monaco', signed, dated '07, oil on canvas, 70 x 100 cm, framed.

£500 - 700

€620 - 870



87

88

Craig Warwick, 'Ferrari drivers Monaco', signed, oil on canvas, depicting Ferrari drivers Kimi Raikkonen, Felipe Massa and a black Ferrari decorated with sponsors' logos, 61 x 91.5 cm.

£500 - 700

€620 - 870



88

89

Craig Warwick, 'Kimi Raikkonen Monaco', signed, dated '07, oil on canvas, depicting the ultra committed taciturn Finn aboard a McLaren, 100 x 70cm, framed.

£500 - 700

€620 - 870

90

Craig Warwick, 'Lewis Hamilton Monaco', signed, dated 2007, oil on canvas, 70 x 100 cm, framed.

£500 - 700

€620 - 870

91

Craig Warwick, 'Team Vanwall Monaco 1958',

signed, dated '06, oil on canvas, depicting Stuart Lewis Evans, Tony Brooks and Stirling Moss in a Principality montage, 100 x 70cm, framed.

£500 - 700

€620 - 870

92

Craig Warwick, 'Takuma Sato Monaco', signed, dated 2007, oil on canvas, 70 x 100 cm, framed.

£500 - 700

€620 - 870

93 AR

Walter Gotschke, (1912-2000), 'Caracciola in the Mercedes Benz - Monza 1938', unsigned, gouache and watercolour over pencil, 20 x 29cm, mounted, framed and glazed.

£500 - 700

€620 - 870

This painting was offered as lot 38 in the Walter Gotschke Studio Works auction, 15 December 2004.

94 AR

Walter Gotschke (1912-2000), 'The Mercedes Streamliner - AVUS 1937' unsigned, gouache and watercolour over paper, depicting Hermann Lang in the Mercedes leading the Auto Union over the brick banking at AVUS, 20 x 29cm, mounted, framed and glazed.

£500 - 700

€620 - 870

This painting was offered as lot 60 in the Walter Gotschke Studio Works auction, 15 December 2004.

95 AR

Walter Gotschke, (1912-2000), 'Nuvolari in the Auto Union' signed, gouache and watercolour over pencil, 21 x 30cm, mounted, framed and glazed.

£500 - 700

€620 - 870

This painting was offered as lot 39 in the Walter Gotschke Studio Works auction, 15 December 2004.



91



92



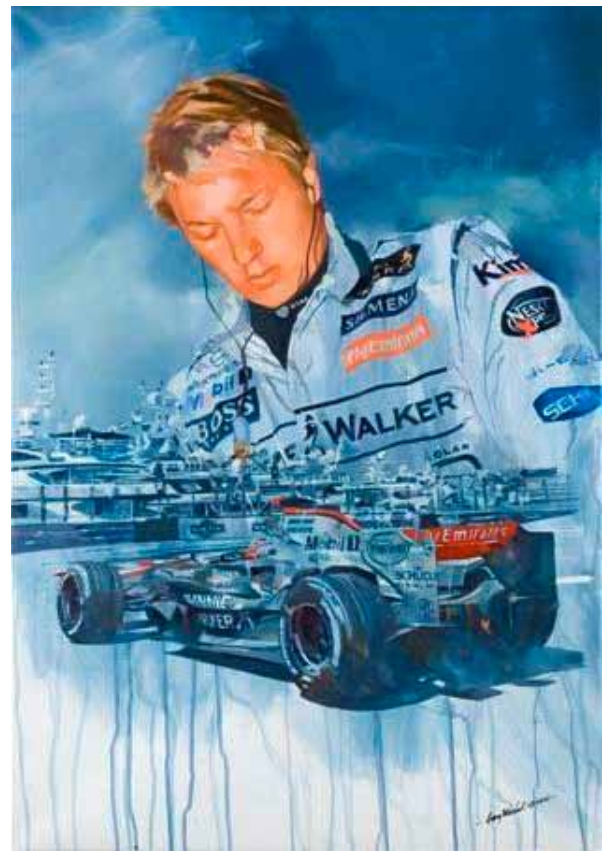
93



94



95



89



90



97



96

96 AR
 Nicholas A. Watts (1947-),
 'Through The Spray',
 signed and dated '79, gouache on artists'
 board, depicting Bernd Rosemeyer in the
 6-Litre 16-cylinder Auto Union Type 'C' on
 his way to victory at the Eiffel Grand Prix at
 Nurburgring 1937, 49 x 36cm, mounted,
 framed and glazed.
 £500 - 800
 €620 - 1,000

97 AR
 Charles J Thompson GAvA (1930-),
 'Hawker Hurricane',
 signed and dated 89, oil on canvas, 59 x 90cm,
 within a wooden frame.
 £500 - 600
 €620 - 750



98



99



100

98 AR
Charles J Thompson GAvA (1930-),
'Hawker Tempest',
signed and dated 89, oil on canvas, 59 x 90cm,
within a wooden frame.
£500 - 600
€620 - 750

99 AR
John Ketchell (1944-),
'Porsche 911 turbo at Le Mans',
signed, water colour and gouache, 66 x 75cm,
framed and glazed.
£500 - 600
€620 - 750

100
Craig Warwick, 'Ferrari pit scene',
signed, dated 2008, oil on canvas, depicting
the Ferrari team including Ross Brawn, Jean
Todt, Michael Schumacher, Rubens Barrichello
together with Bernie Ecclestone, Luca Di
Montezemolo and four models in the pits
during the 2000 Monaco Grand Prix, signed
by Michael Schumacher to Ferrari's side barge,
92.5 x 127 cm.
£700 - 900
€870 - 1,100



101
Dexter Brown (1942-); Porsche 917K at
Le Mans, 1971,
signed, acrylic on canvas, depicting the car
driven by Muller & Attwood to 3rd place, with
signed handwritten title to rear of canvas,
unframed, 92 x 138cm.
£3,500 - 4,500
€4,400 - 5,600



103

102

Stanley Wanlass; Driver and Mechanic study in bronze, hollow cast, presented to Scott Bailey by the artist, the back engraved with presentation details, this study appears as part of the 1908 Thomas Flyer New York to Paris bronze, 18 x 14 x 8cm.

£300 - 400
€370 - 500

103 ♦♦

A large 'Novi' advertising stain glass window, depicting two blue race cars in front of a garage, both cars with race numbers, Firestone Deluxe Champion tyres and advertisements painted to the sides, 'Novi' etched to the bottom of the window, made up of coloured glass, 152 x 102cm.
£2,000 - 2,500
€2,500 - 3,100

The Novi engine was a dual overhead cam supercharged V8 power unit often used in the Indianapolis 500. It was designed by Winfield & Goossen and built by Fred Offenhauser.

104

A hand-painted wooden profile of a Bugatti Type 55, modern, 120cm long.
£150 - 200
€190 - 250



109

105

A hand-painted wooden profile of a BMW 328, modern, 122cm long.
£150 - 200
€190 - 250

106

A hand-painted wooden profile of the 'Blue Train' Bentley, modern, painted blue, 120cm long.
£150 - 200
€190 - 250

107 ♦♦

Tony Upson, 'Aston Martin Zagato', signed, acrylic on board, a study of the car, 75 x 100cm.
£200 - 300
€250 - 370

108

An Art Deco inspired sculpture of a Jaguar XK120, modern, cold-cast bronze and resin composite, 70cm long.
£200 - 250
€250 - 310

109 ♦

A large champagne bottle decoration, modern, hand painted, wall mounted half bottle, measuring 203cm high.
£250 - 350
€310 - 440



110

110

A celebratory 'Bentley 1929 Le Mans Victory' oval wall plaque, modern, hand-painted, 122cm wide.
£300 - 400
€370 - 500

111

An 'Amilcar' garage display emblem, modern, cold-cast resin and aluminium composite, 140cm wide.
£300 - 400
€370 - 500

112

A 'Bugatti' garage display emblem, cold-cast resin and aluminium composite, depicting the Bugatti badge, 120cm wide.
£300 - 400
€370 - 500

113

A hand-painted 'Maserati' illuminating garage display sign, modern, double-sided, 40 x 30 x 12cm.
£300 - 400
€370 - 500

114

An 'Aston Martin' garage display emblem, modern, cold-cast resin and brass composite, depicting the winged badge, 150cm wide.
£300 - 400
€370 - 500



118



119



124



125



120



121

115

A hand-painted 'Porsche' garage display emblem, modern, fibreglass, depicting the badge, 120cm high.
£300 - 400
€370 - 500

116

A hand-painted 'Automobili Servizio' garage display sign, modern, metal and plywood construction, 100cm wide.
£300 - 400
€370 - 500

117

A hand-painted 'Ferrari' garage display shield, modern, fibreglass, featuring the Prancing Horse emblem, 120cm high.
£300 - 400
€370 - 500

118 ♦ AR

Tony Upson, 'Champagne Girl', modern, acrylic on board, depicting a 1960s period Mumm Champagne advertising girl, framed, 183 x 41cm.
£300 - 400
€370 - 500

119 ♦ AR

Tony Upson, 'Ferrari Girl', modern, acrylic on board, depicting a glamorous spanner wielding Ferrari girl, framed, 183 x 41cm.
£300 - 400
€370 - 500

120

An 'Aston Martin Zagato' decorative wall plaque, modern, with raised laurel border, hand-painted centre featuring Aston Martin's association with the Milanese coachbuilder Zagato, 122cm diameter.
£300 - 400
€370 - 500

121

An oval plaque celebrating Duesenberg's 1921 French Grand Prix victory, modern, hand-painted with raised laurel leaf edge, 122cm wide.
£300 - 400
€370 - 500

122

A 'Mille Miglia' garage display sign, modern, cold-cast resin and brass composite, 70 x 100cm.
£300 - 400
€370 - 500

123

A 'Jaguar' garage display emblem, modern, cold-cast resin and aluminium composite, depicting the badge, 140cm wide.
£300 - 400
€370 - 500

124 ♦

A Bosch spark plug advertising board, modern, featuring a spark plug in relief on hand-painted 'spark' background, 147 x 91cm.
£300 - 400
€370 - 500



130



131



132



133

125

A Ballot car badge display roundel, modern, hand painted centre with laurel leaf surround, 107cm diameter.

£300 - 400

€370 - 500

126

A 'Maserati' garage display emblem, modern, hand-painted fibreglass, rectangular sign featuring the Trident logo, 120cm high.

£300 - 400

€370 - 500

127 ◇

A hand-painted Mr Drip standing forecourt figure, modern, fibreglass, 120cm high.

£350 - 450

€440 - 560

128 ◇

A hand-painted Miss Drip standing forecourt figure, modern, fibreglass, 120cm high.

£350 - 450

€440 - 560

129 ◇ AR

Tony Upson 'The 'Richfield' Girl', modern, acrylic on board cut out depicting a female gas pump attendant, 213cm in height.

£400 - 600

€500 - 750

130 ◇ AR

Tony Upson, 'Glorious Goodwood', modern, acrylic on board depicting Peter Collins driving an Aston Martin DB3 in the 1952 Goodwood 9 hours', 122 x 244cm.

£400 - 500

€500 - 620

131 ◇ AR

Tony Upson, '1961 Corvette 275VA roadster', modern, acrylic on board study, 122 x 244cm, framed.

£400 - 600

€500 - 750

132 ◇ AR

Tony Upson, 'The 1950 Indianapolis 500 winning Kurtis-Offenhauser', modern, acrylic on board study showing frontal and side views of the car which, driven by Johnnie Parsons, achieved victory in America's greatest race, framed, 244 x 122cm.

£400 - 500

€500 - 620

133 ◇ AR

Tony Upson, 'Type 35 Bugatti', modern, acrylic on board cut-out profile with relief lettering, 122 x 230cm.

£400 - 600

€500 - 750



129



139



141

136 ♦

Tony Upson, 'Steve McQueen - Bullitt - Ford Mustang',
signed, acrylic on board, a study of the actor and motor racing enthusiast, 210 x 115cm.
£500 - 600
€620 - 750

Spares & Accessories

137

A pair of large headlamps to suit 8-Litre Bentley,
green-painted steel bodies with hinged alloy rims, pillar mounted, 11 inch lenses, with reflectors and complete with bulbs, fitted with stoneguards, some flaking to paint, wired for illumination.

(2)

£500 - 600
€620 - 750

138

A pair of Stephen Grebel, 3R electric headlamps, French, circa 1930,
number 6961 and 7541, each pillar mounted, nickel plated (tarnished), polished reflectors, 8 inch diameter etched glass convex lens, with makers plaque mounted to top.

(2)

£1,000 - 1,400
€1,200 - 1,700

139

A Motor Aneroid by Negretti and Zambra, 1920s,
number 4153, nickel plated dial 6.4cm diameter lens, rotating bezel and outer casing Japanned black.
£500 - 600
€620 - 750

140

A Heuer chrome plated manual wind chronograph dashboard stopwatch Autavia, Movement No.305184, Circa 1933

Jewelled Valjoux Cal.59 movement, matt back dial with white Arabic numeral five second divisions, white outer 1/5th second divisions, white leaf centre chronograph hand, subsidiary dials at 6 and 9 for 30 minute and 12 hour recording, polished round case with snap on back, start/stop/reset button atop knurled crown, time in/out button between 10 and 11, milled screw down bezel and glass, dial and movement signed 54mm.

£600 - 800
€750 - 1,000



138

134 ♦

Tony Upson, 'Ayrton Senna',
signed, acrylic on board, a portrait study of the legendary race driver, 210 x 115cm.
£500 - 600
€620 - 750

135 ♦

Tony Upson, 'Champion Spark Plugs Ladies',
signed, acrylic on board, depicting two 'well-equipped' female promoters advertising their wares, 115 x 210cm.
£500 - 600
€620 - 750



142

141

A Heuer Monte-Carlo dashboard lap timer/stopwatch sold by Abercrombie & Fitch, black dial with luminous Arabic numerals, sweep centre seconds, the case band stamped 16845, three pusher timer was produced up to 1967, manually wound and capable of keeping lap times up to 11 hours provided by the see through hour disk feature at the six o'clock position on the dial, also features a rotating bezel, face approximately 5.5 x 5.5cm, complete with Heuer Leonidas mounting plate. The functions of this timer are as follows: start timer by pressing the crown, press crown again for "time out"/"time in", press right pusher to reset minute and second hands to zero (inoperative); press left pusher to advance hour disk to zero.

£700 - 900
€870 - 1,100

142 ♦♦

Assorted Edwardian 35Hp Mercedes parts from car no. 7100, delivered 6th June 1908 comprising, radiator with mountings, (lacks filler cap), in sound condition, three copper water manifold pipes, fan pulleys and fan (blades damaged), a quantity of drive chains, and a differential/axle assembly, the differential is in very good condition and in the original axle casing but the casing appears to have been truncated.
£1,000 - 3,000
€1,200 - 3,700

Parts from car no. 7100 had been used to convert a steam driven fire pump to motor driven.



191

143

A 4 1/2 Litre Bentley cylinder block, in remains of wooden crate.
£2,500 - 3,000
€3,100 - 3,700

144

A Nardi steering wheel, Italian, wood rimmed, three spoked with Nardi central boss, the back of the lower spoke stamped with Nardi emblem and marked 'Made in Italy', 38cm diameter.
£350 - 450
€440 - 560

145

A Nardi three-spoke steering wheel, Italian, 1962, 'signed' on right spoke, with banded wooden rim, 40cm diameter, mounted with Jaguar central boss.
£500 - 600
€620 - 750

Badges & Mascots

146

A 'Royal' RAC car badge for Queen Elizabeth II, post 1952, by the Birmingham Medal Co, un-numbered, chrome plated with blue enamel ERIL disc to centre, 13.5cm high.
£300 - 500
€370 - 620



147



145

147

An RAC Full Member's badge by Elkington & Co Ltd, 1920s, nickel-plated brass, number DB52, with circular enamel Union flag, 13.7cm high.
£500 - 700
€620 - 870



152



154



146



149



151



148



148

148 †

King George V's Royal Automobile Club enamelled car badge by Elkington & Co, previously fitted to the Royal Daimlers, formerly the property of the King's loyal Chauffeur Mechanic Ernest Philip Capell, the solid-cast brass 1920s Full Member's badge surmounted with Royal Crown design and with centre in Royal Blue enamel and bearing the 'GvR' Royal Cypher and Crown with red enamelling, with King's Head centre to reverse, the base of the badge stamped 'Elkington & Co Ltd - 22 Regent St. S.W.', 14cm high and mounted on a turned wooden base, offered together with seven period photographs depicting Royal Daimlers wearing the badge including King George and Queen Mary with the Edwardian Hooper bodied Limousine, and his later Daimlers at Balmoral and elsewhere, some images featuring Capell, three Royal chauffeur's cap badges for George V, Edward VIII and Prince of Wales and a Royal Armoured Corps 'Armoured Fist' cap badge, three hand-written letters to Capell from Charles Fitzwilliam, Crown Equerry to the King, on Buckingham Palace headed paper including one dated 1934 informing Capell that the King "...wants to be driven slowly in his car, as HM's nerves are not what they were.", and other assorted ephemera of Royal interest, postcards and personal photographs, some depicting King George and other members of the Royal household and staff including Capell.

(Qty)

£2,000 - 3,000

€2,500 - 3,700

After an apprenticeship with Joseph Richmond Engineers, a position as Third Engineer on SS Tangier and employment on other engineering workshops, it is understood that Ernest Capell was in service to the Royal Household Motor Staff in a Driver and Engineer's capacity, from 1906, towards the end of the reign of Edward VII, while George was still Prince of Wales, and throughout the reign of George V both at the Royal Garage at Buckingham and responsible for the Sandringham Royal cars. He completed 20 Years Royal service in 1926 and was awarded his 30 Year Service bar in 1936, and continuing into the brief 'reign' of Edward VIII. It is believed that this badge and accompanying items had been in his possession for over 30 years.

149

A Minerva mascot, by Pierre de Soete, Belgian, 1920s, nickel-plated hollow-cast bronze, depicting head of the Roman Goddess with helmet, stamped with initials 'P D' with acorn within oval marking to rear underside of neck, 14cm high, mounted to a marble base.

£300 - 400

€370 - 500

150

A Bentley forward leaning 'B' mascot, marked 'REGR 807924', mounted on a radiator cap, together with two Goodwood B.A.R.C. enamel member's badges for the years 1962 and 1963, a quantity of Goodwood paper tickets, a collection of 1950s/1960s motor racing programmes, and Goodwood Road Racing Club books.

(Qty)

£400 - 500

€500 - 620

151

A Straker-Squire Kneeling Goddess mascot, 1920's, originally nickel plated bronze, now tarnished with dark patina, 13cm high, right thumb missing, other old marks and scratches.

£400 - 600

€500 - 750

152

A chained bulldog mascot by Marvel, French, circa 1921

bronze, chain replaced, 15cm long.

£500 - 600

€620 - 750



148



155

153

A 'Les Danseurs Tete a Tete' mascot by Ruffony, French, 1920s, signed, bronze with traces of nickel plating, numbered 17 to the base and marked 'Made in France' underneath, leading arms bent downwards, overall 14.5cm high.

£500 - 600

€620 - 750

154

A good Hassall 'Aviator' mascot, British, 1930s, signed, chrome plated bronze with spinning propeller and spring mounted ceramic head, 12cm high.

£600 - 800

€750 - 1,000



156

155

A pre-War 'Sanglier' mascot in fumée glass, by René Lalique, French, introduced 3rd October 1929, faintly moulded 'R Lalique' between legs, depicting a wild boar, 9cm long, mounted within a modern chromed split-ring mount for illumination, marked 'Breve Galleries, Knightsbridge', and above a turned wooden base,

£700 - 900

€870 - 1,100

156

A pre-War 'Tete d'Aigle' glass mascot by René Lalique, introduced 14th March 1928, faintly moulded 'R Lalique' to left side of neck, depicting an eagle's head in clear glass with orange staining to surface, 14cm long.

£700 - 900

€870 - 1,100

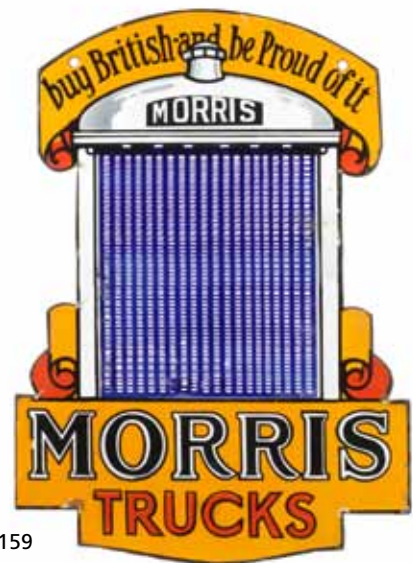


157

157 †
A pre-War 'Chrysis' glass mascot, by Rene Lalique, French, introduced 21st March 1931, acid etched 'R.Lalique France' to underside of base, in satin glass depicting a backwards leaning kneeling female nude with her hair flowing behind her, 18cm long.
£2,000 - 2,400
€2,500 - 3,000



158



159

159
A Morris Trucks enamel sign, 1930s, double-sided shaped cut-out sign in the form of a Morris Trucks radiator, in five colour enamel, 56 x 40cm.
£500 - 700
€620 - 870

Signs & Garage Equipment

158
A rare ASA dealers sign, Italian, 1964, printed metal, 60cm high, for the 1000 GT, together with sales brochures for Coupe Bertone, Coupe and Spyder versions, and a copy of Automobilia Quarterly (3rd Quarter 1983) with an article about the 'Ferrarina'.
(Qty)
£200 - 300
€250 - 370



162

160 ◇

An Automobile Association hanging lamp, from the Glasgow head office, hexagonal shape with AA logo on yellow coloured glass in black frame with black wall mounting bracket, restored condition, together with a framed photograph showing the AA lamp in position with Sir Alexander Duke, head of the AA, with the manager of the Scottish head office, both standing beneath this lamp.

(2)

£600 - 800
€750 - 1,000

This lamp came from the AA museum at Andover when it was closed down.

161

A rare 4 litre petrol priming kettle, white enamelware with 'honeycomb' pattern, brass stopper and turned wooden handle on metal bale, some chips to enamel.

£200 - 300
€250 - 370



163

162 ◇◇

A Beckmeter calculator petrol pump, restored in BP livery, finished dark green with shield shaped price flag and glass globe, complete with hose and nozzle.

£700 - 900
€870 - 1,100

163 ◇◇

A Gilbert & Barker 'Fat' bodied handcranked petrol pump, restored in National Benzole livery, fitted with replica three-sided globe, 270cm high overall, complete with hose and nozzle.

£800 - 1,200
€1,000 - 1,500

164 ◇◇

A fine Hammond two gallon visible hand operated semi-rotary petrol pump fitted with both original Hammond one gallon glass reservoirs in good order, polished bronze Hammond sight glass delivery optic, operating handle and other polished fittings. Restored in Shell livery, mounted with "Shell From This Pump" brand plate, a 1/3 1/2 d per gallon Shell-Mex price flag, delivery hose with bronze nozzle & a Hammond delivery trip meter, 67 inches tall overall.

£1,000 - 1,500
€1,200 - 1,900



164



161



165



168

Picnic sets & Luggage

165 †

A fine and rare wooden motoring tool-case, circa 1910, mahogany case with brass lock, catch and re-inforced banded corners, with lid opening to reveal upper tool compartment and with hinged front revealing lower brass handled pull-out tool tray, 55cm wide overall.

£900 - 1,100

€1,100 - 1,400

166 †

An Edwardian cased set of Bartholomew's road maps for Scotland, brown pig-skin case by Edward Stanford, with handle, nickelled lock and catch, opening to reveal full set of 29 linen-backed folded maps and a blue leather-bound 'Contour' Road Book of Scotland, complete with measuring housed in the lid, the case 28cm wide.

£900 - 1,100

€1,100 - 1,400

167 †

A leather-cased scrolling travelling map, 1920s,

Bakelite cased unit housing a pair of rollers manually operated by two winding arms to the side, with 24cm wide plastic window displaying a Bartholomew's road map for South-West England, with hinged panel to rear, 29cm wide overall, contained within a brown leather case with red felt lining, leather handle, nickelled lock and catch and complete with key.

£900 - 1,100

€1,100 - 1,400

168 †

An Edwardian leather-cased set of Bartholomew's road maps for England & Wales,

brown leather case with leather handle, Sifton Praed & Co. of London maker's name to inside rear of lid, nickelled locks and catches, opening to reveal full set of 37 linen-backed folded maps, complete with measuring wheel housed in the lid and with two keys, the case 36cm wide.

£1,500 - 2,000

€1,900 - 2,500

169 †

A leather combined suitcase and vanity set, French, 1920s,

black leather outer case with leather handle, brass locks and catches, opening to reveal further upper-level interior hinged leather vanity case with light green leather lining, fitted with five black plastic covered metal bottles and powder jars and two shoe/clothes brushes each inset with silver panels for monogram engraving, scissors, nail file and other accoutrements, a jewellery box and other compartments, the whole measuring 44cm wide overall and with tan canvas outer cover.

(2)

£800 - 1,000

€1,000 - 1,200

170

A post-War Louis Vuitton vanity case, believed 1950s, LV monogrammed pattern, leather handle, brass lock (numbered 157930), LV monogrammed catches and brass re-enforced corners, with leather edging, the lid opening to reveal lined interior with slide-out wall with leather strap to hold assorted bottles and jars, the case 35cm wide, complete with key.

(2)

£1,000 - 1,200

€1,200 - 1,500

171

A post-War Louis Vuitton vanity case, believed 1970s-80s, LV monogrammed pattern, leather handle, brass lock (numbered 1086914), LV monogrammed catches and brass re-enforced corners, with leather edging, the lid with mirror and bearing label to inside rear numbered 1982064, opening to reveal lined interior with single lift-out tray, and with two leather straps to hold assorted bottles and jars, 40cm wide, complete with key.

(2)

£1,200 - 1,400

€1,500 - 1,700



169



172



175

171

170

174

172 †

A leather combined suitcase and vanity set by Hermes, Paris, 1920s, maroon leather outer case, with leather handle, nickelled locks and catches, the lid monogrammed 'H C', opening to reveal further upper-level interior leather case fitted with seven assorted nickel-plated bottles and jars, and two wooden clothes/shoe brushes, each monogrammed 'H C', leather covered mirror, jewellery box, and accessories wallet containing nail-scissors, file, tweezers and other accoutrements, a majority of pieces marked 'Hermes Paris', measuring 52cm wide overall.

£2,000 - 3,000

€2,500 - 3,700

173 ◇

A Bentley leather suitcase, brown leather case with leather handle, chromed locks and catches, with impressed Bentley winged emblem to lid, beige leather lined interior, 61cm wide overall, showing little sign of use, with two keys and protective draw-string bag, together with a limited edition print (230/300) of the Bentley Continental GT styling artwork after Paul Pires and signed by him, 19 x 28cm, mounted, framed and glazed, and a limited edition (203/450) promotional folder advertising the release of the Continental GT in 2002.

(3)

£400 - 500

€500 - 620

174

A 'lightweight' Louis Vuitton suitcase, circa 1920, believed for aeronautical travel, with LV monogrammed pattern, leather handle, brass lock, monogrammed catches and re-enforced corners, applied with silver plaque below handle engraved 'To R.G. Souvenir of Flights from London to Paris & back. 23rd & 26th Oct. 1920. From J.Mc.G.C.', opening to reveal canvas interior with straps, bearing label to inside rear of lid, numbered 815059, the case 60cm wide and applied with travel labels.

£1,000 - 1,200

€1,200 - 1,500



176



177



178

175 ◇

A Louis Vuitton suitcase, 1940s, LV monogrammed pattern, with leather handle, monogrammed brass lock (stamped 'H 3') and catches, and with leather re-enforced corners and edging, the lid opening to reveal lined interior with canvas straps, with label to inside rear of lid, numbered 348997, the case 71cm wide and with travel labels applied to exterior and interior.

£1,000 - 1,200

€1,200 - 1,500

176 ◇

A motoring trunk, by E Goyard, Paris, circa 1910, black leather case with brass handles, lock and catches, each stamped with maker's name, the case with gently sloped back and with metal loops for leather strapping and the lid bearing maker's labels to each end, opening to reveal canvas lined interior (lacking tray), and with label to inside rear of lid, 92 x 29 x 38cm.

£1,200 - 1,400

€1,500 - 1,700

177 †

A leather-cased musical travelling cocktail set for four persons, retailed by Mappin & Webb, 1920s, leather tool-roll style case with leather handle, strap and buckle, containing nickel-plated cocktail shaker stamped '89', housing three glass spirits bottles, with lemon squeezer, four drinking tots and lid, also stamped '89', with integral strainer and cap, the clockwork musical mechanism within the base, 29cm high overall.

£500 - 700

€620 - 870

178 ◇

A 'Coracle' six person wicker cased picnic set, circa 1920, wicker handles, catches and locking bar, the lid opening to reveal brown canvas interior and wicker framework fitted with accessories including three wicker-cased glass drinks bottles, three small jars in wicker frames, four Coracle ceramic based food tins, six wicker covers five with glasses, six enamel plates and cutlery housed behind leather straps in the lid, 72cm wide.

£500 - 600

€620 - 750

179 ◇

A Coracle cased picnic set for four persons, by G W Scott & Sons, 1920s, green leather case with nickel-plated handles, lock and catches, the lid bearing 'C' monogram with 7-point coronet emblem, opening to reveal interior with wicker framework fitted with Thermos flask, two wicker covered drinks bottles, a smaller bottle, two enamel based food boxes with lids also bearing coronet emblem, ceramic butter and preserves jars, Williamson's Blue china cups and saucers, and glasses, with cutlery and rectangular enamel plates housed behind leather straps in the lid, 59cm wide overall.

£1,000 - 1,200

€1,200 - 1,500



179



180



181



182

180 ♦ †

A leather-cased picnic set for four persons, by Drew & Sons, circa 1905, black leather case with geometric design, nickelled handles, locks and catches, with lid and fall-front opening to reveal wicker framework interior fitted with flask, wicker-covered drinks bottle, a smaller bottle, three food tins, wicker-cased glasses, rectangular enamel plates and enamel food jar with lid, with cutlery housed behind leather straps in the lid, the case 46cm wide overall.

£3,000 - 4,000

€3,700 - 5,000

181 ♦ †

A picnic set for four persons, by G W Scott & Sons, 1920s, black leather-cloth case, with nickelled handles, locks and catches, the lid opening to reveal wicker framework interior fitted with copper kettle with burner, two wicker-cased drinks bottles, two Coracle ceramic based food boxes, another food tin, ceramic butter and preserves jars, bone china cups and saucers by Bisto, wicker-covered stacking glasses, and other accessories, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case 63cm wide overall.

£3,000 - 4,000

€3,700 - 5,000

182 ♦ †

A fine cased picnic set for six persons, by G W Scott & Sons, circa 1914, black leather-cloth case with nickelled handles, locks and catches, with lid and fall-front opening to reveal wicker framework interior with centrally positioned kettle and burner, two wicker-cased drinks bottles, two ceramic-based food boxes by Coracle, another food tin, bone china cups and saucers by Bisto, glasses, ceramic butter and preserves jars, condiments jars, with cutlery housed behind leather straps in the lid, the case 65cm wide overall.

£9,000 - 11,000

€11,000 - 14,000



183 ♦ †

A superb leather-cased picnic set for six-persons, with sterling silver accessories, by Drew & Sons, 1914,

honey leather case with leather handles, nickelled locks and catches, the lid and fall-front opening to reveal wicker framework interior fitted with a pair of Autotherm wicker-handled flasks, two wicker-covered drinks bottles and three condiments jars with sterling silver caps, four sterling silver food tins, ceramic butter tray with sterling silver lid, and Vesta case, each hallmarked London 1910 and monogrammed 'C S S', also fitted with wicker-cased stacking glasses, circular enamel plates, two canvas rolls containing cutlery, some sterling silver and hallmarked Sheffield 1914, with rectangular enamel plates housed behind leather straps in the lid, the case with monogrammed lid and measuring 64cm wide overall.

£20,000 - 24,000

€25,000 - 30,000



190

Miscellaneous items

184

A pair of Mercedes-Benz bone china commemorative plates, by Wedgwood, one decorated with portrait images of Messrs Karl Benz and Emil Jellinek, the other with portrait of Mercedes Jellinek, the daughter of Emil, after whom the marque was named, each 21cm diameter.

(2)

£60 - 80

€80 - 100

185

A large Rolls-Royce ashtray, the base 23cm in diameter, fitted with a replica Spirit of Ecstasy mascot and radiator cap, nickel plated, some wear.

£200 - 300

€250 - 370

186

A Rolls-Royce radiator decanter by Ruddspeed, circa 1960,

chromed type with 'town' cap, 19.5cm high.

£300 - 400

€370 - 500

187

An Hispano-Suiza aviation deskpiece, aluminium base with machine turned finish, applied with Flying Stork emblem in relief and with rotating twin-bladed propeller to centre measuring 22.5cm (tip to tip), possibly produced in the 1930s as a limited edition deskpiece or as an apprentice piece at the factory based in France.

£300 - 400

€370 - 500

188

A Bentley radiator decanter by Ruddspeed, circa 1960, chromed, with chromed grille and cap, with red enamel badge, 19.5cm high overall.

£400 - 600

€500 - 750

189

A Rolls-Royce radiator decanter by

Ruddspeed, circa 1960,

chromed type with 'town' cap, 19.5cm high, in original box, taped repair to box.

£400 - 600

€500 - 750

190

A Norman Hill hand-built touring bicycle, Canadian, 1980,

painted red 22 inch frame with brazed spear-tip lugs at the joints, frame number 012, with many Italian additions- Campagnolo chain set and pedals, Nisi rims, Unicanitor seat, some road wear.

£500 - 700

€620 - 870

Norman Hill was born in Leeds, Yorkshire in 1939. He rode professionally from 1966-1973, sometimes as a privateer but also for several top flight teams including Geoffry Butler, Elsmar, Goldor, KRO and Falcon, winning the British Professional Sprint Championship in 1966, also winning 12 International Six Day races. During his professional career he met and married a Dutch podium girl called Harma. Later he moved to Vancouver in British Columbia, Canada, to manage and coach the Canadian National Cycle Team. He also ran a bicycle shop in downtown Vancouver and worked with Derek Bailey, who built racing, track and touring frames and forks in a workshop in Richmond, BC. When the shop shut at night, Norman Hill drove to Richmond to paint the frames. Sadly his hard work was not rewarded with enough sales and the business went bust, the remaining stock and premises were taken over by Rocky Mountain bicycles in 1983.



187

191

A Bugatti radiator decanter by Ruddspeed, British, circa 1960,

chromed surround, red enamel badge and black grille, 20cm high.

£500 - 700

€620 - 870

192

A Bugatti radiator decanter by Ruddspeed, circa 1960,

chromed with red enamel badge, 20cm high, with original box.

(2)

£600 - 800

€750 - 1,000



193



185



194



189



188



195



186



192

193 ♦♦

A two-seat 'Car' sofa by Andy Saunders, the well-known car customiser, utilising a Sunbeam Alpine Mark 1 tail section, 1959 Cadillac lights and Mercedes-Benz 220 Fintail bumpers, finished in maroon.

£600 - 800

€750 - 1,000

194

A silver presentation 'Mini' cigarette box, by S J Rose & Son for Asprey, Hallmarked London 1979, wood lined with two internal compartments, the inside of the lid engraved 'Presented to Harold Bowman by the Directors of BL Limited. In recognition of the 50,000 BL Product purchased by CUS Transport Limited', the box surmounted with a model of a Mini, the box 18 x 10 x 9.5cm.

£600 - 800

€750 - 1,000

195

A novelty cut-glass and silver 'When Tyred Scotch' decanter by Hulkin & Heath Ltd, Birmingham, Hallmarked 1937, the glass body in the form of a tyre with facet cut "tread" and engraved lettering, fitted with a silver collar and spoked wheel silver and glass stopper, 25.5cm high.

£750 - 950

€930 - 1,200



196

196 †

A cased set of 36 sterling silver commemorative motoring ingots, by John Pinches Ltd, released in the mid-1970s by the Beaulieu National Motor Museum, each 2oz ingot struck with image of a classic road or race car from 1898 to 1938, all contained within a wooden presentation case, 41cm wide, and together with a near complete set of 34 corresponding information cards (missing Nos. 10 and 28) relating to each ingot.

(35)

£1,500 - 2,000

€1,900 - 2,500

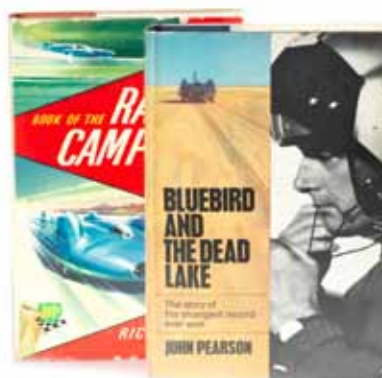
197

Donald Campbell's safety helmet, 1962, formerly the property of the Late Leo Villa, made by Helmets Limited of Wheathampstead, fitted with 22C/1646 Visor flying Mk2 Medium, on central track dated Helmets 1962, the inside with makers label on webbing (worn), composite material, painted silver on outside, with label to inside marked 'Size 3 Regular serial number 4954', also handwritten Hawker Blackburn Dunsfold to inside, the tinted visor with velvet cover. Offered together with two related books Richard Hough: Book of the Racing Campbells; and John Pearson: Bluebird and the Dead Lake, the cover depicting Campbell wearing this type of helmet, three black and white photographs, a press cutting relating to the original sale with provenance from Leo Villa, and a copy of the Auction catalogue from 2001 where this helmet was offered as lot 1212.

(Qty)

£3,000 - 5,000

€3,700 - 6,200



197

198

A Heuer stainless steel automatic calendar chronograph wristwatch Monaco, Ref:1533 B, Circa 1972

17-jewel Cal.15 automatic chronograph movement, metallic blue dial with steel mirror finish and white baton hour markers, white outer minute track, steel hands with red and luminous inserts and red tips, red chronograph hand, white subsidiary dial for 30 minute recording at 3, white running seconds hand at 10, date aperture at 6, polished and brushed finish square case with signed crown at 9 and round fluted chronograph pushers at 2 and 4, special screw in case back, fitted Heuer leather strap, case, dial and movement signed. 40mm.

£3,500 - 4,500

€4,400 - 5,600

199

Registration Number '6 F',

held on V778 Retention Certificate, expiry date 30-09-2013.

£70,000 - 80,000

€87,000 - 100,000

Important notice to bidders:

Bidders are reminded that it is a responsibility of the purchaser to check the details of the V750 or V778 document, and insure that the number is as assigned to a vehicle before the expiry date.

Toys & Models

200 ♦

A 1:24 scale model of a Hawker Hurricane, by Douglas Bone, resin model with metal detailing, of the fighter finished in RAF camouflage pattern, 50cm wingspan, displayed on a green felt covered wooden base and with Perspex display case.

£500 - 600

€620 - 750



198

6 F

199



206



203



204

206

A 1:24 scale model Williams FW14B by Trinity, signed to the base by Riccardo Patrese,

together with five other models by Trinity including Canon Williams Renault FW14 car number 5 depicting the moment race-winner Nigel Mansell gave Ayrton Senna a lift back to the pits after the Brazilian had run out of fuel in 1991, another depicts car number 6 with driver Riccardo Patrese giving teammate Nigel Mansell a lift, all hand built and in presentation cases.

(6)

£400 - 500

€500 - 620

207 ♦

A model Ferrari 250 SWB V12 engine by Terzo Dalia,

1:3 scale model of a 1960s 12 cylinder Ferrari 250, limited edition of 99, professionally assembled, cylinder head removes to reveal moving pistons, mounted on a custom made steel display stand, together with printed sales ephemera and steel flight case, 125cm high including stand.

(Qty)

£2,500 - 3,500

€3,100 - 4,400

Terzo Dalia makes these finely detailed limited edition models, which are constructed from components made using the same techniques and materials employed by the Ferrari factory: comprising hand-formed sand casting of aluminium galsi-9, combined with turned stainless-steel components. Each model is made from more than 500 pieces, nuts, bolts and screws. No adhesive is used in their construction.



207

201 ♦

A 1:24 scale model of a Hawker Tempest, by Douglas Bone,
resin model with metal detailing, of the fighter finished in RAF camouflage livery, 53cm wingspan, displayed on a green felt covered wooden base and with Perspex display case.
£500 - 600
€620 - 750

202

A quantity of assorted Ferrari models, including two Perspex glazed limited edition (of 456) displays by BBR containing 1:43rd scale models of P412 Daytona and 456 GT, three other 1:43rd scale boxed models by BBR, and other 1:18 and 1:43 scale die-cast models including Burago of GTO 250, Enzo, F40, F50, F1, and other Ferrari sports and competition cars and a boxed 'Scuderia Ferrari' Barbie dressed in race-suit.

(Qty)

£250 - 350

€310 - 440

203 ♦

A Pocher 1:8 scale model of a Ferrari F40, by Rivarossi,
die-cast model finished on Rosso Corsa with opening bonnet, doors and boot revealing engine detail, 53cm long, mounted on a gravel base with plaque and within a glazed display case.
£250 - 350
€310 - 440

204

A 4½ Litre Bentley garage diorama by Classic Car Art,
finely detailed model showing the car undergoing repairs in a vintage garage, mounted in a glazed display case, 57cm wide.
£300 - 400
€370 - 500

205

A fine 1:14 scale model of a Ferrari 275 GTB/4 Spyder by Carlo Brianza, Italian, the underside signed and numbered 95, the ABC model with detailed engine compartment, opening doors and finely detailed dash-board, loose on a wooden base with Perspex cover, name plate (loose) and ABC box.
£300 - 400
€370 - 500



210



211



212



208



209

208 ◇◇

An Austin J40 pedal car, British, No.31283, restored in red, with dummy engine, horn, lights, chromed brightwork, steering wheel cracked and repaired, 152cm long.

£1,200 - 1,500

€1,500 - 1,900

209

A pair of Nigel Mansell 1992 overalls by Sparco,

blue, with sponsorship for Labatt's, Renault F1, elf, Canon, Camel, Sunseeker, Goodyear, Champion, Zeon Watches and Fred Perry, very slight wear to interior.

£700 - 900

€870 - 1,100

With nine race victories and three second places driving his Canon Williams FW14B with the Renault V-10 engine, Mansell stormed to the lead in the World Championship, which he secured with a second place finish at the Hungarian Grand Prix, the 11th race in a series of 16 race series.

By the end of season Mansell had won the World Championship with 108 points over his team-mate Patrese with 56 and Schumacher third on 53 points. Williams also ran away with the Constructors Championship, 164 points over McLaren's 99 and Benetton's 91 points.

210

A Nigel Mansell Arai helmet, a 1992 Mike Fairholme Designs replica, decorated in red white and blue, with Labatt's, Canon, Harrods, Camel and Zeon logos, fitted with a clear visor applied with Renault elf logo strip, fitted with radio lead, together with an Arai box and helmet bag.

(3)

£1,000 - 1,500

€1,200 - 1,900

211

A David Coulthard Arai helmet, an exclusive replica by Mike Fairholme Designs, decorated in blue and white with Mercedes-Benz, West, Kenwood, Boss, Mobil 1, Finlandia Vodka, and Computer Associates, fitted with tinted visor with Schweppes logo strip.

£1,000 - 1,500

€1,200 - 1,900

212

An Olivier Panis crash helmet by Bell, 1995, Snell number SA 264547, size 7 1/8, painted by S.P.O.R.T.S. Europe Bell '95, numbered 95-3 to back, finished in red, white and blue colour scheme, with elf, Gitanes Blondes, Malico, Winfield, Kickers and Bell logos, with driver's name, fitted with tinted visor with Gitanes logo strip, worn, evidence of drilling to right side, and padding loose inside, together with a Bell Helmet bag marked O.P. 3.95 on the embroidered patch, the other side of bag applied with blue tape over-written 'M3 Reserve Essais avec Radio'.

(2)

£1,000 - 1,500

€1,200 - 1,900



Wings for Life charity lots

Wings for Life's mission is to find a cure for spinal cord injury. The charity's overheads are paid for by Red Bull Company Ltd, which ensures that 100% of funds raised go directly to the research aimed at finding treatments for spinal paralysis. A number of high-profile sportsmen support the cause, including David Coulthard and Formula 1 drivers Sebastian Vettel and Mark Webber.

2012 has been an exciting season for Red Bull Racing, at the time of going to press Sebastian Vettel had just won the Indian Grand Prix, his fourth victory in a row. By winning all the Asian races he is leading the Driver's World Championship and Red Bull Racing are stretching their lead in the Constructor's Championship.

There are six World Champion drivers in the 2012 Formula 1 field, the items offered in this auction relate to those drivers, Champions all, past and present, and to Wings for Life supporter David Coulthard.

Nearly 3 million people around the world live with a spinal cord injury, and the number is growing by approximately 130,000 each year. 50% of these injuries are the result of road accidents, with the rest due to everyday incidents like a fall at home or amateur sports. The good news is that leading scientists agree: paraplegia will be curable one day.

Your bid today will help us achieve our goal of developing life-changing treatments for those who are paralysed, and we are extremely grateful for your support.

www.wingsforlife.com/en-gb



213



214



216



217



218

213

A signed photograph of Michael Schumacher taken by Mark Thompson, depicting the 7 time World Champion in his Mercedes on his way to third place at the 2012 European Grand Prix, in front of the abstract track side markings of the Valencia circuit, signed in silver marker, the 18x12 image printed on Kodak paper, unframed.

£100 - 200

€130 - 250

214

A signed Kimi Raikkonen photograph taken by Mark Thompson, depicting the 2007 World Champion in his Lotus E20 crossing the Valencia Bridge on his way to second place in the 2012 European Grand Prix, signed in gold marker, the 18x12 image printed on Kodak paper, unframed.

£100 - 200

€130 - 250

215

A Jenson Button signed print.

At the time of going to press there were no details of this lot. More information will be available closer to the sale.

£100 - 200

€130 - 250

216

A signed Lewis Hamilton photographic print, the image taken by Darren Heath, depicting the driver in his McLaren MP4-26 on his way to 4th place at the 2011 Turkish Grand Prix, signed in black marker, mounted on a foam backed board 54 x 71cm.

£100 - 200

€130 - 250

221



222



219



220



223

217

A signed Fernando Alonso/Ferrari photograph taken by Mark Thompson, depicting the victorious driver standing on his car at the 2010 Bahrain Grand Prix, his first drive for the Scuderia Ferrari, signed in black marker, 12x18 on Kodak Royal paper, unmounted.

£100 - 200

€130 - 250

218

A signed Sebastian Vettel photoprint taken by Mark Thompson, depicting the driver and the Red Bull RB7 on their way to victory at the 2011 Monaco Grand Prix and Vettel's second consecutive World Championship, signed in black marker, mounted on a foam-backed board, 53 x 71cm.

£100 - 200

€130 - 250

219

A signed pair of Kimi Raikkonen gloves, 2012 season, by OMP, replicas, signed on the back of each cuff in black marker, with Total and Lotus logos, unused, together with a Lotus Certificate of Authenticity.

(3)

£150 - 250

€190 - 310

220

A pair of signed Jenson Button gloves worn at the 2011 Turkish Grand Prix, by alpinestars, numbered JB-05-11, signed in tyre marker on the right palm (feint and rubbed) and the back of the left, together with a McLaren Certificate of Authenticity.

(3)

£250 - 350

€310 - 440

221

A pair of Lewis Hamilton gloves worn at the 2011 Turkish Grand Prix, by Reebok, numbered LH-03-11, black and white with drivers autograph logo and Reebok flash symbol on the back, worn, together with a McLaren Certificate of Authenticity.

(3)

£250 - 350

€310 - 440

222

A pair of signed Fernando Alonso gloves, by Puma, 2011 season type in red and white with Puma, Shell and Scuderia Ferrari logos on the back, each glove signed on the back in black marker, unworn, contained in a small bag, together with a Ferrari Certificate of Authenticity.

(4)

£250 - 350

€310 - 440

223

A signed pair of Sebastian Vettel gloves worn at the 2012 Australian Grand Prix, by alpinestars, with Infiniti and Red Bull logos to the back, each signed in tyre pen to the cuff, worn, together with a Red Bull Racing Certificate of Authenticity.

(3)

£300 - 400

€370 - 500

Working his way up the field from 6th on the grid, Vettel secured a second place finish, only 2.1 seconds behind Jenson Button's McLaren, getting his 2012 Formula 1 campaign and defence of his driver's title off to a solid start with 18 points.



224 ♦

A nose-cone from the Red Bull Racing RB4 'Wings for Life' car, David Coulthard's last F1 race, Brazilian Grand Prix 2008, carbon-fibre composite numbered RB4-BO-02261-01 #104, with FIA sticker number 56522, bearing number 9 and other sponsors stickers, this nose was fitted and run for a test lap at the Singapore Grand Prix weekend and then ran in every session of the Brazilian Grand Prix. It travelled a total of 441.76 miles before the car was hit from behind by Nico Rosberg's Williams in turn two on the opening lap of the race, spinning Coulthard's RB7 round, the Red Bull then collided with the other Williams of Kazuki Nakajima causing the damage seen on this component, and ending the race for Coulthard. 94cm long.

£300 - 400

€370 - 500

Red Bull sought permission from the FIA to run Coulthard and Webber in cars bearing different liveries. This car was decorated in a 'Wings for Life' livery and unfortunately did not receive all the publicity the charity or driver had hoped for. David Coulthard expressed his disappointment in his early exit from his final Formula One race, saying that "I'm pretty gutted, it's not how I wanted to end my career." he also said that he had planned to perform doughnuts for the crowd, a celebration discouraged in Formula One. Coulthard left Formula 1 after 15 years with 246 race starts and 13 wins. Red Bull team principal Christian Horner said "It's a great shame for David to be eliminated from his last Grand Prix at the first corner, but he can look back on a long and illustrious career where he's achieved a great deal." Coulthard continued to work for Red Bull Racing as a testing and development consultant, still represents the Wings for Life charity, and can be seen and heard regularly on the BBC's Formula 1 coverage, as the voice of experience.



225

225

A signed Kimi Raikkonen race suit, by OMP, replica in black, gold and red, signed to the left chest in gold pen, with driver's name and Finnish flag at waist band, with Total, Lotus, Renault, Microsoft Dynamics, Rexona, Trina Solar, Clear, Pirelli and TW Steel sponsors logos, unworn, together with an OMP suit bag, an OMP users manual and a pictorial Lotus Certificate of Authenticity.

(4)

£500 - 700

€620 - 870



226

226

A signed Michael Schumacher race suit, 2012 season, by Puma, silver/grey, label handwritten M. Schumacher Banca 5, the suit signed on the left chest in black marker, with driver's name and German flag at waistband, Mercedes-Benz, Petronas, Puma, Monster, Navyboot, E Postbrief, aabar, Allianz, and MIG Bank, sponsors logos, in Puma suit bag marked 'Monaco Race' with paper label marked M. Schumacher, together with a Mercedes Petronas Certificate of Authenticity.

(3)

£3,000 - 4,000

€3,700 - 5,000



227



228

227

A signed Jenson Button race suit worn at the 2011 Turkish Grand Prix, by Sparco, silver white and red, signed on the central red section in black marker, with Vodaphone, Santander, Mercedes-Benz, Mobil 1, Hugo Boss, Pirelli, DrinkIQ, aigo, xtb, Aon and Hilton Hotels sponsors logos, with black cuffs and ankles, marked Vodafone McLaren Mercedes down each leg, together with a Sparco suit bag and a McLaren Certificate of Authenticity.

(3)

£1,500 - 2,500

€1,900 - 3,100

228

A signed Lewis Hamilton race suit worn at the 2011 Turkish Grand Prix, by Sparco, silver white and red, signed on the central red section in black marker, with Vodaphone, Santander, Mercedes-Benz, Mobil 1, Hugo Boss, Pirelli, DrinkIQ, aigo, xtb, Aon and Hilton Hotels sponsors logos, with black cuffs and ankles, marked Vodafone McLaren Mercedes down each leg, together with a Sparco suit bag and a McLaren Certificate of Authenticity.

£1,500 - 2,500

€1,900 - 3,100



229

229

A signed Fernando Alonso 2011 season race suit, by Puma, reference number 00072682red and white, signed on the left chest in black marker, with driver's name and Spanish flag at waistband, also Scuderia Ferrari, Santander, Shell, Pirelli, Unicef, and Telethon, logos, together with a Puma suit bag and a Ferrari Certificate of Authenticity.

£1,500 - 2,500

€1,900 - 3,100



230

230

Sebastian Vettel's signed race suit from the 2012 Quantas Australian Grand Prix, by alpinestars, in blue and red, signed on the right torso, belt with German flag and driver's name, the suit with Red Bull, Infinity, TotRauch, Pepe Jeans, Geox, Casio, Renault and Pirelli, sponsors logos, and the World Champion's number 1 on the left thigh, together with an alpinestars suit bag, and a Red Bull Racing Certificate of Authenticity.

(3)

£3,000 - 4,000

€3,700 - 5,000

231 - 300

No lots

End of Automobillia Section

Motor Cars

Monday 3 December 2012

2pm

Further images of each lot can be found at:
bonhams.com/cars

The Patrick Collection

The Patrick Collection Part III is the third instalment of a wider collection of motor cars covering 100 years of motoring housed in a private museum in Birmingham. Bonhams sold Part I of the collection in 1994 and Part II in 2004.

Starting out in the 1930s as Patrick Motors Ltd, the Patrick Motors Group, PMG Investments Ltd, as it is now known, is a family-run business based in the Midlands with a history stretching back well over 100 years. The company was initially an automobile manufacturer and coach-builder, then owned a number of prestigious dealerships across marques including Jaguar, Daimler, Vauxhall, Subaru, Isuzu, Peugeot/Talbot, Toyota, Mercedes-Benz and – primarily – Austin Rover, until the last dealership closed in 1999.

Alexander Patrick became the third generation Patrick to join the company in 1962, overseeing a number of new directions for the business including the creation of the Patrick Motor Museum. Mr Patrick's collection was built around an ambitious concept: to represent the past, present and future of the motor car in a constantly changing display that reflected the 'variety, ingenuity and sheer beauty of the automotive era'. What made it unique was Mr Patrick's determination, wherever possible, to buy new milestone models straight from the manufacturers and display them – often with little more than delivery mileage on the odometer – alongside historic cars.

The selection on offer to you in this sale represents another varied selection. From the early Austin 10hp Coquette, the best of British 1930s Invicta S-Type Low Chassis and SS100 Jaguar, to the fabulously preserved Triumph Herald and Volkswagen Beetle. If that were not enough, the Collection also includes the famous Dad's Army Ford Van and even a London TXII Taxi Cab with less than 1,000 miles covered and one owner from new.







301

Three owners and 9,945 miles from new
1971 Triumph Herald 13/60 Convertible

Registration no. PFY 399J

Chassis no. GE77835OV

Engine no. 515573

The introduction of the Herald in 1959 marked the beginning of the end for Standard's small saloons, although the Ten's 948cc, overhead-valve, four-cylinder engine lived on in up-rated form in the Herald, endowing the latter with a 70mph top speed and 40mpg fuel consumption. The need to ensure ease of assembly overseas influenced the return to a separate chassis, but despite this apparent anachronism the Herald proved an outstanding success, its all-independent suspension making for class-leading ride quality and a phenomenally tight turning circle, while Michelotti's Italian styling proved attractive to both men and women alike. Larger engines and disc front brakes were adopted as the Herald matured, and by the time production ceased in 1971 more than 500,000 had been produced. Dating from the final year of production, this 13/60 Convertible benefits from that model's 1.3-litre, 61bhp engine and up-rated front disc brakes. The car was first owned by a Mr Clarke of Southport followed by one Jeffrey Ratcliffe of Ormskirk (1981) before its acquisition for the Collection in 1984. 'PFY 399J' is described as in generally very good original condition, though the engine bay would benefit from detailing, and is said to run very well. The car is offered with old-style logbook, assorted correspondence, petrol ration book, some expired MoT certificates, current road fund licence and Swansea V5. It will be freshly MoT'd prior to sale.

£4,000 - 5,000

€5,000 - 6,200



302

One owner from new
1999 Mercedes-Benz A-Class Hatchback

Registration no. V576 RNP

Chassis no. WDB1680322J304155

Engine no. 16699030255104

The smallest Mercedes-Benz of the post-war era, the A-Class was intended as an entry-level model, extending the brand's appeal to a new area of the market. Boasting innovative styling, the A-Class debuted in 1997 in W168 form and, unusually for a Mercedes-Benz, featured front-wheel drive. The engine/transmission unit was mounted low down, the idea being that in the event of a frontal impact it would slide back beneath the passenger compartment rather than into it. The A-Class went on to become a deserved success; by the end of 2006, sales had totalled 1.5 million worldwide. The W168 was face-lifted in 2001 and in 2004 was replaced by the comprehensively restyled and redesigned W169. The latter would be the last to embody the original A-Class concept, the 2012 version being an entirely different type of car. Purchased new by the Collection and originally registered 'M1 MBA', this A-Class has the ACS clutch-less five-speed transmission. The car has covered 51,196 miles from new and is described as in excellent condition mechanically, with very good body/chassis and good red leather interior. Accompanying documentation consists of sundry invoices, a quantity of expired MoT certificates and Swansea V5.

£1,000 - 2,000

€1,200 - 2,500

No Reserve



303

1959 BMW Isetta 300

Registration no. VCJ 147

Chassis no. A320218

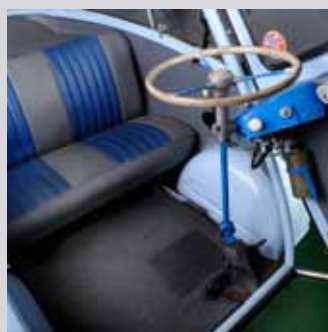
Engine no. A320218

One of the more successful designs of the cabin scooter's heyday was the BMW Isetta, a model the German firm manufactured under license from its Italian originator, Iso (the name means 'little Iso'). Faced with competition from the FIAT 500 and 600, Renzo Rivolta's Iso was not selling well in its native Italy and it would be left to BMW to fully exploit the design's potential. Although at first glance a three-wheeler, the German-built Isetta used a pair of closely spaced wheels at the rear and was powered by a BMW single-cylinder four-stroke motorcycle engine of 247cc, replacing the original's noisy two-stroke motor. The coachwork of early examples featured a side-hinged single door at the front, roll-top sunroof and fixed side windows, while the steering wheel and dashboard were attached to the door to facilitate entry. The two-seater Isetta's most popular accessory, understandably so given the limited interior space, was a small luggage rack mounted at the rear. Later (1957-onwards) models incorporated sliding side windows for better ventilation. These improved models displaced 297cc and the 'big' Isetta 300 was reckoned capable of 65mph and 55mpg. Approximately 162,000 Isettas had been made by the time production ceased in 1962. Carrying an 'Isetta of Great Britain' chassis plate, this sunroof-equipped example was acquired by the Patrick Collection in June 1997, the previous owner being one Herbert Strain of Redditch. Last taxed in 2005 and described as in generally very good condition, its engine running well though a little smoky, the car is offered with a quantity of expired MoTs, owner's handbook and Swansea V5.

£3,000 - 5,000

£3,700 - 6,200

No Reserve



304

Left hand drive and 19,463kms from new

1999 BMW 323ti Compact

Registration no. V412 HHP (previously V3 MVP)

Chassis no. WBACT41090AE50461

Engine no. 33392126

Ever since the introduction of the original Volkswagen Golf GTI back in 1975 the 'hot hatch' has been an important market sector yet it was not until 1994 that BMW leapt into the fray with the 'Compact'. In order to produce the new model at an affordable price it had to rely as much as was practicable on existing BMW technology and components, so the Compact was based on the contemporary E36 3-Series platform. The latter's wheelbase and front end were retained while the tail of the bodyshell was extensively redesigned, together with the rear suspension, which reverted to the earlier trailing arm arrangement to save space. When launched, the Compact range used four-cylinder engines exclusively and it was not until 1997 that a six became available in the 323ti, its 170bhp in a relatively small bodyshell making for a fast and exciting motor car. This automatic transmission left-hand drive 323ti is finished in gold with black cloth interior and is equipped with a sunroof. Offered with full service history, the BMW has covered only 19,463 kilometres (approximately 12,000 miles) from new and is described as in generally excellent condition. The car comes complete with tool kit, owner's manual and wallet, sundry invoices, Swansea V5 document and MoT certificates dating back to 2002.

£3,000 - 4,000

£3,700 - 5,000





305

Two owners and 30,409 miles from new
1970 Volkswagen 'Beetle' 1302S Saloon

Registration no. ELM 402J

Chassis no. 2130339

Engine no. AD0309170

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car', going on to become an all-time best-seller and cult classic. The Beetle was continuously up-dated from the time post-war production commenced, under British military supervision, in 1945, acquiring subtly altered coachwork, improved running gear and larger engines. Development proceeded slowly in the immediately post-war years; there were numerous detail improvements but the model range - standard and 'export' saloons plus the Karmann-built cabriolet - remained unchanged from 1949 to 1965. The first major change to the original design occurred in 1953 when a larger, 1,192cc engine was introduced on the '1200' model.

Export models were built to a higher specification, incorporating hydraulic brakes and synchromesh gears, but even as late as 1962 the standard saloon was being built with cable brakes and a non-synchromesh gearbox! Greater window area and revised, ball-jointed front suspension had been among the most significant developments for 1965, and in the following year the standard, 34bhp 1200 model was joined by the new 1300 equipped with a more powerful 50bhp engine.



One of the most significant mechanical developments occurred in 1970 when MacPherson strut front suspension was adopted on the 1302 model in place of the original swing axles, and the following year this 'new' Beetle became available in Europe with an improved 1,584cc engine, being known as the 1302S. In 1972 a major styling development saw the introduction of a wrap-around windscreen and other cosmetic changes on the 1303. By the time European production ceased in 1974 a staggering 21,000,000-plus Beetles of all types had been made.

This 1302S had been owned from new by Mrs Elizabeth Whitaker prior to its acquisition by the Patrick Collection in August 1985 and comes with full service history. Currently displaying a total of 30,409 miles on the odometer, 'ELM 402J' is described as in generally very good original condition, although some areas of the paintwork would benefit from refreshment. Running well, the car is offered with owner's manual and wallet, sundry invoices, assorted correspondence, a quantity of expired MoTs and tax discs, current road fund licence, MoT to May 2013 and Swansea V5.

£6,000 - 7,000

€7,500 - 8,700



306

***Rolls-Royce Engine and
believed 6,905 miles from new
1950 Land Rover 81" Prototype***

Registration no. TAB 767

Chassis no. RO61 04618

Engine no. 596

Inspired by the wartime Jeep, the first Land Rover inherited its 80" wheelbase from the American 4x4 but the early example offered here has a wheelbase of 81", the 'stretch' being necessary to accommodate a 2.8-litre Rolls-Royce B40 engine. This unusual Land Rover variant resulted from the Army's need to evaluate alternative designs of 4x4 vehicle alongside what would become known as the Austin Champ. The latter used the B40 engine and Rover was asked to provide Land Rovers fitted with this power unit for testing together with standard 1,595cc models.

Rover commissioned Hudson Motors Ltd to perform the conversion and approximately 34 B40-engined Land Rovers were completed. As well as the 1" increase in wheelbase, achieved by moving the rear spring mounts, the transplant involved extensive modifications to the chassis, transmission and cooling system. It was also found necessary to raise the bonnet slightly and cut a hole in the front to clear the radiator cap. In the event, the B40-engined Land Rover did not enter series production and of the 34-or-so made only that offered here and one other are known to survive with the Rolls-Royce engine still installed.



Chassis number 'RO61 04618' was constructed in January 1950 and in 1953 was sold by the Ministry of Defence to renowned compressor manufacturers Belliss & Morcom (still in existence today) for use at their factory in Birmingham. In 1957 the vehicle was bought by a Birmingham garage owner and given the Worcestershire registration 'TAB 767'. Used very little, it next changed hands in 1977, passing to Ian Sparks of Birmingham who painstakingly restored it over the next year-or-so. At this time a total of only 5,756 miles was recorded on the odometer.

Over the next two years 'TAB 767' won numerous concours awards and was the subject of two articles written by Tony Hutchings (*East Hampshire Post* and *Off Road and 4 Wheel Driver*, copies on file). It was acquired by the Patrick Collection in 1985. Last MoT'd/taxed in 2007, the vehicle is described as in generally very good condition, although suffering from an intermittent misfire. A total of 6,905 miles is currently displayed on the odometer. Accompanying documentation consists of the aforementioned press cuttings, sundry invoices, a quantity of expired MoTs and Swansea V5 document.

£8,000 - 10,000

€10,000 - 12,000

307

The ex-'Dad's Army'

1935 Ford BB Box Van

Registration no. BUC 852

Chassis no. BB5307774

Engine no. R57332



© Getty Images



No comedy series of recent decades has given us more unforgettable characters and memorable catch phrases that the incomparable *Dad's Army*, 80 episodes of which were screened between July 1968 and November 1977, spanning BBC Television's transition from black-and-white to colour. As well as the main characters making up the Walmington-on-Sea Home Guard platoon, the series also featured an extended supporting cast – Mrs Pike, the vicar, the verger, ARP warden Hodges, Mrs Fox, etc – to which one might with some justification add the Ford van owned by Jack Jones the butcher, played by Clive Dunn (catch phrases: 'Don't panic!' and 'They don't like it up 'em!').

Corporal Jones' van was a two-ton Ford BB, one of the first commercial models produced at Ford's new Dagenham factory when it opened in 1931. Initially the models B, BB and BBF used the 3.3-litre, 40hp Model A engine before a V8 option became available a little later. It is unlikely that an independent provincial butcher like Jack Jones, with but a single small shop, would have needed such a large van, but the programme's producers were no doubt mindful of the fact that they would need to fit the entire platoon inside it whenever the need arose.

'BUC 852' had been discovered lying derelict in Streatham, South London by Frank Holland, one of the BBC's assistant property masters. Recognising its potential, he contacted Fred Wilmington, whose company supplied vehicles to the BBC, and the van was duly acquired and restored. Some time later it was spotted at Wilmington's Kingsbury premises by Paul Joel, *Dad's Army* designer, and co-opted for use in the series.

Suitably sign-written 'J Jones Family Butcher', 'BUC 852' made its screen debut on 11th September 1969 in the very first colour episode: '*The Armoured Might of Lance Corporal Jones*' and continued to make regular appearances thereafter.

'BUC 852' was purchased by the Patrick Collection at auction in 1991, some 21 years ago, for a hammer price of £11,200. It carried an estimate of £8,000-12,000. Running well, the vehicle is described as in generally good condition mechanically, with good paint, chrome and interior. It is offered with MoT to November 2013, Swansea V5 registration document and extensive correspondence. Four manikins are included in the sale: Captain Mainwaring, Corporal Jones, Private Walker and Private Pike. A wonderful opportunity to acquire a charismatic and much loved commercial vehicle with considerable potential for promotional work.

£20,000 - 30,000

£25,000 - 37,000

Please note:

If you are unable to collect this Lot with your own contractor by the given time, the uplift to store and storage charges will differ from those outlined for standard motor cars in the catalogue. The cost for this Lot will be at quoted rates from Polygon Transport. We recommend that prospective purchasers implement a contingency plan with Polygon in advance of the Sale. Please visit www.polygon-transport.com





308

1937 Packard Super Eight Town Car Coachwork by Brewster

Registration no. GSK 932

Chassis no. 1501-209

Engine no. 398949

Body no. 30083

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. The eight-cylinder Packard was in its 15th series (there was no 13th) by the time this Model 1501 rolled off the Detroit company's production line in 1937. The big news for '37 was the introduction of the 5.2-litre engine on the larger Eight, which now incorporated independent front suspension and hydraulic brakes. All Packards had featured synchromesh transmission since 1933.

The car was supplied by Monmouth County Packard to the order of Mrs Bertram Borden, whose husband owned the American Printing Company of Falls River, Massachusetts. Manufactured by Brewster - one of the USA's foremost coachbuilders, which for a time was owned by Rolls-Royce - the Town Car body (number '30083') had previously been on Mrs Borden's 1929 Packard Eight and was transferred to the new chassis at her request. The Packard remained in the Borden family's ownership until 1958 and was used by the next owner for around ten years before changing hands again.



Fully restored between 1978 and 1981, the car won the Senior National AACA and Meadow Brook concours events in 1982, and in 1983 scored 96 points in the CCCA Grand Classic at Seven Springs, Pennsylvania. It later came to the UK and was acquired in October 1987, shortly after importation, by one Fitzgerald Hudson of London. The Patrick Collection purchased the car at auction in 1991, thereby renewing its connection with a make that the Patrick Motors Group had sold alongside others of quality back in the 1930s.

Noteworthy features of this unique car's interior include a retractable glass division with black leather upholstery to the front compartment and salmon pink woollen broadcloth to the rear, the latter being equipped with two occasional rear seats, cut glass flower vases and its own heater. Sedan de Ville in style, the Town Car coachwork boasts twin side-mounted spare wheels and a large luggage trunk at the rear.

An older restoration that has mellowed over the years, the Packard is described as in generally good condition mechanically (the engine was running recently) although it failed its most recent MoT test (August 2011, brakes) and requires a new 6-volt battery. Accompanying documentation consists of a quantity of expired MoT certificates, sundry invoices and Swansea V5.

£30,000 - 40,000

€37,000 - 50,000



309

1913 Austin 10hp Coquette

Registration no. AJ 2397

Chassis no. 11131

Engine no. 11221

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. Chain drive was a feature of these early Austins, but was supplanted by shaft drive within a few years. As well as the fours, Austin also marketed a single-cylinder model and a few sixes prior to WWI. Even in these early days the company was in the habit of using English place names for its various body styles. Austin had its own large coachbuilding department and offered a wide variety of complete cars.



A model built from 1910 to 1915, the Austin 10hp was powered by a four-cylinder side-valve 'T-Head' engine displacing 1,616cc and producing 12.5bhp at 1,000rpm. The oldest Austin in the Patrick Collection, 'AJ 2397' has the optional extended (9') wheelbase to accommodate the occasional rear seat on what was otherwise strictly a two-seater. It is also fitted with a luggage rack over the dicky seat, an optional extra costing 7s 6d (32.5p). Other noteworthy features include Rushmore acetylene headlamps and Austin paraffin oil side lamps.

The car was purchased by the Patrick Collection in 1984 from a Mr Thomas Hotston of Hampton-on-Thames. Apparently an older application, the paintwork is nicely patinated while the chassis appears generally very good. The engine runs well, firing quietly on all cylinders. An impressive collection of rally badges adorns the dashboard, while the button-back pleated seats show some signs of wear but are not torn. This charming Edwardian Austin is offered with (copy) chassis catalogue, old-style continuation logbook and Swansea V5 document.

£30,000 - 40,000

£37,000 - 50,000



310

1984 Trabant 601S Saloon

Registration no. 3655 MD

Chassis no. 3402978

Engine no. 3366388

Ever since the world's television screens were filled with images of ecstatic East Germans driving their Trabants through the newly breached Berlin Wall, the tiny two-stroke 'Trabbi' has enjoyed an enthusiastic following amongst Western car collectors. A development of the pre-war DKW Meisterklasse, the Trabant's immediate ancestor was the 500cc Zwickau P50 of 1958. The 'Trabant' name and a 595cc engine had arrived by the early 1960s, to be followed in 1964 by the definitive '601' model. All versions were powered by a twin-cylinder engine driving the front wheels, and early examples had reinforced papier maché bodywork, though this was later replaced by a (natural) fibre reinforced resin known as Duroplast. This example was brought to the UK in 1990 and acquired by the Collection, an article on its journey from Germany being published in *The Autocar* that same year. We are advised that the 'Trabbi' was running well at time of acquisition and has seen relatively little use, the odometer reading increasing from 60,438 kilometres in 1992 to 60,451 kilometres (approximately 37,500 miles) today, showing that it has covered only eight miles in 20 years. The car is offered with old German Fahrzeugbrief, copy owner's manual (in German), expired MoT (1991) and Swansea V5 document.

£1,000 - 2,000

€1,200 - 2,500

No Reserve



311

One owner and 12,814 miles from new

1994 Mazda 323F Hatchback

Registration no. M11 MBE

Chassis no. JMZBA14P501139167

Although founded in the 1920s, the company that would become Mazda Motor Corporation did not commence series production of passenger cars until 1960. Three years later the Japanese firm introduced the 'Familia' range, also sold as the '323', which, regularly updated, would form the bedrock of production for the next 40 years. In 1989 the 6th generation was introduced and for the first time there was a stylish five-door fastback in the range - the 323F - alongside the four-door saloon and three-door hatchback. With its pop-up headlights and sleek styling, the 323F looked every inch a miniature Gran Turismo and would turn out to be an immense success, particularly in the UK. A conventional transverse engine/front-wheel-drive design, the 323F was exceptionally well built and in 1.8-litre, twin-cam form no slouch, boasting a top speed of 120mph. This automatic transmission 323F was supplied new by Evans Halshaw of Solihull in January 1995 and has covered only 12,814 miles. Said to run and drive like new, it is described as in generally very good condition apart from dents to the near side doors. Finished in turquoise with grey leather interior, the car is offered with service booklet (three stamps to 1997 at 4,697 miles), owner's manual, sundry invoices, a quantity of expired MoT certificates, Swansea V5 document and MoT to 11th December 2012.

£3,000 - 4,000

€3,700 - 5,000

312

46,567 miles from new

1961 Morris Mini Minor Saloon

Registration no. 13 DOE
Chassis no. 8AM-FAU-H238654
Engine no. M/A2S4 48785

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout allowed Issigonis to create a trend-setting masterpiece of automotive packaging. 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. The early Mk1 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. Previously owned by Catherine Phipps of Birmingham, this Morris Mini Minor saloon currently displays a total of 46,567 miles on the odometer. '13 DOE' is described as apparently original and in generally very good condition, though the under-bonnet area would benefit from detailing and the interior from a clean. The car is offered with 1970s petrol ration books, sundry invoices, a substantial quantity of expired MoTs, road fund licence to July 2013, Swansea V5 document and MoT to October 2013.

£4,000 - 6,000

€5,000 - 7,500

313

No lot



314

The ex-Patrick Motorsport

1980 Rover 3500 (SD1) Group 1 Racing Saloon

Registration no. not registered with DVLA
Chassis no. not noted

The tuning potential of its big V8 engine made it inevitable that the 3500 (SD1) would be raced, the works cars prepared by Tom Walkinshaw Racing being among the most competitive racing saloons of the 1980s. Rovers won their class in the British Touring Car Championship in 1981 and 1982, and took outright victory in the 1983 RAC Tourist Trophy race. Following a successful defence of the British Saloon Car Championship in 1979 by Richard Longman, Patrick Motorsport decided to move up into the largest capacity class where outright wins could be achieved. The Rover SD1 was chosen and throughout 1980 a single car, prepared by ex-saloon racer Martin Thomas of SRG Competitions, Biggleswade, was run for the late Brian Muir. In 1981 SRG Competitions with continuing sponsorship from Patrick Motors ran two Patrick Motorsport Rovers driven by Brian Muir and Rex Greenslade. In 1982 only one car was run, driven during the year by Brian Muir and ex-Formula 2 ace Rad Dougall. Although competitive with the works Rovers and Ford Capris the team gained no outright victories. Patrick Motorsport pulled out of racing at the end of the year. An extra 3rd car – this car – was built for Patrick Motors in 1981 by SRG as a show car, however it did compete in round 11 of the 1981 British Saloon Car Championship. Operational when laid up at the end of its racing career, this ex-Patrick Motorsport car has an RS Race Engineering badged engine installed. There are no documents with this Lot.

£3,000 - 5,000

€3,700 - 6,200

No Reserve



315

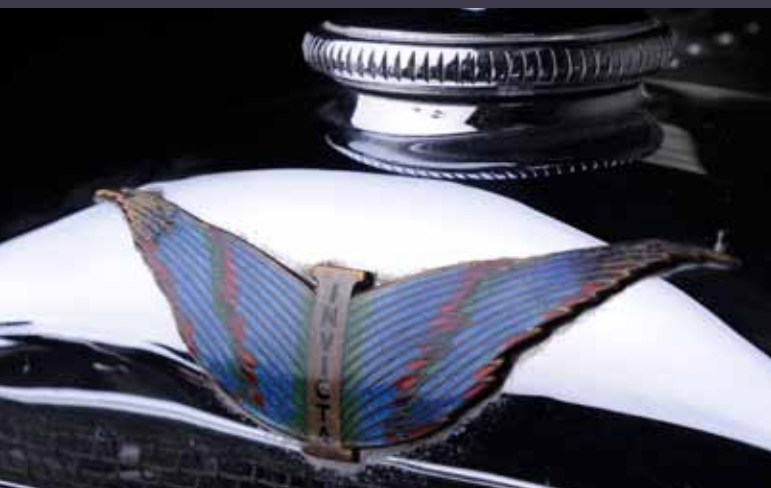
1931 Invicta 4½-Litre S-Type Low-chassis Tourer Coachwork by Carbodies

Registration no. GP 8096

Chassis no. S46

Engine no. 7423 (see text)

INVICTA



'The low chassis Invicta was probably the best-looking sports car in the vintage tradition ever to be produced in England. I can think of no contemporary unsupercharged motor-car of similar capacity, made here, which could outperform it - and very few built elsewhere...' - J R Buckley, *'The 4½-litre S-Type Invicta'*, Profile publications, 1966.

In an era when most cars stood tall, Invicta's 4½-litre S-Type, with its dramatically under-slung chassis, caused a sensation: few sports cars before or since have so looked the part. The origins of the company known as Invicta Cars go back to 1925 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding. Like the contemporary Bentley, the Invicta was designed by men with backgrounds in competition motoring and both were produced to the highest standard. Price was only a secondary consideration, a factor that contributed to both firms' failure to survive the Depression years of the early 1930s.

Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday the 13th of October 1933, though a handful of cars was assembled at the company's service depot in Flood Street, Chelsea between 1934 and 1936. It is estimated that approximately 1,000-or-so Invictas of all types were made.

Apart from three Coventry Climax-engined prototypes built at Macklin's home in Cobham, Surrey, all Invictas were powered by the tireless six-cylinder engines made by Henry Meadows. Invicta cars quickly established a reputation for outstanding durability, bolstered by the award of the RAC's coveted Dewar Trophy in 1926 and 1929, largely for the marque's success in long-distance reliability trials, including a round-the-world trip by sisters Violette and Evelyn Cordery.

Launched at the 1930 Olympia Motor Show, the S-type's 'under-slung' chassis achieved a much lower centre of gravity by positioning the axles above the frame rails instead of below as was normal practice at the time. Just about the only thing the S-type Invicta had in common with its contemporary stablemates was the 4½-litre Meadows engine, which was also used for the 'NLC' and 'A' models. Like most low-speed engines it produced ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear - despite its 3.6:1 final drive ratio - and will then accelerate rapidly and without fuss, still in top gear, when the accelerator is depressed. The acceleration figures given by the contemporary motoring press speak for themselves on this subject.



The popular '100mph Invicta' tag notwithstanding, standard cars had a – still impressive – top speed of around 95mph, with more to come in racing trim. However, it must be stressed that the S-type Invicta was primarily a very fast but comfortable high-speed touring car, and though it met with moderate success in racing in the hands of private owners in the early 1930s, its greatest appeal lies in an ability to cover big mileages at high average speeds with no strain, either to driver or the machinery. Raymond Mays, writing of the two Invictas he owned in the early 1930s, says that they gave him some of the most exhilarating motoring he ever had, with their ability 'to crest most main-road hills at nearly the century.'

The Cordery sisters having driven a 3-litre Invicta around the world under RAC observation, with no failure apart from an axle half-shaft, it was not considered necessary to prove the S-type by subjecting it to further examinations of that kind. Instead the company concentrated on entering the cars in the most demanding long-distance trials in the motoring calendar, achieving notable successes.

The Austrian Alpine Trail was chosen as a suitable test and the S-type duly excelled in this arduous event, Donald Healey twice winning a Coupe des Glaciers for Invicta as well as the 1931 Monte Carlo Rally. Later, the S-type took the International Sports Car Record at Shelsley Walsh hill climb and, by way of variety, the Mountain Circuit lap record at Brooklands in 1931 and again in 1932, courtesy of Raymond Mays.

Invictas are about as indestructible in normal use as a car can be. Over 70 years after the last was built, approximately 68 of the estimated 75 S-types built are known to survive and most are in excellent order, testifying to the fact that they have always been regarded as high quality motor cars. Indeed, in pre-war days there was a club dedicated exclusively to the model and members famously christened individual cars with names like 'Scythe', 'Scraper' and 'Sea Lion'.

This Invicta S-type, chassis number 'S46', retains its original Carbodies coachwork, body number '2606 18431'. The car's history can be traced back to July 1956 when it was owned by a Charles Hull of Bourne, Lincolnshire, followed by David Gardner in 1957 and then Peter Sheridan of London in 1958. It was acquired by Alexander Patrick's father from Sheridan in April 1966 and thus has been in the family's ownership for 46 years.



While in Peter Sheridan's care the Invicta and its driver featured in an article on men and their cars in, we believe, *Vogue* magazine (November 1965, cutting on file), the large rear tyres and non-original wings being evident. The article states that Sheridan bought the car eight years ago (tying in with 1958) but had to rebuild the engine when it threw a rod outside Copenhagen. The engine now has the crankcase of a Lagonda LG6 (number 'LG6/435/S4') while the rest of the unit appears to be from the original (number '7423').

'Three twin carburettors' are mentioned in the article (the engine is fitted with triple Webers) while also on file is a photocopy shot of the Invicta taken in 1940s/50s showing the wings as they are today. They obviously went on the car early in its life. Photographs from the 1960s show 'GP 8096' as having the non-original wings and larger rear tyres. It is assumed that it had the triple Webers as well. In addition, there is a letter on file, dated March 2004, from Tage Schmidt of Denmark to Jo Moss of the Invicta Car Club. Schmidt knew Peter Sheridan in the mid-1960s and was trying to track down 'GP 8096'. Schmidt recalls how Peter used it in the 1950s/60s as his everyday transportation and also for long journeys on the Continent.

Recent work has included overhauling the water, fuel and oil systems; plus drive train to include a gearbox rebuild, shock absorbers, brakes and flywheel. Over £25,000 was spent on the foregoing, which was carried out in 2008-2009 by Cedar Classic & Vintage Cars (Invicta and Lagonda specialists). The interior was re-trimmed recently in red leather.

MoT certificates on file (14 in number) record the mileage increasing from 8,390 in 1973 to 1,301 in May 2012 when the most recent was issued, a total of only 2,911 miles in 39 years (the odometer 'rolled over' at some time during the 1990s). The history file also contains an old-style continuation logbook (issued 1956); correspondence with the Invicta Car Club; listing of other chassis numbers: sundry museum correspondence; and Swansea V5 registration document. 'GP 8096' is taxed and MoT'd to May 2013.

The 'Low Chassis' Invicta S-Type is now regarded as one of the most desirable pre-war sports cars, sought after by collectors for its exceptional driving abilities, style and sheer presence. A guaranteed entry at the most prestigious rallies, concours and race meetings around the world, the 'Low Chassis' has an enviable reputation amongst connoisseurs, and examples are to be found in some of the most important private collections.

£450,000 - 550,000

€560,000 - 680,000





316
32,922 miles from new
1959 Chevrolet Impala Coupe

Registration no. XSV 302
 Chassis no. 59-1837



Originally applied to two-door hardtop coupé and convertible versions of Chevrolet's Bel Air in 1958, the Impala name was subsequently used in its own right to signify a top-of-the-range luxury trim level rather than a separate and distinct body style. Marketed as 'All New, All Over Again', the 1959 Chevrolets were altogether more modern in appearance, being longer, lower and wider than before. Glass areas were vast, while other styling innovations included 'bat wing' rear fenders, 'cat's eye' tail lamps and an enormous rear deck big enough to land a helicopter on. The Impala's basic engines comprised a 235.5ci (3,861cc) overhead-valve six and a 283ci (4,639cc) V8. Power output depended on the transmission specified and there was a host of high-performance options.

Americana at its best, this original Impala Coupe represents arguably the zenith of 1950s automotive styling when tail fins were the height of fashion in America and two-tone paintwork and extravagant chromium plating were the norm. All in all, the '59 Chevrolet is a spectacular car - big, clean and offering all the passenger and luggage space one could want - plus performance to match its sensational styling.

This particular car spent the first 30 years of its life in sunny California averaging a mere 1,000 miles annually before coming to the UK in 1989. The Patrick Collection purchased the Impala at auction in 1990, the previous owner being Robert Rowe of Tunbridge Wells, Kent, and since acquisition has exhibited it twice at the NEC (1991 and 1992).

Currently displaying a total of 32,922 miles on the odometer, 'XSV 302' will require some re-commissioning before further use, having failed the MoT test in July 2010 (front brakes). We are advised that the engine runs but the fuel system needs work. The car is offered with a quantity of expired MoTs, Car Guide and Swansea V5 registration document.

£15,000 - 20,000

€19,000 - 25,000



317

1962 Vauxhall Cresta Saloon

Registration no. 163 FOV
Chassis no. S2/RADX181465
Engine no. PAX/181623

With the introduction of the 'PA' series Cresta and Velox in October 1957, Vauxhall embraced American styling with even greater enthusiasm than hitherto. Plentiful chrome, garish colour schemes, wrap-around windscreens and fashionable tail fins were all featured on these two top-of-the-range sixes, which often were seen wearing whitewall tyres.

Originally of 2.25-litres, the overhead-valve, straight-six engine was enlarged to 2.6-litres in 1960 while the one major styling revision came in August that same year when a larger front grille and one-piece rear screen were adopted on the 'PADY' Velox and 'PADX' Cresta models. The standard transmission was a three-speed manual while overdrive and the two-speed Hydra-Matic auto 'box were options. An estate conversion was offered by Friary Motors of Basingstoke. Offering softly-sprung comfort, the Cresta offered decent performance for the time, with a top speed of over 90mph.



A participant in the last three Churchill Vintage & Classic Shows (2010-2012), this well presented original example dates from the final year of production and has the desirable overdrive-equipped gearbox. Currently displaying a total of 27,716 miles on the odometer, '163 FOV' was acquired by the Patrick Collection in January 1983 from one Henry Ward of Birmingham and is said to run exceptionally well and very quietly.

The original leather interior remains in generally very good condition and the body/chassis is described as in good original order, though it could be argued that the original paintwork would benefit from refreshment. Offered with the car is an owner's wallet, Velox/Cresta sales brochure, service guide and lubrication chart, sundry invoices, a quantity of expired MoT certificates, current road fund licence, MoT to June 2013 and Swansea V5 document.

£5,000 - 8,000

€6,200 - 10,000

318

1938 SS100 Jaguar 3½-Litre Roadster

Registration no. FGC 674

Chassis no. 39065

Engine no. M784E

Body no. 4953





Launched for 1936, the SS100 was the first real high-performance model produced by SS Cars Limited and used a new Weslake-developed overhead-valve engine in a shortened SS1 chassis. The introduction of the ohv unit was considered to justify the adoption of a new name for the series, SS Cars boss William Lyons later recalling: 'I immediately pounced on Jaguar as it had an exciting sound to me.' ('Jaguar' would be adopted as the marque name in 1943, 'SS' having by then acquired a somewhat tarnished reputation.)

'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis, the design being the work of Walmsley's partner, one William Lyons. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1, the chassis of which was supplied exclusively to Swallow by Standard, who also provided the six-cylinder side-valve engine and four-speed gearbox.

Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price.

By the time the SS90 sports car arrived in 1935, William Heynes had joined as Chief Engineer. Based on a shortened SS1 chassis, re-engineered by Heynes, the SS90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although good for 90mph, the SS90 was handicapped by the limitations of its side-valve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake.

Launched in 1936 alongside the 2½-Litre saloon, the SS100 Jaguar sports car marked the company's first use of the 'Jaguar' name. Beautifully styled in the manner of its SS90 predecessor, the newcomer employed a shorter, 102"-wheelbase chassis and a revised version of the 2,663cc Standard six which, equipped with Weslake's overhead-valve cylinder head and breathing through twin SU carburettors, now produced 104bhp. In 1938 a 3½-litre version producing 125bhp was added to the range, the larger engine's extra power making the SS100 a genuine 100mph car.



Although a fine touring car, the SS100 was marketed as primarily for competition work. Its first major success came early, if somewhat unexpectedly, when Tommy Wisdom, crewed by his wife, won the arduous International Alpine Trial in 1936, beating Bugatti and bringing the fledgling marque to the attention of the Continental public. This would be the first of many successful rallying forays, including class wins in the RAC events of 1937 and 1938, and the Alpine (outright) again in 1948. Around 198 2½-Litre and 116 of the later 3½-Litre cars had been made by the time SS100 production was prematurely ended by the outbreak of war.

This particular 3½-Litre model was acquired by the Patrick Collection from one Ben John Martin of Coventry in 1981. In 1988 the car was photographed in the grounds of the Patrick Collection's museum to illustrate an article in *Old Car* magazine (January 1989 edition, copy article available) written by Sidney Lattimer about his experiences as an SS100 owner. The car also comes with sundry invoices, current road fund licence, Swansea V5 document and 15 expired MoTs showing the recorded mileage increasing from 23,101 in 1989 to 25,793 in July 2011, a total of only 2,692 miles in 22 years.

Also on file is the Collection's record of work carried out and events attended over the years, the latter including the NEC Motor Show, Bristol-Bournemouth Run and various other road runs. Benefiting from the recent partial replacement of the exhaust system, 'FGC 674' is finished in light green metallic with red leather interior, the latter boasting original seats and new door cards and carpets. It is also offered for sale with a fresh MoT, expiring October 2013.

The SS100 was one of the fastest and best-handling sports cars of its day, as its competition record both before and after the war bears witness to. Representing a rare opportunity to acquire a well documented example of the model – in its ultimate guise – that can be said to have started the Jaguar legend, 'FGC 674' would make an excellent tour/rally car and is eligible for a wide variety of the most prestigious historic motor sport events, including the Mille Miglia, Targa Florio, Le Mans Retro, Colorado Grand, Great America, California Mille and many more.

£200,000 - 250,000

€250,000 - 310,000





319

One owner and only 941 miles from new
2002 LTI TXII 'Jubilee Gold' Taxicab

Registration no. BF52 HRV
 Chassis no. 150590
 Engine no. Z5D424D2108/200

Trading as 'The London Taxi Company', LTI (London Taxis International) manufactures and sells London's famous black taxicabs. For many years the classic London 'black cab' was the Austin FX3, introduced in 1948 and built by Carbodies of Coventry, which in 1958/59 was superseded by the Austin FX4. Manganese Bronze Holdings took over Carbodies in 1973 and later reorganised the taxi-making part of its business as LTI.

By the mid-1990s the ageing FX4's replacement was long overdue and a new design - the TX1 - was submitted to London 'cabbies' for their approval. As well as an improved interior, the TX1 incorporated several design cues linking it with its much-loved predecessors and was accepted as continuing the marque's traditions. In 2002 it was replaced by the TXII, which used the 2.4-litre Ford Duratorq diesel engine as found in various 'Blue Oval' products and the Land Rover Defender.



This unique, gold-painted London taxicab was specially commissioned for the Patrick Collection to celebrate HM the Queen's Golden Jubilee in 2002. Costing £32,000, the cab was handed over in August '02 to Alexander Patrick by Dave Simpson of LTI dealer Mann & Overton of Birmingham. Mr Patrick said: 'We feel that this is a great way to record the Queen's Jubilee, while maintaining a car which will remind people of a very special event this year.'

Since its acquisition by the Patrick Collection, the taxicab has been used only infrequently, covering a mere 941 miles, and is described as in excellent 'as new' condition throughout. Recently issued with a new MoT, the vehicle is offered with assorted correspondence, sales brochure and user guide, Swansea V5 document and a quantity of old MoTs.

£12,000 - 16,000
€19,000 - 25,000

End of Collection

Further Properties



320

One of four produced **1948 Morgan 4/4 Sports**

Registration no. 385 UXO

Chassis no. 1803

After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeler car at Olympia in 1910, coincidentally with an upsurge of interest in cyclecars. Of simple construction with front-mounted motorcycle engine and two-speed chain transmission, the Morgan was light, fast and economical to run. V-twin engines from a wide variety of manufacturers were employed, though those from J A Prestwich predominated.

The first production four-wheeled Morgan - the 4/4 - appeared in December 1935 when H F S Morgan completed the London-Exeter Trial in one. The newcomer inherited its sliding-pillar front suspension, simple cross-braced steel chassis and long bonnet, short tail looks from the three-wheelers. It was powered by a 1,122cc, inlet-over-exhaust, Coventry Climax 'four' that transmitted its 34bhp to the Salisbury back axle via a centre-mounted four-speed Meadows gearbox (a Moss 'box was used later). There was also a smaller-bore, 1,098cc competition version available that made the car eligible for the sports car racing's 1,100cc class; one such specially prepared 4/4, driven by private entrant Prudence Fawcett, finished 2nd in class and 13th overall at Le Mans in 1938.



Four-seater and two-seater drophead coupe versions of the 4/4 were added to the range in 1938. A special Standard-built 1,267cc overhead-valve engine was introduced for the 1939 season and would continue to power the 4/4 up to 1950.

We are advised that this particular 4/4 is one of only four built after WW2 with the Coventry Climax 1,122cc engine. In recent times the Morgan has been resident in the Czech Republic and was restored in Prague by a well-known restorer in 2012 using all correct parts. Described as in generally excellent condition, this rare 4/4 variant is offered with sundry restoration invoices and its old UK V5C registration document recording the last owner in this country as one David Baldock of Basted, Kent, who acquired the car in 2004 and sold it to the immediately preceding (Czech) owner. The car also comes with an old-style continuation logbook (issued 1958) recording the registration as 'MRB 695' and noting a change of both colour scheme and engine.

£20,000 - 24,000

€25,000 - 30,000

321

Single family ownership from new **1967 Aston Martin DB6 Sports Saloon**

Registration no. PLE 538E

Chassis no. DB6/3134/R

Engine no. 400/3189

'I have driven most of the Aston Martin models that have been produced, from the racing twin-cam 1½-litre of the 1920s onwards. For years my favourite has been the DB3S sports-racer, but now my allegiance is wavering. There can be little doubt that the DB6 is the best Aston yet and it is a credit to British engineering.' - John Bolster, *Autosport*, 21st October 1966.

Last-of-the-line models are always sought after by discerning collectors and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins. Culmination of this long-running line of 'DB' sports saloons, the DB6 was introduced in 1965, updating the DB5.



Recognisably related to the first of the series, Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. The wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

Although taken for granted these days, such aerodynamic devices were mainly confined to the racetrack in the 1960s and to integrate one so successfully into an existing design was quite a triumph for Aston Martin.

Race tested in the DBR2 before its production debut in the DB4, the Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5, and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in triple-Weber Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time there was optional power-assisted steering.

The *Motor* magazine concluded its road test by declaring that the DB6 was one of the finest sports cars it had tested: 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

An automatic transmission model, this 'Mk1' DB6 was purchased new by the current owner's mother in 1967 and used by her until 1992 when it passed to the vendor. In 2010 Silchester Garage completed a two-year restoration at a cost of circa £80,000 (bills available) and the car remains in commensurately good condition. Currently displaying a genuine total of 78,300 miles on the odometer, 'PLE 538E' is finished in green with matching interior trim and beige leather upholstery. The car is offered with restoration invoices, a quantity of expired MoTs, current road fund licence, Swansea V5 registration document and MoT to July 2013.

£90,000 - 120,000
€110,000 - 150,000



Photo credit: Simon Clay

322

Ex-Sir Angus Ogilvy and HRH the Duke of Kent
1963 Rolls-Royce Phantom V Limousine

Registration no. YR 11

Chassis no. 5VA23

Engine no. A11PV

With development of its dependable six-cylinder engine nearing an end and facing competition from faster rivals in the United States market, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the new 6,230cc all-alloy engine graced the Rolls-Royce Silver Cloud II and Bentley S2 as well as the Rolls-Royce Phantom V. Alterations to the steering mechanism, now power-assisted as standard, were among the many modifications required to accommodate the wider engine in the existing chassis.

Rolls-Royce's new limousine model, the long-wheelbase Phantom V effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. The latter's relatively short - for a limousine - wheelbase had made it all but impossible for coachbuilders to provide adequate boot space in a comfortable seven-seater automobile, a shortcoming addressed by the Phantom V.



Built on a much modified and strengthened Silver Cloud II chassis enjoying the same 145" wheelbase as the IV, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that, while top speed was a little down on that of its stablemates though still in excess of 100mph, the new Phantom could all but match them for acceleration.

Rolls-Royce's in-house coachbuilder Park Ward Limited produced what was in effect the 'standard' seven-passenger limousine coachwork for the Phantom V. The usual upholstery for the front compartment was leather, which was also included in the list of alternatives for the rear along with West of England cloth. As one would expect in a car of this class, a cocktail cabinet was often incorporated into the rear compartment's cabinetwork, while electric windows and air conditioning were among the preferred options.

Park Ward's design remained substantially unaltered until the introduction of the Silver Cloud III and Bentley S3 in the autumn of 1962 when it was revised to incorporate the new models' four-headlamp lighting arrangement and a completely new above-waistline treatment. Now built by the combined firm of Mulliner, Park Ward, the car lived on into the 1990s as the Phantom VI, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce.

Phantom V chassis number '5VA23' was bought new in 1963 by the late Sir Angus Ogilvy (who was married to Princess Alexandra of Kent, a first cousin of HM Queen Elizabeth II) and remained in his ownership until 1978 when ownership was transferred to HRH the Duke of Kent. During the Duke's ownership the car was maintained by the Rolls-Royce London Service Centre and comes with a large file of related bills.

The current vendor purchased the Phantom at auction in 1996, since when it has undergone an extensive mechanical and body restoration to the highest standards, being refinished and extensively upgraded to his own specification. A comprehensive record of this renovation, which was carried out by coachwork specialists Kenneth Evans Associates of Wickwar, Gloucestershire at a cost of over £100,000, is available for inspection.

The car is finished in Harrods Green with golden basket weave to the side panels while the interior is in green leather with the Harrods logo screen printed to the headlining. Interior equipment includes a television, video player, analogue fax machine, telephones, wine cooler and a cocktail cabinet.

Boasting royal provenance and extensive history files, this unique and imposing limousine has covered only 8,500 miles from new and comes complete with current MoT certificate and Swansea V5 registration document.

£50,000 - 70,000

€62,000 - 87,000



Photo credit: Tom Wood



323

1904 Winton 4¼-Litre 20hp Detachable Rear-Entrance Tonneau

Chassis no. 3227

Engine no. 03 1224





'The Winton is generally regarded as America's premier make of petrol car,' noted *The Autocar* in 1903 on encountering the first example of the two-speed, chain-driven, 20hp model to be exhibited in Britain. Indeed, the Winton had secured itself a unique place in American motoring history that year by being the first automobile driven across the United States from coast to coast. This unprecedented feat had been achieved by Dr H Nelson Jackson and his chauffeur/mechanic Sewall K Crocker, who left San Francisco on 23rd May and arrived in New York City on 26th July. Their 63-day journey took them through many communities that had never before seen an automobile and involved crossing many miles of track-less hinterland where streams had to be forded.

Built during 1904, the final year that Winton offered a twin-cylinder model, chassis number '3227' is similar to that transcontinental pioneer. Uniquely, it spent around 70 years in the same ownership and only came to the market in 2006 for the first time since the mid-1930s following the death of its devoted long-term owner, Robert N Stormont, a well-known figure in the antique car world.

Robert Stormont first encountered the Winton in the mid-1930s as a boy of 16 while exploring a former Budweiser brewery in his hometown of Rockford, Illinois, which had been bought by his father to accommodate his new laundry and dry cleaning business. Left behind by its owner, the Winton was purchased for its scrap value of \$50, the money being borrowed from Robert's father.

The car was then restored by its teenaged owner as and when funds became available. At this time the 'collector car' movement was in its infancy (the Antique Automobile Club of America was founded at around this time, in November 1935) and Robert Stormont's was one of the very first Edwardian-era cars to be preserved in the USA. Over the years the Winton and its owner became well known on the antique car scene, participating regularly in the USA's London-Brighton counterpart, the 125-mile New London to New Brighton Antique Car Run. '3227' is believed by the president of the US Winton Club to be one of only seven 1904 Wintons remaining out of the 600 that left the company's Cleveland, Ohio factory that year, not all of which are running.



The current vendor purchased the Winton at Bonhams & Butterfields' sale at the Larz Anderson Museum in Brookline, Massachusetts in May 2006 (Lot 322). While researching its history, Bonhams & Butterfields spoke with various officers of 'Winton Worldwide' who confirmed that, while restored, 'The Stormont Car' is widely known for its exceptional originality and correctness and is accordingly very highly regarded.

Since Mr Stormont's passing, the car has undergone extensive mechanical refurbishment. It has received new pistons, con-rods and a Phoenix crankshaft to ensure smooth running of the engine, while the complex carburettor and pneumatic system employed by Alexander Winton has been modified to achieve a simpler and more reliable running procedure. The vehicle also benefits from the fitting of a discrete but removable electric starter. Since this work has been completed the car has successfully finished a number of London to Brighton Runs with five adults on board. All removed parts are supplied with the vehicle and can easily be reinstated. The Winton is currently fitted with an almost new set of black-walled tyres and tubes (the American whitewall tyres accompany it).

An original 1904 manual; a pair of very old goggles; the car's original ID plate; sundry restoration receipts and photographs; several London to Brighton Run programmes and finisher's medals; and various clippings relating to this car and to Winton history are included in the sale also. There is even a photograph of the Winton when it was new in Rockford a century ago.

Parts offered with the car include extra hubcaps; engine castings; and surplus leather from the upholstery restoration together with the original leather pieces that were used for patterns. There is also an original tyre, and the car's toolbox contains a copy owner's manual, a hubcap spanner and other items. A famous and well-documented example of one of the USA's premier pioneering makes, '3227' comes with C&E Form 386 confirming EU duties paid.

£130,000 - 150,000

€160,000 - 190,000



On the road to Brighton, 2011

324

1934 Bentley 3½-Litre Vanden Plas-style Tourer

Registration no. LSV 659

Chassis no. B149AE

Engine no. Q8BJ



'... the ability to traverse the rapidly crowding roads of Great Britain in less time, and with less effort, were points strong in its favour.' Johnny Green on the 3½-Litre, Bentley, *50 Years of the Marque*.

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched at Ascot in August 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before.



Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

This particular Derby Bentley has been re-bodied with classically proportioned, Vanden Plas-style, four-seat open tourer coachwork favoured by the works for its Le Mans team cars and widely recognised as the most pleasing ever to clothe the Bentley chassis. In this form the Bentley, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, became a legend in motor racing history and the archetypal Vintage sports car. Conversions such as this have been popular with enthusiasts for many years, combining as they do the Vintage-period, Cricklewood cars' charismatic looks with the more advanced and user friendly technology of the post-Rolls-Royce take-over, Derby-built Bentleys of the 1930s.

As befitted its sporting nature, the Derby Bentley was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Chassis number 'B149AE' however, was originally bodied with sports saloon coachwork by H J Mulliner and first owned by one J T Johnson. The car is pictured on page 272 of Michael Ellman-Brown's book *Bentley: The Silent Sports Car* and on page 171 of Johnny Green's *Bentley: Fifty Years of the Marque*. Its original registration was 'AXU 134'.

The full restoration of 'B149AE' had already been started when the current owner purchased the car in 1987. Undertaken by marque specialists Fiennes Engineering, the work was completed in 1991 (see invoices and work sheets on file). Finished in green with brown leather interior, this charming combination of Vintage style and more modern technology is offered with the aforementioned restoration records, current MoT/tax and Swansea V5 registration document.

£60,000 - 80,000

€75,000 - 100,000



Photo credit: Simon Clay

325

37,000 miles from new

1957 Mercedes 300SL Roadster

Registration no. 202 PNU

Chassis no. 198-042-75-00109

Engine no. 198-980-75-00126



Created to spearhead Mercedes-Benz's return to competition in the post-war era, the 300SL debuted in the 1952 Mille Miglia, finishing 2nd and 4th overall. Wins in the Carrera Pan-Americana and at Le Mans followed, and the 300SL was on its way to becoming part of motor sporting legend. The first racers were open-topped, but before the '52 season's end the distinctive gull-wing doored Coupé had appeared. Unusually high sills were a feature of the multi-tubular spaceframe chassis, and while access was not a problem of the open car, the adoption of coupé bodywork required innovative thinking - hence the gull-wing doors.



Launched in 1954, the production 300SL retained the spaceframe chassis of the racer and was powered by a 2,996cc, overhead-camshaft, inline six canted at 45 degrees to achieve a lower, more aerodynamic bonnet line. Using innovative direct fuel injection, this state-of-the-art power unit produced 215bhp at 5,800rpm. A four-speed gearbox transmitted power to the hypoid bevel rear axle. Suspension was independent all round by wishbones and coil springs at the front, with swing axles and coil springs at the rear. Tested by Road & Track magazine in 1955, the 300SL accelerated from 0-60mph in 7.4 seconds, going on to achieve a top speed of 140mph - outstanding figures for its day. It was, arguably, the world's first supercar.

Clearly the 300SL Coupé would be a hard act to follow, yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Built with conventional doors, the 300SL Roadster was first exhibited at the Geneva Salon in May 1957 and was an immediate hit with the 1950s 'jet set' including royalty, actors and socialites. The production of an open 300SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles. The 300SL Roadster sold well for a car that cost more than a Ferrari 250GT California Spyder, and would out-live the 300SL Coupé by several years.

The Roadster's neutral steering characteristics received fulsome praise from Road & Track in its 1958 roadtest. 'With the low-pivot rear suspension and more adhesive tyres, the car handles beautifully under all conditions. This is a tremendous improvement over the hardtop models, which had a tendency to oversteer rather violently if pressed too hard.' A 0-60mph time of 7.0 seconds and a top speed of 130mph were recorded, making the 300SL Roadster one of the fastest convertibles of its time. R&T concluded: 'There is no doubt that the 300SL roadster is a truly great dual-purpose sportscar, equally at home in traffic and the open road, or on the track,' words that remain equally true today. Roadster production ceased in 1963 after 1,858 cars had been built, and today the model is both rare and highly sought after.

This iconic, matching-numbers, left-hand drive 300SL Roadster was delivered new to Messrs O'Flaherty in Dublin, the Mercedes-Benz concessionaires for the Republic of Ireland. First registered in the UK in June 1958, it was owned by Willoughby Michael Douglas of Bourne Hall, Shanklin, Isle of Wight until August 1971. The car then had two owners in quick succession: Derek Skilton of Hooe Garage (East Sussex) Ltd followed by Sir Ralph Regnault Millais of Winchelsea, Sussex, who owned it from December 1972. In October 1973 the Mercedes-Benz passed to the next owner, Tom Walduck of Woodfield Farm, Hatfield, who kept it in dry storage for the next 38 years.



The current vendor purchased the car in September 2011. An MoT on file dating from March 1974 shows the mileage at that time to be 34,474 while that issued in November 2011 records it as 34,820: a total of only 346 miles covered between 1973 and 2011.

Soon after acquisition (at 34,884 miles) the engine, rear axle and differential were overhauled by respected marque specialist Kevin O'Keefe, the clutch renewed and other re-commissioning work carried out (see accompanying invoices totalling £33,000 for details). The engine was run in for 800 miles before being subjected to higher revs, and the oil and filter changed at 35,607 miles. Since the rebuild the car has been test driven to Angoulême and back, performing without fault. The odometer currently displays a total of 36,750 miles.

Accompanying documentation comprises an old-style logbook (copy); two expired MoT certificates from the 1970s and one for the period November 2011-November 2012; correspondence with Hertford County Council regarding registration (October 1973); and current Swansea V5C registration document. Taxed to next July and MoT'd to November 2013, this exceptionally original, low mileage, well documented and fully roadworthy 300SL roadster is worthy of the closest inspection. There cannot be many better ways of travelling to a classic event, taking part and driving home.

£380,000 - 450,000

€480,000 - 560,000





Photo credit: Simon Clay



The following fourteen cars are offered from a single owner collection

326

1924 Frazer Nash 1½-Litre Super Sports

Registration no. PD 3616

Chassis no. 1017

Engine no. HE4895

'A nickname as evocative as the "chain gang" is guaranteed to raise the eyebrows of and fast-car enthusiast not too conversant with the intimacies of the pre-war Frazer Nash.' – Bruce Hudson, *British Light Cars 1930-1939*.

The Frazer Nash was the direct descendant of the GN cycle car, a twin-cylinder, chain driven vehicle produced until 1922 by the partnership of Captain Archie Frazer-Nash and H R Godfrey. Archie Frazer-Nash then formed a new company and in 1924 the first Frazer Nash appeared.

The new car used the GN-type transmission, which consisted of a separate chain for each speed, the drive sprockets being engaged by dog clutches. Three forward speeds were offered at first, with a fourth added later, power being transmitted via a countershaft to the rear axle. Reverse had its own chain.

In many ways this system represented the sporting motorist's ideal; it was lighter and absorbed less power than a conventional gearbox, while the sprockets could be changed quickly to suit different types of event: trials, sprints, hill climbs, circuit races, etc. Once mastered, the Frazer Nash's chain-drive transmission could be operated as swiftly as any conventional 'box.

Although the chain drive was highly unusual, at least for a motor car of the period, a chain is more efficient than almost any other form of transmission and Frazer Nash's system was one of the best. References at the time to 'smoking or red-hot chains lying on the road' after the rare breakage were mistaken. The reason chains were handled with care was because they were dirty, and many lasted over 40,000 miles. With their unique form of drive, Frazer Nashes over-steered dramatically under power and it was said at the time that 'Frazer Nashes never go round corners, they merely change direction.'



As first conceived, the Frazer Nash chassis employed quarter-elliptic springing, rack-and-pinion steering and cable-operated brakes on the rear axle only, though four-wheel braking was soon standardised. The Power Plus 1.5-litre overhead-valve four-cylinder engine was used for the first dozen-or-so cars before the similar-size sidevalve Anzani 4000 series was standardised in 1925. A number of different engines was used by the factory, and the TT Replica model was fitted the 1½-litre, four-cylinder, overhead-valve Meadows, the 1,660cc six-cylinder, twin-overhead-camshaft Blackburne and the 1½-litre, four-cylinder, single-overhead-camshaft Gough, the latter being made by Frazer Nash themselves. (The factory undertook the manufacture of individual cars to order and various combinations of engine and chassis were produced).

In 1928 Captain Frazer-Nash left the company, which then came under the control of H J and W H Aldington. Between 1924 and 1954, when production effectively ceased, approximately 450 Frazer Nash cars were produced, of which 350 were pre-war 'chain gang' models.

One of the handful originally fitted with the Plus Power engine, this early Frazer Nash has the successor Anzani engine, in this particular case an 'HE' (high efficiency) unit producing 52bhp.

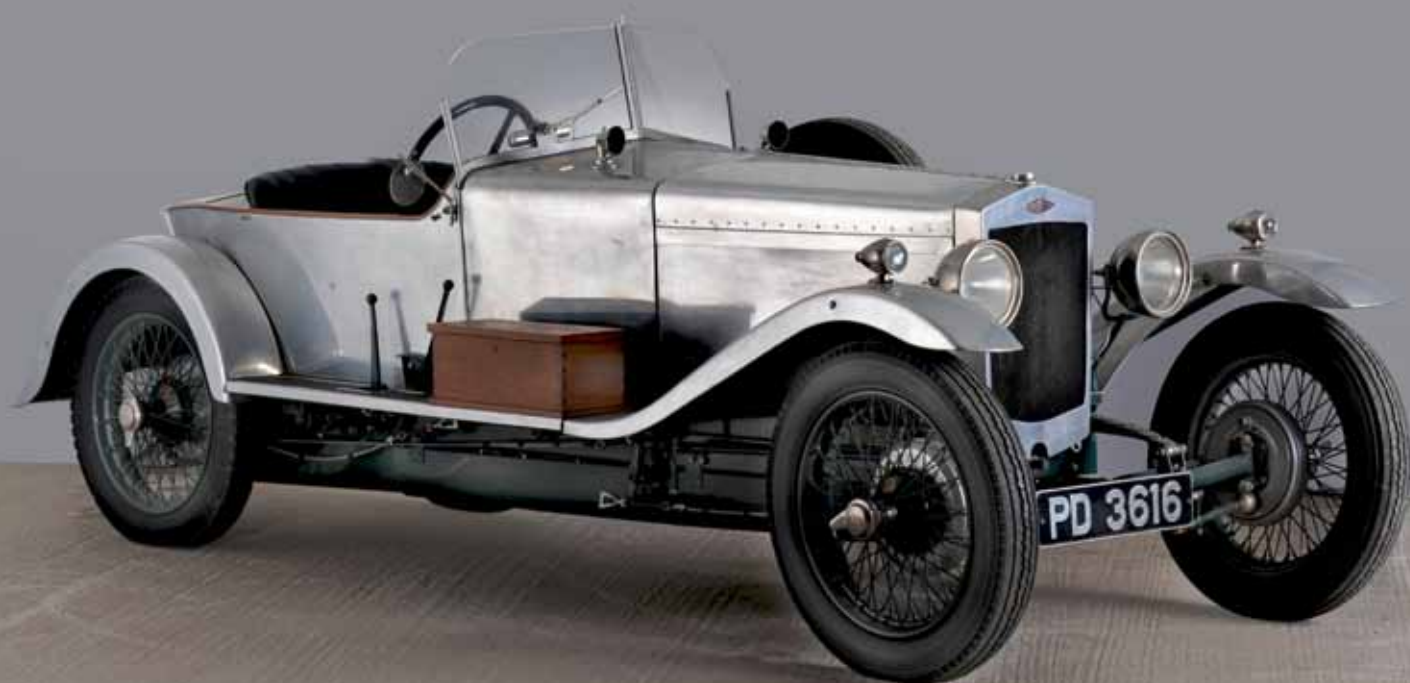
This engine appears to have been installed some time after 'PD 3616' was registered on 26th November 1924 and may have originally been fitted to a 1929 chassis, number '1215', which subsequently received a Meadows engine. 'PD 3616' is pictured when new in 1924 in David Thirlby's *The Chain-drive Frazer Nash* (Plate 18).

The immediately preceding owner, Ian Kennedy, acquired the car at auction in October 1993, at which time it was said to have been in the then owner's hands 'on and off' for 40 years, undergoing extensive restoration while in his care, including an engine rebuild. The accompanying VSCC eligibility form states that the Frazer Nash had been family owned for 30+ years and converted to four-wheel brakes and four-speed transmission. It further states that the damaged chassis had been replaced and fitted with a new boat-decked body as per factory drawings. The body is polished aluminium, with chassis, carpets and boot lining in British Racing Green, as is the Connolly hide buttoned upholstery and tonneau cover.

A splendid Vintage-era sports car more than able to hold its own against contemporary opposition, 'PD 3616' is offered with the aforementioned VSCC paperwork, expired MoT (August 1993) and old-style Swansea V5 document.

£30,000 - 40,000

€38,000 - 50,000



Collection photo credit: Simon Clay

327

1938 MG SA Tourer Coachwork by Charlesworth

Registration no. CFS 204

Chassis no. CH SA 2721



Launched at the 1935 Motor Show, the SA represented a new departure for MG. The first all-new model to be introduced since the company's acquisition by Morris Motors, it was considerably larger than any previous MG and caused a certain amount of consternation amongst enthusiasts who feared an abandonment of virtues embodied by the marque's nimble sports cars. They need not have worried, for although based on the Wolseley Super Six and aimed at the luxury car market, the SA received sufficient input from MG founder and designer Cecil Kimber to transform it into a car worthy of the famous octagon badge.

Originally of 2,026cc, the overhead-valve Wolseley six had been enlarged to 2,288cc by the time SA production commenced and was further stretched to 2,322cc in 1937. With 75bhp propelling a car weighing around a ton-and-a-half, acceleration was necessarily leisurely; nevertheless, the SA could cruise comfortably at 60-70mph and had a genuine top speed approaching 85mph. A Tickford-bodied drophead coupé and Charlesworth-bodied open tourer completed the range. By the time production ceased in 1939, 2,738 SAs of all types had left the factory.

Approximately 20 Charlesworth-bodied tourers were built, this example of which is believed to be the only one resident in the UK. Owned by an American serviceman immediately after WW2, it was discovered lying derelict in a Hampshire field in the early 1980s and subsequently rebuilt to concours standard, with the brief of retaining originality at all cost, by SVW Services, specialists in the larger MG models.

The rebuild was completed in 1994 and in December 1996 the then owner, Mrs Jeanetta Goodwin of Hayling Island, offered the MG for sale at Brooks' Olympia auction where it was purchased by the previous owner. Retaining its original registration mark, this rare and most sought-after MG sports car is finished in black with red leather interior and comes with a quantity of expired MoT certificates, *Popular Classics* article, Swansea V5C document, MoT to June 2013 and a service bill for £500 dated February 2009.

£30,000 - 40,000

€38,000 - 50,000





328

1931 Ford Model A Roadster

Registration no. GSK 612
Chassis no. A290045

'The gift of being able to sugar the "pill" of utility with an attractive coating has always been a notable facet of the Ford Motor Company... Ford could make a utility car still look like a "car", low purchase price often being accompanied by a lively performance and good fuel economy...' - Bruce Hudson, *British Light Cars 1930-1939*.

Replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition and at last there was a brake for each wheel. The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colours and, needless to say, competitive pricing, helped ensure its success. Ford priced the new Model A at just \$450 and would go to build 4.8 million over the next four years despite the prevailing economic gloom.



After two years in production the Model A was face-lifted for 1930, receiving wider tyres on smaller-diameter (19") wheels and being mildly restyled with wider mudguards to achieve a lower, more modern look. Ford outsold Chevrolet 2-to-1 in 1929/30 when more than 1.4 million were sold - the Model A's best year - and production continued until the V8's arrival in 1932 saw Ford's four-cylinder car renamed 'Model B'.

This Model A Roadster was purchased at auction in July 1993 having previously belonged to Sir John Robson Rogers of Colchester, Essex. Re-commissioned and made useable some 3-4 years ago, it comes with associated invoices totalling more than £5,500, an original Model A/AF instruction book, three expired MoT certificates dating back to 2009, Swansea V5C document and MoT to May 2103.

£7,000 - 9,000

€8,800 - 11,000



329

1935 Pierce-Arrow Model 845 Rumble Seat Coupé

Registration no. 621 UXR
Chassis no. 2090304

Based in Buffalo, New York State, Pierce built birdcages, ice boxes and bicycles before introducing its first petrol-driven automobile in 1901. (The Pierce-Arrow name was first used in 1904). In 1908 the firm became the Pierce Arrow Motor Car Company and soon switched its attention exclusively to the production of luxury cars, pioneering many technological developments, including servo-assisted braking and hydraulic tappets, while building some of the most prestigious motor cars ever to grace America's highways.

Some idea of the rapidity of Pierce-Arrow's rise may be gauged from the fact that as early as 1909 The White House ordered two for state occasions. From then onwards Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard and Rolls-Royce. Clinging to traditional styling and handicapped by a range of sixes in an increasingly multi-cylinder marketplace, Pierce-Arrow saw its sales decline throughout the 1920s. In 1928 an alliance was forged with Studebaker, which viewed Pierce-Arrow's acquisition as a means of gaining entry to the luxury car market. A new range of straight eights - already under development before Studebaker's arrival - was introduced and sales doubled in 1929.



A V12 was added in November 1931 but both Pierce-Arrow and Studebaker were finding life tough in the post-Wall Street Crash years. When the latter filed for bankruptcy in 1933, Pierce-Arrow found itself independent once again. Despite the critical acclaim lavished on its futuristic 'Silver Arrow' show car - five of which were sold costing \$10,000 each - the firm was severely handicapped by the lack of a lower-price range. Sales dwindled throughout the 1930s and the once-great Pierce-Arrow folded in 1938.

This restored eight-cylinder Coupé is one of only 875 Pierce-Arrow motor cars sold in 1935. It is believed that it was purchased at auction in September 1993 having belonged previously to one John Eric Smith, who bought it from Rod Morris Classic Cars in 1991. In 2006 the Pierce-Arrow underwent extensive restoration at the Jim Stokes Workshops, there being related bills for more than £27,500 on file together with a DVD recording the work. The car is offered with import paperwork, State of Florida dealer title supplement, dating certificate, six expired MoTs, Swansea V5C document, MoT to May 2013 and the Arrow from its original mascot.

£25,000 - 35,000
€31,000 - 44,000

330

1947 Bentley MkVI Countryman Shooting Brake Coachwork by Harold Radford

Registration no. KXA 314

Chassis no. B397BG

Engine no. B398B

'Perhaps the outstanding thought from extensive driving of the Bentley MkVI built by the world's premier car manufacturers, Rolls-Royce, is that it has no single predominant feature but gains its unique position from a combination of superbly matched qualities that raise it above the level of other cars.' - *The Autocar* magazine, April 1950.

Although Rolls-Royce retained a separate chassis for its immediately post-war models, the company broke with the coachbuilt tradition by introducing standard bodywork. The 'standard steel' body was available at first only on the MkVI Bentley - the equivalent Rolls-Royce Silver Dawn not arriving until 1949 - though customers could still opt for a coachbuilt alternative if they so desired.

Other notable features were independent front suspension and hydraulic front brakes, while powering the range was a new 4,257cc (later 4,566cc) six-cylinder engine featuring inlet-over-exhaust valve gear.

First registered on 26th January 1948, this early MkVI features woodie-style shooting brake coachwork by Harold Radford Ltd. A West London motor dealer specialising in Rolls-Royce and Bentley cars, Harold Radford took the unusual step of setting up as a traditional coachbuilder in the late 1940s, a time when the demand for such products was declining.



His first design was for a timber-framed estate car body on the Bentley MkVI chassis. Its manufacture sub-contracted to a small firm called Seary & McCready (later absorbed by Radford) this 'Countryman' model was an immediate success, winning the 1948 Concours d'Élegance at Cannes. The standard Bentley MkVI chassis, radiator grille and bonnet were retained while the scuttle and floor pan were modified. This first version featured visible timber framing and electric front windows and rear blind. There were no rear seats, only a cavernous luggage space behind the front bench. 'A saloon car with exceptional smartness and unusually commodious luggage accommodation' was how its maker described the end result.

The rear seats, featuring a 50/50 split, were reinstated on subsequent cars. As one would expect of a coachbuilt, bespoke product, the eight shooting brakes built on the MkVI chassis exhibited detail differences. All had fixed rear windows at first but most were later modified to incorporate a more practical opening window giving better access to the luggage area. Being classed as a commercial vehicle, the Countryman avoided the swingeing 66.66% purchase tax then in force but still sold for £3,530 in 1948, the equivalent of approximately £109,000 at today's prices.

The Countryman was later refined, becoming in effect an early version of the 'hatchback' concept applied to the standard saloon body on Bentley and Rolls-Royce chassis as well as those of other prestigious makes. Radford exhibited in the coachbuilding section at the London Motor Show from 1951 to 1963, winning numerous awards, and in the 1960s began to reach a wider public with its luxurious Mini conversions. The firm was acquired by H R Owen in the early 1960s.

The first of only eight of its type built on the MkVI chassis, 'B397BG' was tested by Rolls-Royce in July 1948 and used by Harold Radford as his personal car, serving as the factory demonstrator and carrying the registration 'HAR 1'. The car was purchased by the previous owner at auction in December 1994 having belonged prior to well-known collector Mr Paul Kunkel of London SW1. At that time the car was said to have been in its then owner's possession since 1986 and was offered fresh from a painstaking restoration by noted marque specialists, Smiths of Southend. Accompanying documentation consists of an old-style continuation logbook (issued 1953), copy chassis card, original brochure, five expired MoTs dating back to 2007, Swansea V5 document, MoT to July 2013 and bills totalling in excess of £5,500. A wonderful opportunity to acquire an historic coachbuilt Bentley of exceptional practicality, ideal for picnics at Goodwood and other prestigious venues.

£40,000 - 60,000

€50,000 - 75,000





331

1928 Chrysler Model 70 Roadster

Registration no. BF 4604
Chassis no. WS810R

Produced at the old Chalmers plant in Detroit and introduced in January 1924, Walter P Chrysler's first automobile was an innovative, medium priced, six-cylinder car of better-than-average performance, as numerous motor sport successes would soon demonstrate. Offering a \$5,000 specification for under \$1,500, the Chrysler featured four-wheel hydraulic brakes, aluminium pistons, full-pressure lubrication and a tubular front axle, and was able to reach 70mph comfortably.

Not surprisingly, it was an outstanding success, 32,000 being sold in the car's first year of production. The range soon expanded to encompass a 'four', a smaller 'six', and the Imperial, the latter larger and more expensive than the original, and intended to compete with the likes of Cadillac, Lincoln and Packard. The original Chrysler Model 70 six remained 3.3 litres in capacity until 1926 when it was enlarged to 3.6 litres. A smaller, 3.0-litre Model 60 six was introduced for 1927, becoming the Model 62 the following year.



This Chrysler Model 70 roadster was imported from the USA in 1992 and purchased at auction by its previous owner the following year. Finished in dark green with black wings, tan upholstery and beige hood, it seats four with the dicky seat deployed and affords the prospect of lively performance and better-than-average brakes. An optional Ha Dee heater is fitted.

Rarely used since acquisition, the car comes with State of Washington Certificate of Title, dating certificate, Swansea V5C document and five expired MoTs for the period 2007-2102 showing only 10 miles covered during that time. In addition, there are bills on file totalling more than £2,500 for a brake rebuild and general service carried out in November 2007.

£8,000 - 12,000

€10,000 - 15,000



332

1928 Packard Eight Model 443 Coupé

Chassis no. 230412

Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. 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. With the introduction of custom models in 1926 the Eight range increased dramatically. 'Original Creations by Master Designers' according to Packard, the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook and Judkins among others.

Bijur chassis lubrication and hypoid final drive gears had arrived on the Eight by 1927, at which time the engine was enlarged to 6.3 litres. By now maximum power had risen to 105bhp, an output sufficient to propel this far from lightweight car to a top speed of 80mph. 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: '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 1928, this unregistered Packard coupé was purchased at auction in September 1993 and comes with C&E Form 386 confirming EU duties paid. Noteworthy features include drum headlights and sidelights, side-mounted spare wheel and radiator Moto-meter.

The car was previously owned by one John Eric Smith of Riviera Beach, Florida who had purchased it from Rod Morris Classic Cars of Jacksonville, Florida in December 1991. We are advised that since acquisition no work has been done on the Packard, which is offered with import paperwork, Florida dealer's re-assignment supplement and State of South Dakota Certificate of Title.

£15,000 - 20,000

€19,000 - 25,000

333

1959 Mercedes-Benz 220S 'Ponton' Cabriolet

Registration no. FSK 429

Chassis no. 180030-10-5502262

Engine no. 18-924-10-9501650



Mercedes-Benz reintroduced six-cylinder models to its range in 1951 with the 220 and 300 types, both of which were shown at the Frankfurt Show in the spring of that year. Both featured single overhead camshaft engines with the valves set across the head, rather than in line, and actuated by rockers.

The 220 was powered by a 2,195cc six-cylinder engine producing 80bhp at 4,600rpm, good enough for a top speed of 100mph with acceleration to match, while the gearbox was an all-synchromesh four-speeder with column change. A separate chassis was retained for these models, which were replaced in 1956 by a new range featuring unitary construction bodysells employing large, box-section side-members - hence the term 'Ponton' - the others being the 190 and 219. All-round coil-sprung independent suspension had long been a fixture of the Mercedes-Benz range, and that of the newcomers benefited from the newly developed single-pivot rear swing axle.

A shorter wheelbase was adopted for the cabriolet model that appeared in May 1956 and also for the coupé introduced the following year when the Hydrak semi-automatic transmission became available as an option. Luxuriously equipped in the best Daimler-Benz tradition, these superbly constructed Gran Turismos were priced some 70% above the 220S saloon.

In 1958 the 220 range was updated with a fuel-injected version of the 2.2-litre overhead-camshaft six, becoming the 220SE, though manufacture of the carburettor-equipped models continued into 1959, the saloons bowing out in July and the coupé and cabriolet in October of that year. By the time production ceased, only 3,429 220S coupé and cabriolet models had been manufactured and today these elegant and exclusive limited edition Grand Tourers are highly prized.

One of only 1,251 Mercedes-Benz 220S Cabriolets produced, this left-hand drive example was exported to the USA's East Coast and first came to the UK in early 1990. The car then underwent a total restoration, which was completed in 1992. In 1993 it was offered for sale at auction and purchased by its penultimate owner, having previously belonged to one Christopher Brown of Sevenoaks, Kent. Works carried out since acquisition include a carburettor strip down (2008), fitting new tyres (2008) and a minor service by CCS (February 2009).

There are bills on file totalling in excess of £2,500, most of which is accounted for by a new exhaust system. Additional documentation consists of a quantity of expired MoT certificates dating back to 2008, Swansea V5C and MoT to March 2013. A wonderful opportunity to acquire a rare and much sought-after soft-top Mercedes-Benz, only a handful of which is believed to be in the UK.

£40,000 - 50,000

€50,000 - 63,000





334

1923 Rolls-Royce 20hp Coupé with Dickey

Registration no. SV 4460

Chassis no. 79A8

Engine no. G460

'This model was introduced to meet requests for a smaller, less expensive car in keeping with the trend after the First World War towards smaller cars for a wider market. Construction was simplified - but standards of workmanship were not compromised.' - Edward Eves, Rolls-Royce, *75 Years of Motoring Excellence*.

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unit construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central gearchange was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction of enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon.



This example was delivered new to New Zealand with Johnson & Smith tourer coachwork and is recorded in the excellent reference work, *'The Rolls-Royce Twenty'* by John Fasal. The car remained in New Zealand in the hands of its second owner until the 1950s when it went to the USA, remaining there in dry storage for nearly 31 years. At some stage this very pretty two-seat coupé-with-dickey coachwork was fitted, and post storage a major restoration was undertaken in America at a cost of approximately \$40,000, the car then being owned by the well known enthusiast and collector, G Wales.

The current livery consists of three shades of green with polished alloy bonnet; an unusual apron enclosing the chassis irons to the front, twin side-mounts, Marchal headlamps and running board-mounted tool box complete the overall effect. The interior is trimmed in button-back tan leather with matching dickey in fabric and dark green carpets, while there are storage compartments neatly fitted behind the seat.

Other noteworthy features include an inset fabric panel to the roof, a fire extinguisher fitted inside, an oilcan located beneath the bonnet, various tools and a small metal ornamental bee, which is fitted to the bonnet. The 'Twenty' was acquired at auction in the UK by the current vendor in July 1993 and since then has been used sparingly. Copy chassis cards and a photographic record of the restoration come with the car.

£25,000 - 30,000

€31,000 - 38,000



335

1956 Jaguar XK140 Coupé

Registration no. RXR 17

Chassis no. 804612DN

Engine no. G6527-8

'For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety.' - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear. Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.



The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head. XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by *Road & Track* magazine, a USA-specification XK140MC (as the 'C'-type head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

One of only 843 right-hand drive XK140 fixed-head coupés made, this example was acquired from a Harley Street doctor by the immediately preceding owner and purchased at auction by the current vendor in 1992. At that time it was stated that the car had not been driven since the completion of a three-year, body-off, complete restoration (photographic album available). More recently, in July 2003, 'RXR 17' benefited from some £5,482 worth of work carried out by marque specialists Twyford Moors. Elegant and practical in equal measure, this smart XK140 coupé is offered with old-style continuation logbook (issued 1962), a quantity of expired MoTs certificates, operating manual (reprint), Swansea V5C document and MoT to August 2013.

£35,000 - 40,000

€44,000 - 50,000

336

1935 Bentley 3½-Litre Sports Saloon Coachwork by Gurney Nutting

Registration no. BUC 477

Chassis no. G7BW

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six.

Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling. The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward.



Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were bodied by Park Ward. Some of the most widely admired designs on the Derby Bentley chassis were the work of J Gurney Nutting, a company associated with quality marques - Bentley in particular - from its earliest days and a supreme practitioner of the coachbuilding craft in the late 1930s. Founded in Croydon, Surrey in 1919, Gurney Nutting had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.

Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s. Daimler and Rolls-Royce had been added to the Gurney Nutting portfolio in the mid-1920s, and the fruitful association with the latter continued into the succeeding decade.

Featuring Gurney Nutting's 'sweep panel' sports saloon coachwork, chassis number 'B189CW' was delivered in March 1935 and first owned by Captain Oliver Frost. Two years later it was sold to second owner G Spence and then to Michael Panter of Goring Heath, Reading.

Over the period 1983 to 1985 the Bentley was sympathetically restored by Honey Farm Restorations in Oxfordshire including a full engine overhaul, renewal of body frame timbers, full interior re-trim, repainting and re-plating, and a new convertible top. The relatively low mileage (86,000) meant that major chassis work was unnecessary and many original features could be left undisturbed. Nevertheless, the work still took some 2,250 hours.

The car was acquired from Mr Panter by its previous owner via marque specialists Frank Dale & Stepsons in 1985. Accompanying documentation includes a service bill for £600 (issued January 2009) and a mechanical condition report (2012). We are advised that the car is driving but the engine is said to need checking. Sold strictly as viewed, this handsome Derby Bentley comes complete with full tool kit and fitted luggage, and is offered with handbook (reprint), copy chassis cards and old-style logbook, six expired MoTs dating back to 2006, Swansea V5C document and MoT to April 2013.

£50,000 - 70,000

€63,000 - 88,000



337

1954 Jaguar XK120 4.2-Litre Drophead Coupé

Registration no. SVU 968

Chassis no. 667010

'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days' - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction.

The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year! In conjunction with the Pressed Steel Fisher Company a new all-steel panelled body was developed, which retained the fabulous looks of the coachbuilt original while differing in minor external details. Beneath the skin the steel car was entirely different and it would take some 20 months of development before manufacture could begin.



The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming MkVII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced MkV saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built, of which only 294 were right-hand drive dropheads like that offered here. Introduced in 1953, late in the XK120 production run, the drophead coupé is considered by many enthusiasts to be best of the breed, retaining the original open roadster's lines while boasting much greater practicality and refinement courtesy of its wind-up windows, opening quarter lights, heater, improved ventilation and a permanently attached lined Mohair hood, all of which had been first appeared on the fixed head coupé in 1951.

Previously owned by one Anthony James Lumsden Cook of Chipping Norton and registered 'LUM 1', this XK120 was purchased at auction in April 1993 having been placed at the 1991 Hurlingham Concours. The are bills on file totalling more than £3,100 for re-commissioning work undertaken in November 2010 that included the electrics and new tyres; however, we are advised that the brakes now require refurbishment. The car is offered with owner's handbook (reprint), Swansea V5C document, SORN and expired MoT (October 2011).

£55,000 - 75,000

€69,000 - 94,000



338

**1926 Rolls-Royce 45/50hp Silver Ghost
'Playboy' Roadster
Coachwork by Brewster**

Registration no. SV 5192

Chassis no. S400RK

Engine no. 28004



Although the 40/50hp model would have earned its 'The Best Car in the World' sobriquet in any event, Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'.

Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf-spring arrangement at the rear, though the latter soon came in for revision.

The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort.

Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested. The Silver Ghost remained in production in England until 1925 and at Rolls-Royce's Springfield plant in the USA until 1926, the longest production run of any model from that celebrated company. Cars were right-hand drive up to 1925 and left-hand drive thereafter.



Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, which would be taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the time of its acquisition by Rolls-Royce, re-emerging as an auto-maker in its own right, using Ford chassis, when US Phantom production finally ceased in 1934 and the company became part of the reconstituted Springfield Manufacturing Corporation.

Chassis number 'S400RK' was delivered new on 11th March 1926 to a Mr D Armstrong of Greenwich, Connecticut carrying Mayfair Town Car coachwork by Brewster, and later was returned to the factory for re-bodying. At this time Rolls-Royce of America had a policy of repurchasing low-mileage 'formal' cars and reissuing them with sporting bodies of more fashionable style. Brewster's 'Playboy' body was used exclusively for this purpose and the car offered here is one of only 28 built on the Silver Ghost and New Phantom chassis.

Nowadays the 'Playboy' is acknowledged as one of the most attractive of all Rolls-Royce of America body styles. 'S400RK' was imported into Belgium some 30-40 years ago and resided there in a little known private collection until purchased by the immediately preceding owner. The car is finished in blue with red coachlining and red leather interior, and has the benefit of servo assistance for the brakes.

In recent years the latter have received attention at marque specialists Taylors where other works carried out include comprehensively rebuilding the engine around new cylinder blocks, the originals being damaged. New valves, high-compression pistons, exhaust manifold and a reground crankshaft were incorporated at the same time (see bills for the period 2007-2012 totalling more than £75,000 on file). The car is offered with Belgian export paperwork and an expired MoT (1995).

£120,000 - 150,000

€150,000 - 190,000





339

The ex-George Burton

1927 Bentley 3/4½-Litre Speed Model Competition Special

Registration no. NPA 83

Chassis no. TN1561



Fitting the newly developed 4½-Litre engine into the tried and tested 3-Litre chassis set Bentley on the way to its legendary four-year dominance of the Le Mans 24-Hour Race. It was this combination of a powerful engine and lightweight chassis that brought victories in France and helped create the 'Bentley Boys' mythical reputation both on and off the racetrack. Even today this combination is recognized as a formidable and competitive motor car.



Well known in Bentley circles, Speed Model chassis number 'TN1561' was completed in February 1927 with saloon coachwork by Freestone & Webb and first owned by one N C V Scrutton. Its original registration was 'PF 7395'. By the early 1950s the Bentley had passed to George Burton of marque specialists Hoffman & Burton, a successful engineer and racing driver who would go on to develop it extensively over the next 20-or-so years. George fitted his own four-seat tourer body, converted the brakes to hydraulic operation and also installed the 4½-Litre engine from a 1928 saloon. The engine was fitted with triple SU carburettors and the coolant flow reversed to improve cooling of the exhaust valves. Now reregistered 'NPA 83', George's car became one of the most competitive in the Bentley Drivers' Club, achieving numerous race victories and fastest laps.

Over the winter of 1957/58 George turned his attention to the suspension, improving the roadholding by installing a de Dion rear axle with inboard brakes, using mainly Bentley parts. 'NPA 83' subsequently formed part of the team of Bentleys that went to Monza to attempt 100 miles in one hour and it also took part in the subsequent Monthéry attempt. George and 'NPA 83' competed regularly throughout the 1960s with undiminished success, winning the W O Bentley Challenge Trophy in 1961 and also the Christopher Tomkinson Memorial Trophy. By the decade's end the engine was producing some 160bhp.

'NPA 83' then passed to John Dexter and remained untouched in effectively 'as last raced' condition until long-time Bentley enthusiast Norman Nuttall undertook a comprehensive rebuild in 1989. The opportunity was taken to incorporate various modifications, though care was taken to change as little of George Burton's work as possible; these included the installation of an overdrive, improving the front apron shape and strengthening the chassis. Completed after John Dexter's death, this work also involved an engine rebuild and replacement of the body's aluminium panelling and bonnet.

On the rebuild's completion 'NPA 83' was driven to the Bentley Drivers' Club's Silverstone meeting where it took part in the parade and then in 1994 was awarded the prize for 'Best Vintage Special' at the BDC's Blenheim Palace concours. The current owner purchased the car at auction in December 1994. This unique, famous and very fast Bentley Special is offered with old MoT certificates dating back to 2007, Swansea V5C document and sundry bills totalling some £3,500.

£110,000 - 140,000

€140,000 - 180,000

End of Collection



Further Properties



340 1960 Alvis TD21 Drophead Coupé

Registration no. DE-29-69 (Netherlands)
Chassis no. 26482
Engine no. 26482



The first production Alvis to be styled by Swiss carrossier Graber appeared at the Paris Motor Show in October 1955. Based on the existing TC21 Grey Lady chassis, the newcomer brought a much-needed injection of Continental style and modernity to the Coventry manufacturer's range. Lighter, stiffer and with a much smaller frontal area than the traditionally styled Grey Lady, the Graber Alvis enjoyed much improved handling and a higher maximum speed in excess of 100mph.

The first Graber-styled model - the TC108G - was built by coachbuilders Willowbrook, before production switched to Rolls-Royce's in-house coachbuilder Park Ward on the introduction of the re-styled TD21 for 1959. The TD21 retained Alvis's torquey, 3.0-litre, overhead-valve six, which in up-rated form now came with 120bhp courtesy of a redesigned cylinder head. Inside, there were improvements to the accommodation, with increased headroom and legroom, especially in the rear. Lockheed servo-assisted disc brakes were an option, becoming standardised for 1960. The Motor magazine summed up the TD21 thus: 'As a perfectly serviceable everyday car with extra "chic", extra performance, and high standards of comfort and safety, its appeal to a select but important clientele should be strong.'

This right-hand drive example has the desirable four-speed manual gearbox and is presently registered in the Netherlands where it has been used sparingly in recent years. The TD21 is finished in red with beige hood and cream interior and in generally good order throughout. The body is sound with good panels and fit. The paint is an older application and holding up well, as is the brightwork. The interior upholstery, trim and wood is also good and would respond well to cleaning and detailing. Although the underbonnet area would benefit from a steam clean the car is in good working order.

With most post-war cabriolets of British manufacture – such as Bentley and Rolls-Royce – beyond budget for many, the elegant Alvis TD21 convertible represents elegant and affordable four-up motoring for the family.

£18,000 - 24,000

€23,000 - 30,000



341

16,000 miles from new

1990 Alfa Romeo SZ Coupé (ES 30)

Registration no. J162 WRX

Chassis no. ZAR162000*03000180

This SZ is an early production car, being number '131' of the 1,036 built between 1989 and 1991 (38 were prototypes). According to the records held at the Alfa Romeo Museum near Milan, this SZ was manufactured on 28th September 1990 and sold new in Liege, Belgium, on 14th May 1992. Believed to have been imported into the UK in late 1997, the car was first registered here in January 1998 and in July of that same year was acquired by its previous owner, who retained it for the following 14 years.

'J162 WRX' has covered a minimal mileage in its 20 years on the road, with the odometer showing just 26,480 kilometres (approximately 16,440 miles), a reading substantiated by the previous MoT certificates and comprehensive maintenance invoices on file. As one would expect for such a low mileage vehicle, it is in extremely good condition with none of the common SZ issues present. In the latter respect it is worthwhile noting that it has a very good dashboard top, a corrosion-free roof panel and C-pillars, almost unmarked lacquer on the rear spoiler, an immaculate interior, and correctly functioning raising and lowering suspension.



As a further indication to this car's superior originality, it is equipped with a replacement set of the now extremely rare and unavailable, correct factory fitment Pirelli P-Zero tyres. The car retains its original leather handbook folder containing the service book (showing both the supplying dealer and the first owner as Soliar Cy S.A. of Liege) plus a handbook (in French) and a dealership directory. A SuperChip performance ECU chip was fitted to the car in March 1999, although the original is included in the history file.

The comprehensive history folder also contains Belgian registration papers, numerous invoices from well-known Alfa Romeo specialists, every MoT certificate since the car was registered in the UK, a Swansea V5 document and current MoT. Recent works include the refurbishment of the split-rim alloy wheels (at a cost of £860), a cam belt change and painting of the front bumper to remove stone chips. Copies of the invoices are in the file.

£22,000 - 26,000

€28,000 - 33,000

342

Offered with an entry to the 2013 Mille Miglia, unique Ghia bodied
1937 FIAT 1500 Cabriolet
Coachwork by Carrozzeria Ghia

Registration no. 697 YUM

Chassis no. 16755

Engine no. 153624

The FIAT 1500 was an all-new design that was first shown to the public at the Milan Motor Show in November 1935. Automotive engineers had begun to pay greater attention to aerodynamic considerations and the 1500 was an outstanding example of this newly acquired knowledge applied to passenger car design. Developed in a wind tunnel, the 1500's striking-looking body featured a raked back radiator grille intended to reduce aerodynamic drag, though this would be replaced by a more conventional, upright grille in 1940, no doubt at the dictates of fashion.

Beneath the skin there was a tubular backbone chassis boasting independent front suspension, the latter making its first appearance on a FIAT car. The 1500's engine was a 1,493cc overhead-valve six that shared its 65x75mm bore/stroke dimensions with the contemporary four-cylinder Tipo 508 and produced a maximum of 45bhp, which was transmitted to the rear wheels via a four-speed gearbox. Top speed was in the region of 70mph. The 1500 was also manufactured after WW2 and by the time the model was deleted in 1948 some 42,500 had been produced.



FIAT offered open models as well as the standard saloon, and the 1500 chassis was popular with independent coachbuilders, that offered here featuring convertible coachwork by Carrozzeria Ghia of Turin. Carrozzeria Ghia had been founded by Giacinto Ghia in 1919, soon establishing a reputation not just for luxury coachwork but also for bodying competition cars. Despite its founder's death in 1944 and wartime damage to the factory, Ghia resumed its place at the forefront of Italian coachbuilding after WW2, providing the training ground for many of Italy's rising-star designers: Michelotti, Boano, Frua and Savonuzzi all making a contribution to its continuing success. Chassis number '16755' was brought to South Africa in 1946 by the Italian Consul General, who had purchased it new in 1937. Around 1964 the car passed to one Theo Weyers and during his ownership was converted from left- to right-hand drive.

The FIAT's next recorded owner is Alan De Meuter (from 1972) from whom it was purchased by Leonard Schneider in 1978, at which time it had been off the road with a blown cylinder head gasket for four years. Although in need of total restoration, the car was intact and complete.

The FIAT's renovation was entrusted to the late Russel Wolpe, who carefully dismantled the body and made a new timber frame, the original being beyond salvation. Requiring extensive repairs, the body panels were refurbished by Nick Hendricks, who also remade the radiator grille and bumpers, while Noel Price re-upholstered the interior in leather and made a new convertible hood with inner lining. Greyvensteyn Engineering of Bloemfontein rebuilt the engine and the finished car returned to the road in 1997, the restoration project having taken some five years to complete.

The FIAT came to the UK in 2011 and has had only one owner in this country, being used for local tours, trips to the pub, etc. Recent works include a service and a cut/polish of the paintwork. Currently MoT'd and taxed, the car is described as in generally very good condition and running very well, though the interior would benefit from a re-trim. Accompanying documentation consists of sundry restoration invoices, a photographic record of the rebuild, Swansea V5C document and a copy of an article in the South African Crankhandle Club's magazine outlining the car's history. Believed the only surviving FIAT 1500 with a Ghia body, this possibly unique car is eligible for the Mille Miglia and has an entry in the 2013 event.

£70,000 - 90,000

€87,000 - 110,000



Photo credit: Simon Clay

343

Renovation by Mercedes-Benz Stuttgart

1952 Mercedes-Benz 300b Cabriolet D

Chassis no. 1860140297052

Engine no. 1869202302052

'A Continental test on a (Mercedes-Benz 300) production model recently made available by the manufacturers shows that the car now challenges the best produced anywhere in the world today. There are still very few saloon cars which are capable of a mean speed of over 100mph, but to obtain this result on a five/six-seater saloon car with generous room for passengers and luggage, using an engine of three-litre capacity said to deliver only 114bhp, is a notable achievement.' - *The Autocar* magazine, May 1952.

Introduced at the Frankfurt Auto Show in 1951, the Mercedes-Benz 300 owed the design of its independently suspended oval-tube chassis to the 170S of 1949 and would later on provide the mechanical basis for the incomparable 300SL sports car. Additional refinements appropriate for the company's top-of-the-range luxury saloon included an improved steering mechanism and remote electrical control of the rear suspension ride height. Initially developing 115bhp (DIN), the 3-litre, overhead-camshaft six-cylinder engine was increased in power for succeeding models, producing 125bhp in the 300b built between March 1954 and August 1955.



Other improvements included larger brakes (with servo-assistance from 1954) optional power steering and three-speed automatic transmission as standard on the 300d. Conservatively styled, the Mercedes-Benz 300 was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. Priced at DM24,700 in 1954, the 300b Cabriolet D was among the world's most expensive - if not the most expensive - automobiles of its day.

'To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal,' observed *The Autocar*.

A most worthy upholder of the *Grosser Mercedes* tradition of pre-war years, this rare Cabriolet D is one of only 262 of its type built on the 300/300b chassis during 1952 out of a total convertible production of 591. Manufactured during the final days of 1952, the car was purchased by the current owner in August 1993 at the Pebble Beach auction.

Strangely, the chassis and engine numbers shown in the auction catalogue differ from the ones actually on the car but this question was addressed during 1996 and seems to have been put down to a misprint. At the time of purchase the car was described as 'being well maintained since a complete restoration' though there is no supporting history to confirm this.

During 1994 the car was sent to Mercedes-Benz Stuttgart for what might best be described as an extensive renovation rather than a full restoration. There is a supporting photographic record of this renovation on file together with detailed invoices for parts and labour totalling circa 148,000 DM (approximately £65,000 - 70,000). Finished in cream with matching convertible hood and red leather interior, this beautiful Mercedes-Benz cabriolet is offered with Mercedes-Benz Club dating letter, MoT to June 2013 and Swansea V5 registration docu

£90,000 - 120,000
€110,000 - 150,000



Photo credit: Tom Wood

344

1987 Aston Martin V8 Series 5 Saloon

Registration no. E732 EBW

Chassis no. SCFCV81S6JTR/12582

Engine no. V/585/2582



Launched in January 1986, the Aston Martin V8 Series 5 adopted the latest Vantage specification, engine excepted, the following year and thus boasted the Vantage's revised bodywork and 16" wheels. Fuel injection was re-introduced on the Series 5, this time a Weber system rather than the earlier Bosch, allowing a flatter bonnet devoid of bulge or intake. Power output of the standard car was now quoted as 305bhp, and even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

Summarising its 1973 road test of a V8 automatic, *Autocar* magazine concluded: 'A well-equipped car with magnificent stride for long journeys,' while Performance Car, also testing a V8 Auto in 1978, reckoned Aston Martin: 'have set out - it has been so for years - to make a car of character, with a chassis of conventional but exceptional ability and manners, with enough performance from its hand-built engine to stand most comparisons and the prestige of English bespoke coachbuilding.' This lovely example is equipped with automatic transmission, SBS alloy wheels, bumper over-riders, driving/fog lamps, and electrically operated door mirrors and windows.

The car has had only three keepers since it was delivered new by Aston Martin Sales Ltd, of Cheval Place, London SW7 to Mr Peter Steer of Amersham, Bucks in November 1987, and has covered only 37,000-or-so miles from new. Chassis number '12582' was repainted in 2009 by Spray Tec in its original Chichester Blue livery (see bill on file) while its interior is upholstered in unmarked dark blue-piped Parchment hide with dark blue carpeting bound in matching hide. We are advised that the sills were repaired in 2001 and the car has also had its veneer set refinished.

The current (French) owner purchased '12582' at Bonhams' Aston Martin sale in May 2010 (Lot 310) shortly after it had been fully serviced and inspected by Works Service at Newport Pagnell. Since acquisition the car has covered approximately 3,000 miles in the vendor's hands and been serviced by Aston Martin Paris on three occasions (bills on file). It is supplied with a complete history file, which includes the original owner's manual and service voucher booklets, original bill of sale and warranty card, and a large quantity of servicing invoices (most from Works Service), expired MoT certificates and old tax discs. Presented in concours condition, the car is fitted with a vehicle tracker and also comes with Swansea V5 registration document and fresh MoT.

£45,000 - 55,000

€56,000 - 68,000



345

One owner from new

2003/2010 Pagani Zonda C12 S/F 7.3-Litre Coupé

Registration no. RX54 NZO

Chassis no. ZA9C820C10SF76046





One of the more fascinating aspects of the modern motoring scene is the recent emergence of the small independent supercar manufacturer, many of which have gone from relative obscurity to the status of household names in just a few short years, usually on the back of a product range offering hitherto almost unimaginable levels of performance. Whereas at one time established manufacturers such as Ferrari, Lamborghini, Porsche, Mercedes-Benz and Aston Martin only had one another to worry about, they now have to contend with the likes of Koenigsegg, Spyker, Noble, Ultima and, of course, Pagani.

Horacio Pagani was no newcomer to the world of automotive engineering when he built the first Zonda in 1999, for the Argentine-born industrial design graduate had been working with Lamborghini since the mid-1980s, developing the Countach and Diablo road cars and assisting with the Italian manufacturer's Formula 1 engine programme. The Zonda C12 debuted in coupé form at the 1999 Geneva Motor Show, its maker freely acknowledging that its styling had been inspired by the Mercedes-Benz Group C 'Silver Arrow' sports-racers.

Mercedes-Benz's influence was more than just skin deep, for the German firm's AMG performance division was responsible for the Zonda's 6.0-litre V12 engine, which was mounted longitudinally amidships in the predominantly carbon fibre body tub.

With some 408 horsepower on tap, the C12 was always going to be quick but performance figures of 0-60mph in 4.2 seconds and 0-100 in 8.2 were simply staggering plus, of course, that all important 200mph (or thereabouts) top speed.

Seemingly small from the outside yet endowed with a comfortable cabin, the C12 provided the basis for a host of derivatives, which emerged from Pagani's factory at San Cesario sul Panaro near Modena (where else?) in strictly limited numbers over the next 11 years. After only a handful of 6.0-litre C12s had been built (and sold for around \$320,000 apiece) the model was joined by the 7.0-litre C12 S in 2001. Maximum power increased to 542bhp with a commensurate increase in all round performance, the 0-60mph time dipping below 4 seconds; and as if that wasn't enough, a 7.3-litre, 555bhp version followed in 2002. Traction control became standard equipment on a Pagani for the first time with the 7.3's introduction.

In 2003 Pagani finally got around to introducing the inevitable open roadster version of the Zonda C12 S 7.3, production of which was intended to run to only 40 units. Subsequent variations on the C12 theme include the Zonda GR sports-racer, C12 S Monza track-day car, C12 F and C12 Roadster F, Zonda R track car, Zonda Cinque and Cinque Roadster, Zonda Tricolore and various 'one-offs' for wealthy clients.



Photo credit: Simon Clay

Originally manufactured as a right-hand drive C12 S Coupé, chassis number '46' was sent back to the factory in late 2009 for accident repairs and upgrading to high-performance 'F' specification. Completed in 2010, this work included the incorporation of some Zonda Cinque features such as two front splitters, side skirts and mirrors while at the rear the car received Zonda Tricolore air ducts, wing and diffusers.

The uppermost and lowest sections of this unique Zonda were then repainted in black (it was originally silver) with the bonnet, engine cover, doors, etc left in matt carbon fibre with contrasting lateral red stripe. Inside, the centre console was replaced, a Zonda F dashboard installed, and the entire interior re-trimmed in black leather with contrasting red stitching. The vendor's initials – 'GJ' – were engraved on the centre console and front bumper.

Mechanical improvements included a switch to forged aluminium Zonda F wheels complete with titanium nuts and bolts, and an upgrade of all suspension groups with carbon-ceramic brakes (4-piston red callipers at the front and 6-piston at the rear). A Zonda F Club Sport stainless steel exhaust system was fitted complete with ceramic-coated manifolds, which also involved replacing bulkheads, brackets, gearbox/engine supports, etc. The result of the exhaust and air intake changes was an increase in maximum power of nearly 25bhp.

For the conversion and upgrading, Pagani charged a total of €326,820 (approximately £261,500) including taxes (invoices on file). The car's original purchase price was €424.280 (approximately £339,400).

Since acquisition the car has been back to Pagani's Modena factory for regular servicing, which is detailed in accompanying bills, and we are advised that it is being delivered straight from its most recent service to the sale. Additional documentation includes the original 'Irrevocable Sale Proposal' (purchase invoice), Certificate of Conformity, HM Customs & Excise and DVLA paperwork, accident damage report, and Swansea V5C registration document.

In short: what we have here is a state-of-the art modern supercar, extensively reconstructed and upgraded at the factory only two years ago, which is offered with full history from new. The latter also includes correspondence from Horacio Pagani himself. Summing up this unique Zonda, which must represent the ultimate in bespoke motor manufacturing, he says: 'It will be an object created together, out of your desire and taste, in the same way Francesco I of Amboise committed his projects to Leonardo de Vinci.'

£500,000 - 600,000

€630,000 - 750,000





346

1951 Jaguar XK120 Roadster

Registration no. 465 YUF

Chassis no. 661002

Engine no. W5584-7

Cylinder head no. F2726-8



This original right-hand drive XK120 has the dashboard plaque, celebrating the model's record speed of 132.6mph achieved on the Jabbeke autoroute in Belgium in May 1949, which was fitted to production cars for some time afterwards. An early example dating from 1951, it retains the disc wheels and rear spats and thus represents the XK120 in its purest form, as first envisaged by its creator, William Lyons.

The car was acquired by the private owner, when living in the USA, circa 2009 and brought by him to the UK. Its previous owner was known to the vendor, who acquired an E-Type at the same time. '661002' had been restored 10-12 years ago while with the previous owner but the vendor, while in USA, had the exterior re-sprayed. The engine was overhauled and new carpets fitted a couple of years ago. Invoices for the most recent work are on file.

The car is finished in Old English White with Burgundy/beige two-tone seats and Burgundy trim and carpets, and comes equipped with map reading light and dashboard-mounted stopwatch, the previous owner having rallied it in Ireland. Other noteworthy features include a leather bonnet strap, wing mirrors, badge bar and auxiliary driving lamps.

'465 YUF' is best described as a good driving car in good overall condition, the body being generally straight with good panel fit, save for some depressions on the driver's door and the rear body shroud by the boot. The paintwork is to a good standard also, as is the brightwork and the interior. The engine sounds healthy, showing good readings of 45lbs/in² oil pressure at 2,500rpm and 70°C water temperature, although the under-bonnet area would benefit from some detailing. Only sold to make way for another classic, this delightful early XK120 is offered with the aforementioned invoices, current MoT/tax and Swansea V5 registration document.

£40,000 - 50,000

€50,000 - 62,000



347

One owner from new

1985 Mercedes-Benz 500SEL Armoured Saloon

Registration no. B807 CGO

Chassis no. 126037-12-030052

Engine no. 117963-12-020288

'An S-class model gives you that King of the Road feeling, and your passengers will be equally comfortable and impressed.' – *Illustrated Mercedes-Benz Buyer's Guide*.

Commenting on their significance of the German manufacturer's new flagships, Werner Breitschwerdt, Daimler-Benz Development Chief, said, 'The new 500SE and SEL five-litre models are equal or even superior to our 450SEL 6.9 in design and equipment.' First seen at the Frankfurt Show in 1979, the range-topping 500SE/SEL S-Class saloons were lighter and more aerodynamic than their predecessors as well as being the most luxurious models built by Mercedes-Benz.

Rear passengers enjoyed extravagantly generous accommodation in the long-wheelbase 500SEL while electrical adjustment of the seats made its appearance for the first time in a Mercedes-Benz. Replacements for the 6.9-litre 450SEL, the restyled newcomers used the 4,973cc overhead-camshaft V8 engine already seen in the 450SLC coupé. In saloon trim the all-alloy, fuel-injected motor produced 240bhp and was coupled to an all-new, four-speed automatic gearbox.



As ever, United States customers had to make do with less power. Both the 500SE and 500SEL models could accelerate to 60mph in around 7 seconds and reach 140mph, a level of performance similar to that of the larger-engined but heavier 450SEL 6.9 and superior to that of many out-and-out sports cars.

This armoured, left-hand drive, 500SEL über-saloon has been in the present ownership since new and has covered only 37,925 miles. MoT'd annually and maintained regardless of cost, it is presented in commensurately good condition and benefits from a replacement windscreen fitted in 2000. Accompanying documentation includes two files of bills for general maintenance and servicing from Mercedes-Benz Redhill. Finished in white with blue cloth interior, 'B807 CGO' is offered with the aforementioned service history, MoT to March 2013 and Swansea V5 registration document.

£20,000 - 25,000

€25,000 - 31,000

348

1931 Lagonda 2-Litre Speed Model 'Low Chassis' Supercharged Tourer

Registration no. PL 6619

Chassis no. OH9859

Engine no. 1608

This low chassis 2-Litre was offered for sale in December 2001 at Bonhams' Olympia auction (Lot 786) where it was purchased by the current vendor. Originally one of the supercharger-equipped models, chassis number 'OH9859' retains its original and extremely rare fabric-covered four-door tourer coachwork, which has been preserved as part of a no-expense-spared, 'ground upwards' restoration.

Carried out with the aim of producing a usable car - not a concours winner - the latter included boring and stroking the engine to approximately 2.4 litres and installing a new solid billet Allen crankshaft, new Cosworth con-rods and pistons, and high-lift camshafts. A new downdraft, cross-flow cylinder head was specially cast (in iron) and gas flowed, and a pre-war Rootes-type Wade supercharger acquired (the original was missing). The engine has been bench tested at Membury and produces 148bhp.



The supercharger's original orientation/position was vertical in front of the engine while the dynamo sat beneath the radiator protruding forward. It was discovered that the Wade blower would not fit in the 'correct' position but would fit under the radiator so the positions of the dynamo and supercharger were swapped, making the Lagonda look a bit like a blown 4½-Litre Bentley.

The car came with an Alvis Speed 20 synchromesh gearbox fitted, which has been retained, while the clutch has been converted and is now a Borg & Beck (Land Rover) unit. New wheels of correct diameter (the car came with undersize wheels) were fitted and shod with new tyres.

All rot was removed from the bodywork, which was strengthened and re-covered in new fabric, while the interior received new leather seats and panelling. Proper Lucas P100 'Bulls Eyes' were sourced and installed, and all the chromework re-plated.

'PL 6619' was restored with a view to Vintage competitions and we are advised that all the modifications are VSCC accepted because they were possible in pre-war days. Sadly racing is no longer possible for the vendor, who lives overseas and is 'getting a bit long in the tooth anyway!' However, he says that as a driving car the 2-Litre is tractable, extremely fast (0-60mph in under 11 seconds) very reliable and great fun. It has enormous torque and will pull up any hill in 3rd gear, and easily outperforms any standard 4½-litre Lagonda. As one Lagonda Club member has remarked: 'it is surely the fastest 2L(S) in the world.'

Completed earlier this year at a cost exceeding £120,000, 'PL 6619' is offered with an extensive history file, sundry restoration invoices, current MoT/tax and Swansea V5C document. A wonderful opportunity to acquire 'the car Lagonda should have made.'

£90,000 - 120,000

€110,000 - 150,000



Photo credit: Simon Clay

349

1990 Lamborghini Countach 25th Anniversary Coupé

Registration no. G859 CLH

Chassis no. ZA9C005A0KLA12870

Engine no. 12870

The legendary Miura was always going to be a hard act to follow, so the extent to which its successor eclipsed the greatest of 1960s supercars came as something of a shock to all. The sensation of the 1971 Geneva Salon, the Countach was styled, like its predecessor, by Bertone's Marcello Gandini. Lamborghini's four-cam V12 was retained, though this time installed longitudinally. To achieve optimum weight distribution, designer Paolo Stanzani placed the five-speed gearbox ahead of the engine between the seats, and the differential - driven by a shaft passing through the sump - at the rear.

The result was a delightful gearchange and a better-balanced car than the Miura. When production began in 1974, the Countach sported an improved chassis and the standard 4-litre - instead of the prototype's 5-litre - engine. Even with the smaller engine producing 'only' 375bhp, the aerodynamically efficient Countach could attain 170mph and, as one would expect, came with racetrack roadholding to match. The car's potentially largest market - the USA - remained closed to it until the arrival of the 'emissions friendly' LP500S in 1982.



Although no more powerful than before, the newcomer's 4,754cc engine brought with it a useful increase in torque. The final development saw the engine enlarged to 5,167cc and new four-valves-per-cylinder 'heads' adopted for the Countach Quattrovalvole in 1985, the latter's 300km/h (186mph) top speed making it – at the time – the world's fastest car.

The Countach's ultimate development, considered by many to be the most desirable, arrived in September 1988. Launched at the Italian Grand Prix, Monza, this was the Anniversario, introduced to celebrate Lamborghini's 25th anniversary as a motor manufacturer. Restyled and updated, the Anniversario incorporated hundreds of subtle changes and improvements over the Quattrovalvole. The body was reworked by designer Horacio Pagani, creator of the Pagani Zonda, gaining a new nose and front bumper/spoiler incorporating front brake air ducts. US-destined cars retained the ugly '5mph' impact-resistant bumper, while the new rear bumper was common to both US and European models. The most striking difference in the Anniversario's appearance was in the treatment of the radiator air intakes directly behind the doors, which featured thicker vertical strakes, colour-matched to the body. Beneath the skin the chassis had been extensively updated for improved handling, its development assisted by none other than three-time World Rally Champion, Sandro Munari.

Split-rim forged alloy OZ wheels were adopted for the Anniversario, shod with Pirelli's new 'P Zero' dual-compound asymmetrical-tread tyres. Available with carburettors in Europe or fuel injection in the USA, the V12 engine was virtually unchanged from the Quattrovalvole. In total, 657 Countach Anniversario models were made between September 1988 and April 1990, one of the many high-profile owners being ex-Formula 1 World Champion Mario Andretti.

Right-hand drive chassis number '12870' was acquired by the current vendor in April 2002 having previously belonged to one James Stewart Baillie of Stoke-on-Trent. Kept in heated storage and well maintained, the Countach has covered 31,856 kilometres (approximately 19,800 miles) from new and fewer than 1,000 kilometres (620 miles) in the last nine years. There are various bills on file for general servicing issued by Gerald Dale Motorsport Ltd of East Sussex, and the car is described as in generally very good condition, running well.

Representing a rare opportunity to acquire what is widely regarded as the best road-going Countach in terms of handling and reliability, this well-maintained Anniversario comes complete with owner's handbook, tool kit and fitted cover, and is offered with MoT to October 2013 and Swansea V5C registration document.

£75,000 - 95,000
€93,000 - 120,000



350

1968 Aston Martin DB6 Sports Saloon

Registration no. MUF 681F

Chassis no. DB6/3246/R

Engine no. 400/3317



'The object of the changes creating the DB6 has been to make room for adults in the two occasional back seats, but at the same time the opportunity has also been taken to make a number of detail improvements to the rest of the car...' - *The Autocar*, 1965.



Last-of-the-line models are always sought after by discerning collectors and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins. Culmination of this long-running line of 'DB' sports saloons, the DB6 was introduced in 1965, updating the DB5. Recognisably related to the first of the series, Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. The wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. Although taken for granted these days, such aerodynamic devices were mainly confined to the racetrack in the 1960s and to integrate one so successfully into an existing design was quite a triumph for Aston Martin.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5, and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time there was optional power-assisted steering.

The *Motor* magazine concluded its road test by declaring that the DB6 was one of the finest sports cars it had tested: 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

An automatic transmission model, this 'Mk1' DB6 was purchased by the current vendor in 2000 having previously belonged to Mr Martin Barlow of London SE16. The car comes with a good file of bills including two issued by marque specialists Pugsley & Lewis in 1998 (when it was owned by Mr Barlow) for general servicing and extensive assorted remedial works at a total cost of £6,400. Currently displaying a total of 87,200 miles on the odometer, 'MUF 681F' is finished in silver with red leather upholstery and described as in generally good condition mechanically, with fair bodywork and paint; the interior though, would benefit from a re-trim. The car comes complete with fitted cover and (copy) workshop manual, and is offered with the aforementioned file of bills, old-style logbook, MoT to October 2013 and Swansea V5 registration document. Electronic ignition is the only notified deviation from factory specification.

£70,000 - 100,000

€87,000 - 120,000



351 *

1951 Delahaye 135M Cabriolet Coachwork by Henri Chapron

Chassis no. 801741



'With the arrival of the Delahaye 135M Chapron set a classic style, beautifully proportioned, that remained the benchmark for French carrossiers for two decades or more. Chapron's influence can be detected in nearly every custom-built French body from 1935 to 1955, regardless of the house by which it was designed and built.' – *'The Beaulieu Encyclopedia of the Automobile'*.

Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1894 and soon diversified into commercial vehicle manufacture. Its early products tended to be rather lacklustre but then in 1935 came the first of a new generation that would change the marque's image forever: the T135 Coupe Des Alpes.



Photo credit: Darin Schnabel

A fine sporting car, the T135 was powered by an engine which, although designed for car use, had first appeared in a Delahaye commercial vehicle. The 3.2-litre, six-cylinder, overhead-valve unit produced 110bhp on triple Solex carburettors, while the chassis featured transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, centre-lock wire wheels and Bendix brakes.

Delahaye improved on the formula the following year with the 3.6-litre, 120/130bhp T135MS, and the sports version was soon making a name for itself in competitions, taking 2nd, 3rd, 4th and 5th places in the run-to-sportscar-regulations 1936 French Grand Prix and winning the Monte Carlo Rally and Le Mans 24-Hour Race outright in 1937 and 1938 respectively. Prince Bira won the 1938 Donington 12-Hour Sports Car Race in Prince Chula's example and went on to take victory in Brooklands' 'fastest road car in England' race against some formidable opposition.

The model reappeared post-WW2 as the 135M with the 3.6-litre engine and lasted in production until 1951. By this time Delahaye was in serious financial difficulty as a result of the French government's taxation policies, which heavily penalised cars of over 3.0-litres, and in 1954 was taken over by Hotchkiss. Delahaye had no in-house coachworks, so all its chassis were bodied by independents, which created some of their most attractive designs on the Type 135.

It was a most fortuitous partnership, resulting in memorable automotive sculpture from the likes of Saoutchik, Chapron, Franay, Graber, Pennock and Figoni et Falaschi. The example offered here features handsome cabriolet coachwork by the influential Parisian carrossier, Henri Chapron. Indeed, '801741' is the only Delahaye 135M known to exist with a hydraulic/electric power-operated convertible top. It also has a radio and heater.

The car was restored some years ago and previously formed part of the enormous private collection belonging to Texas attorney, the late John O'Quinn, who acquired it in 2005. Copies of over 50 pages of invoices and correspondence relating to its restoration are on file. Despite the passage of time since the rebuild, the car still presents very well.

Purchased at auction by the vendor when the O'Quinn Collection was dispersed in 2010, it has seldom been used while in his extensive collection and remains in generally very good condition. Embodying the quality and performance for which Delahayes are renowned, this beautiful Chapron-bodied 135M would make a fine addition to any collection or simply a wonderful period tourer to enjoy the coming summers. Should the vehicle remain in the UK, local import taxes of 5% will be applied to the purchase price.

£130,000 - 150,000

€160,000 - 190,000





Watkins Collection

In recent years Perry Watkins has forged a not inconsiderable reputation as maker of some of the world's strangest automobiles; all the more surprising then is the fact that his day job is associate director of sales and operations at high street retailer, Timpson. Perry's unlikely hobby began back in the 1980s when he built a road-going Dalek, inspired by the BBC television series, 'Dr Who'. This was followed by two custom cars: a Hillman Imp in 1990 and a Mini in 2001, both of which have held the record for 'World's Lowest Car'. After the Mini, called 'Lowlife', was sold in 2003 Perry turned his attention to the television series 'Robot Wars', competing with his 'Mr Nasty' creation.

Returning to cars, he next built the Imp-based, 'Batmobile'-inspired 'Flatmobile' and in 2007 took the 'World's Lowest' record back from fellow customiser, Andy Saunders. He swiftly followed that with 'Wind Up', the world's smallest roadworthy car, which was completed in 2008 in the garage at home, just like all Perry's other projects. His latest creation is the improbable 'FastFood', built in 2010, which currently holds the Guinness World Record for 'Fastest Furniture' and features in the 2012 'Guinness Book of Records'. Clearly not a man inclined to rest on his laurels, Perry is selling his three most recent creations to clear space for future projects.



352

1963 Hillman Imp 'The Flatmobile'

Registration no. 301 VTG
Chassis no. 411010491HSO
Engine no. L3413806912E5A4

'The Flatmobile' was built specifically to break the Guinness World Record for the lowest car and amazingly is only 19" high. Other vital statistics include a ground clearance of 2", width of 5' 5" and length of 12' 2" (17" longer than standard). Construction commenced in October 2006 and in 2008 'The Flatmobile' was duly awarded the World Record. Pictured in the 2011 *Guinness Book of Records*, the car has featured on TV shows around the world including the USA and once appeared on an Italian show with 9 million viewers. It has also attended shows across Europe and the USA.

The Flatmobile is based around a 1963 Hillman Imp and retains the stock 875cc engine, giving it a top speed of 70mph. One of its more unusual features is a fully functional gas turbine engine and afterburner, mounted behind the original power unit at the rear. This home-made device was built using a Holset 685 turbocharger (from a Volvo truck) which is fed with ignited fuel from a combustion chamber that started life as a fire extinguisher - quite a role reversal.



Additional fuel is injected into the afterburner to create a spectacular jet of flame, while a bespoke lubrication system ensures that everything keeps spinning despite the high temperatures involved. The turbine runs at 100,000rpm and on full power burns 60 gallons of fuel per hour! While the jet produces a small amount of thrust, the noise and flames are the real spectacle. We are advised that tuition on operating the jet engine can be arranged if required.

This vehicle is offered for sale as an exhibition/museum/collector's piece, or for off-road promotional use. DVLA inspection and approval is required prior to use on the public highway. As evidence of mechanical soundness, the car is offered for sale with 10 months MoT. All show cards and world record certificates are included in the sale as is the Flatmobile web site and domain name. It also comes with a Swansea V5 document.

£9,000 - 12,000
€11,000 - 15,000



353

1994 Reliant Scimitar Sabre 'FastFood'

Registration no. L789 HOC
Chassis no. SCDZ20596NF002118
Engine no. 11A37110

Built in 2010, 'FastFood' currently holds the Guinness World Record for the 'Fastest Furniture' and features in the 2012 *Guinness Book of Records*. At Santa Pod Raceway on Sunday 5th September 2010, 'FastFood' completed two officially timed runs: the first at 112.8mph and the second at 114.8mph giving a new world record time of 113.8mph, comfortably beating the previous record of 92mph set in 2007 by a sofa!

These speeds are averages over a measured 500 metres - not a top speed - the terminal velocity at the end of the run was in excess of 130mph! Underneath the table, which is supported by a tubular spaceframe, lies a heavily modified 1994 Reliant Scimitar Sabre. The car is powered by a 3.9 litre Rover V8 engine with additional 'Wizard of NOS' nitrous oxide injection system. At full power settings the engine produces 331bhp; the estimated 0-60mph time in this trim is 4 seconds...



'FastFood' has many other trick features including exhausts that exit via flapping coffee pot lids, 5ft flames that leap from the front teapots and pop up headlamps beneath the fruit, while the whole body raises to vertical on hydraulic rams that can be controlled remotely from outside the vehicle. The driver nestles hidden beneath the roast turkey while the dining set appears to be driven by 'The Stig'! 'FastFood' has featured on TV stations around the world including the USA and once appeared on an Italian show with 9 million viewers.

This vehicle is offered for sale as an exhibition/museum/collector's vehicle, or for off-road promotional use. DVLA inspection and approval is required prior to use on the public highway. All show cards and world record certificates are included in the sale, as is the 'FastFood' web site and domain name. The vehicle also comes with a Swansea V5 document and an expired MoT (2011).

£8,000 - 10,000

€10,000 - 12,000



354

2008 Shanghai Shenke 'Wind up'

Registration no. OU58 ECA
Chassis no. L8YHW15C685000015
Engine no. 08041357

Built in 2008, 'Wind Up' is the world's smallest roadworthy car. It is around the same size as a domestic washing machine, and with dimensions of 4' long, 4' high and 2' wide, is almost half the size of the previous record holder, the Peel P50. The car is pictured in the 2013 *Guinness Book of Records* and has featured on TV shows including 'Pulling Power', 'Top Gear', 'Blue Peter' and the Discovery Channel as well as many other TV and automotive shows internationally.

Underneath the body sits a Shanghai Shenke quad bike, purchased new in 2008. The quad was completely dismantled and the rear seat section chopped off and replaced with a custom-built 2"x1" box-section seat frame that fits inside the body, which was taken from a 'Postman Pat' child's static ride, as found outside supermarkets and in shopping centres. The swinging arm was shortened by 6" along with the drive chain, and the rear brake calliper relocated underneath the chassis. The front wishbones were all remanufactured and new suspension mounting points fabricated.



'Wind Up' has a new steering column assembly with a spiral bevel gearbox in the centre to transfer the drive through 90 degrees. Rear wheels and tyres are from a Monkey bike and the front wheels are machined from billet aluminium. Final touches are lights from a 'street fighter' motorcycle, Lucas indicators, 6mm laminated windscreen, 'Pop' Browns windscreen wiper system and a Hilborn air scoop. 'Wind Up' is powered by a 150cc engine with integral 'automatic' gearbox and has a top speed of 35mph.

This vehicle is offered for sale as an exhibition/museum/collector's piece or for off-road promotional use. DVLA inspection and approval is required prior to use on the public highway. As evidence of mechanical soundness, the car is offered for sale with 10 months MoT, while all show cards and world record certificates are included, as is the web site and domain name. It also comes with a Swansea VSC document.

£5,000 - 7,000
€6,200 - 8,700

End of Collection

355

One owner and 480 miles from new **2005 Porsche Carrera GT**

Registration no. GX55 DFC

Chassis no. WPOZZZ9826L000104

Engine no. 90630633

'Putting this remarkable car into context, the Carrera GT represents a modern version of an early street-legal 550 with a hint of 356 Carrera Speedster. Through this state-of-the-art supercar, Porsche once again captured the spirit of the Carrera and it is to the credit of those early engineers that the reputation and bloodline of the Carrera has continued to flourish.' – Glen Smale, *'Porsche: The Carrera Dynasty'*.



One of the most evocative model designations in motoring history, 'Carrera' has been adorning Porsches since the mid-1950s, having been adopted following the German manufacturer's triumph in the 1954 Carrera Panamericana in Mexico. That famous victory was achieved by a Type 550 sports-racer, not a car that could be offered to the general public in large numbers, so the 'Carrera' name first appeared in 1955 on the Porsche 356A Coupé, which also got the 550's competition-bred four-cam engine. Since then it has been used as a designation for models with enhanced performance or competition potential, and then in 1983 was applied to the entire 911 range.



When Porsche decided to attach the 'GT' appellation to 'Carrera' in 2004, it marked a return to its competition roots, the new flagship supercar's looks recalling those of the original Type 550 of 50-plus years ago. Known as 'Project Code 80', the programme to develop a front-ranking supercar had begun following Porsche's Le Mans win with the 911 GT1 in 1998. Although a couple of dozen GT1s were adapted for road use, something more practical would be required for volume production, though it was intended that the GT1's advanced technology would be carried over to the new model.

The first hint that Porsche was planning something very special was dropped in 2000 when a concept car designed by American Grant Larson appeared on the Stuttgart manufacturer's stand at the Paris Motor Show. Its overwhelmingly favourable reception gave Porsche the green light to commence development of a version suitable for production.

It would have been all too easy to stick with the tried and tested flat-six engine design used in the 911 and Boxster, which Porsche had done when developing its last supercar, the 959, but the new model needed to be significantly different in order to achieve the desired impact. Fortunately there was a suitable power unit to hand: a 5.5-litre four-cam V10 developed a few years previously for a still-born Le Mans racer.

The latter had incorporated a carbon-fibre monocoque, as had the GT1, and this state-of-the-art method of construction was carried over to the Carrera GT, albeit in a form that met the requirements of a road car. Porsche's engineers gave themselves an additional set of problems to solve by extending the use of this material to the engine support structure. The development of a small-diameter, multi-plate clutch incorporating ceramic composite materials enabled the V10 engine to be mounted low in the chassis, resulting in a lower centre of gravity than would have been possible with a flat six. Before production commenced the V10 would be enlarged to 5.7 litres, producing its maximum of 612bhp at 8,000rpm. A six-speed manual transmission was the only one available.

Clearly, a car of such importance would have to possess perfect road manners before being released for sale, and to ensure this perfection Porsche employed racing driver Walter Röhrl to assist with development, which included countless laps of the demanding Nürburgring circuit. In the interests of high-speed stability the rear body incorporates a wing that is raised automatically at around 75mph, retracting when the speed drops back to 50mph. This was no mere gimmick but a vital necessity in a car capable of exceeding 200mph.



The Carrera GT's suspension is pure competition car, featuring unequal-length control arms all round with horizontally mounted gas shock absorbers operated via pushrods and rockers. Its brakes too are racetrack developed, consisting of six-piston aluminium callipers gripping 15" diameter ceramic composite discs that are more heat resistant and 50% lighter than cast-iron equivalents. More weight was saved from the wheels, which are made of forged magnesium (19" front, 20" rear) while ABS was standard equipment, as was power assistance for the steering.

When the production Carrera GT went on sale in 2004 it looked remarkably similar to the 2000 Paris Show car yet was subtly different in countless ways. One more obvious difference was the GT's roof, a feature lacking on the open prototype, which consisted of two parts that could be removed for stowage in the front luggage compartment. Inside, the seats were made of leather-trimmed carbon fibre while the gear lever knob was made of wood, recalling the unlikely use of this traditional material on the legendary Porsche 917 endurance racer.

Of course, it is no longer sufficient merely to deliver the ultimate in on-the-road performance: these days the discerning supercar buyer also demands the very latest in in-car mobile telecommunications technology. The Carrera GT project engineers did not skimp in this respect, equipping it with 'Porsche Online Pro' satellite navigation incorporating a Bose sound system, hands-free 'phone, and email and Internet connectivity. A five-piece luggage set was included in the specification at no extra cost, though, perhaps surprisingly, air conditioning was an optional 'extra'.

Porsche stated that only 1,500 Carrera GTs would be made, thereby emphasising the car's exclusivity, and each example carries a numbered plaque on the centre console (the factory retained 'No. 1' for its museum). When deliveries commenced in January 2004 the selling price was \$448,000 (approximately £279,500 or €49,200 at current rates of exchange). When *Car & Driver* tested a production Carrera GT, the respected American motoring magazine recorded a 0-60mph time of 3.5 seconds with the 'ton' arriving only 3.3 seconds later.

In the event, the Carrera GT would turn out to be even more exclusive than its maker had originally intended, for when production ceased in 2007 only 1,207 had been completed. Purchased new by the current vendor, this rare example of what is still a front-ranking supercar has covered only 480 miles and comes with full service history, although because of the exceptionally low mileage this consists solely of a 4th year service carried out in September 2009 (at 364 miles) by Porsche Reading.

The owner is, arguably, this country's foremost collector of supercars and while in his collection the Carrera GT has been kept in a purpose-built motor house. Finished in Fayence Yellow with Ascot Brown/black full leather interior, the car comes complete with fitted luggage, sundry bills, current road fund licence, MoT to November 2013 and Swansea V5C registration document. With relatively few produced and all in the hands of private collectors, this superb Porsche Carrera GT represents a wonderful opportunity to acquire an example of what *Car & Driver* rated 'arguably the finest sports car the company has ever produced.'

£250,000 - 300,000

€310,000 - 370,000





Photo credit: Simon Clay

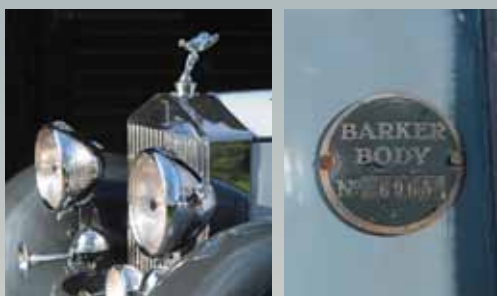
356

1935 Rolls Royce Phantom II Sports Limousine Coachwork by Barker & Co

Registration no. CGK 891

Chassis no. 56UK

Engine no. RX25



Chassis number '56UK' was delivered in September 1935 and first owned by Frederick Miles, who at that time was a director of Philips & Powis Aircraft based at Woodley near Reading, Berkshire. In 1936 Rolls-Royce bought into Philips & Powis, which became Miles Aircraft Limited when their share was sold in 1943. The car appears to have belonged to Rolls-Royce initially, being recorded as 'stock' on the chassis cards, passing to Frederick Miles in November 1937. With the Phantom comes a picture of it outside the Art Deco-style Woodley aerodrome terminal behind a Miles Monarch aircraft and with a uniformed chauffeur at hand.



The coachwork by Barker – body number '6965' – is a very sporting swept-back design that appears almost 'aero'-like from the side. Erected on the long chassis, the car has a wind-up division with ample room to the front and rear. Although not a Continental model, it was specified on the build sheets to have Continental features including Continental-type rear springs.

Described as 'a magnificent and important car in absolutely first rate condition,' '56UK' comes with bills for the period 2008-2010 totalling over £90,000 for works carried out by marque specialists Frank Dale & Stepsons, including the installation of a new cylinder head and an overdrive. It is thus in superb mechanical order with a fully rebuilt engine and everything done that needed doing. Accompanying invoices are comprehensive, meticulous and detailed.

The car is finished in a pleasing scheme of pale grey over medium grey. Twin trumpet horns adorn the front, mounted either side of a central fog lamp. A single side-mount spare wheel sits on the driver's side running board. The interior is delightful, with pale blue leather to all the seating surfaces, complementary pale grey carpets and satin-finish burr walnut in abundance. Small tools are located in a foldout panel to the passenger front foot-well. A large sunroof slides back easily for semi alfresco motoring.

The front windows are of an interesting, unusual yet practical design; when the winder is turned in one direction the window moves backwards a couple of inches allowing for quarter-light style ventilation; when turned the other the window rolls down in a conventional manner.

We are advised that on the road the car is everything a Phantom should be. The engine starts instantly and runs silently, and the gearbox is smooth and precise. The overdrive gives a surprising turn of speed, with 70-80mph all-day cruising attainable, much to the consternation of modern motorists viewing a pair of enormous headlamps closing upon them from the rear. The engine bay is well detailed with all large tools in their appointed places including a plug-in inspection lamp.

The car has just had a full inspection by Rolls-Royce engineer William Allan who pronounced it mechanically fit and an outstanding example. Epitomising the very best of 1930s style, this magnificent Phantom II is offered with the aforementioned invoices, copy chassis cards, two old-style continuation logbooks, current MoT/tax and Swansea V5 document.

£100,000 - 130,000

€130,000 - 160,000



Photo credit: Simon Clay

357

1957-Style Connaught B-Type Formula 1 Racing Single-Seater

Chassis no. B10

Engine no. 6



Amongst all front-engined 2½-litre Historic Grand Prix cars the beautifully-made 'Syracuse' Connaughts are certainly the most numerous British contenders. The original B-Type design from the tiny little factory at Send beside the A3 arterial road in the Surrey countryside was developed during 1954 and emerged in 1955. The original concept featured a wheel-enveloping centre-seat streamlined body shell, but this was soon deemed impracticable and too-easily damaged in workshop, paddock and pits. It was replaced by a neat and extremely handsome conventional 'slipper body', with fully-exposed wheels and – using highly-developed Alta 4-cylinder dohc engines – carried British racing green to war for three hectic seasons.

Connaught cars as created by ex-RAF company principals Rodney Clarke and Michael Oliver always out-performed their constructors' tiny budget, not only in terms of achievement but also – absolutely – in terms of technical sophistication, innovation and sheer manufacturing quality.

Right at the end of the 1955 Formula 1 season the Syracuse Grand Prix was run in Sicily. It was not a qualifying race contributing towards the Formula 1 World Championship but it was nonetheless significant, not least as a money-earning opportunity for interested entrants.

Despite the daunting distance from home base in southern England to Syracuse on Sicily's eastern coast – a round trip of more than 3,000 miles in their converted Greenline coach transporters – Connaught entered two of their latest B-Type cars, and invited a novice 23-year old dental student to drive one of them. His name was Tony Brooks. He had shown promise in a 2-litre A-Type Connaught but this was to be his Formula 1 debut. And he promptly demolished the hopes of a fleet of works Maseratis, and won outright...

Thirty-one long years had passed since any British car/driver combination had last won a significant Continental Grand Prix – Sir Henry Segrave winning for Sunbeam at San Sebastian in Spain, in 1924.

On Easter Monday, 1957, Stuart Lewis-Evans drove his B-Type Connaught – with latest 'Toothpaste Tube' bodywork – to win the Glover Trophy Formula 1 feature race at Goodwood. But Connaught Engineering's primary financial backer had decided to wind-up his racing interests, and after that year's Monaco Grand Prix the team was disbanded, and the always admired, exquisitely-built works cars were sold into private hands.

Connaught had built seven B-Type cars, numbered 'B1' to 'B7' and many years later two facsimiles would be built, serialised 'B8' and 'B9' to continue the original series. The car now offered here is a sister B-Type – serialised 'B10' – whose manufacture has been undertaken over a 15-year period.



Photo credit: Simon Clay

Manufactured by marque and model specialist Roger Hart, 'B10' now offered here has been created by engineers who have – over the past twenty years – restored and race prepared for their owners original B-Type cars 'B1', 'B2', 'B4' and 'B5'. Car 'B3' is now Jaguar-engined and is back in the UK, while 'B6' is an untouched original example displayed in the National Motor Museum at Beaulieu, and 'B7' has been exhibited long-term in the Donington Collection.

This example – 'B10' features (most significantly) original ex-works engine No 6, as originally fitted to chassis 'B1' – which was the 1955 Syracuse-winning Connaught driven then by Tony Brooks. This is the Alta-derived power unit which has run in period at Syracuse, Monza, Brands Hatch, Goodwood and Silverstone. Its original works team service logbook is included within the extensive documentation file offered with this Lot. Freshly rebuilt a latest dyno test sheet records its peak power output as a very healthy 213bhp at 6,000rpm.

Connaught 'B10's entirely distinctive appearance is generated by its use of an all-original 'Monaco nose' cone, as made by the original team specifically for use around the Monte Carlo street circuit – shorter, sturdier and less vulnerable in the hectic opening stages of the race there than the standard B-Type body section. The dash panel and instruments fitted in 'B10' today are also ex-works originals, having been taken from 'B3' in the distant past, the fuel tank, undertray and seat are all from B4 having been removed from that car when it was rebuilt many years ago.

Created around an exact replica chassis built for Stephen Langton in the 1970s. We are advised that 90 per cent of 'B10's suspension/brake components are also from original-series B-Type cars, each of them having been extensively inspected and crack-tested before re-use here. The B-Types were notable for their use of the Wilson-type pre-selector gearbox, and the unit installed in 'B10' here is Bill Morris-built to original B-Type specification. The back axle differential-cum-drop gear unit has been re-manufactured to original specification, together with the rest of the drive train.

The body paneling offered here is all-new, but has been formed on bucks acquired from the late Soames Langton – whose father Stephen had accumulated a most considerable collection of B-Type hardware into the mid-1980s. As offered here this Connaught B-Type is presented in the works team's original shade of British racing green livery, complete with the appropriate insignia. It is offered complete with RAC MSA Historic Technical Passport papers, dated December 2009.

The Connaught B-Type cars are extremely highly regarded. They provide their owners with extremely enjoyable and reliable Historic Grand Prix car competition in an affordable manner but with great style. Connaught 'B10' as offered here – complete with its original Send-prepared 'Syracuse' engine – is a realistically-estimated passport to some terrifically enjoyable motor sport, wherever Historic Grand Prix cars are campaigned.

£120,000 - 160,000

€150,000 - 200,000





One of the Connaught works cars as fitted with the 1957 type Monaco short nose. (Image part of lot)



358

1965 BMW 1800 Ti/SA Competition Saloon

Chassis no. 995176

Engine no. LH0122



Leading at Donnington

The foundation of BMW's post-war resurgence was the four-door 1500 saloon and its derivatives - the 'New Class' - the company capitalising on their success by adding revised two-door models to the range in 1966. Like the earlier cars, the new 1600 (later 1602) featured unitary construction, all-independent suspension and front disc brakes.

All variants came with the Munich firm's dependable, single-overhead-camshaft, four-cylinder M10 engine under the bonnet, which despite its humble origins would go on to form the basis of a turbo-charged 1,000-horsepower Grand Prix unit and Formula 1 World Championship winner. New for 1963, the 1800 model used a 1,773cc 90bhp engine at first before rationalisation saw it replaced by an updated short-stroke 1,766cc unit in 1968.

Soon there was a more sporting version available - the 1800 Ti(Touring International) - which had been developed by the tuning company Alpina and came with two twin-choke Solex carburettors and a higher compression ratio, modifications that raised peak output to 110bhp. This in turn led to the more powerful and track-focused 1800 Ti/SA 'homologation special', only 200 of which were made, that did so much to raise BMW's profile in international motor sport.

Purchased by the current vendor in Sweden in November 2005, this left-hand drive 1800 Ti/SA was sold new in June 1965 and has been regularly raced throughout Europe since then. We are advised that the car has been restored, boasting a recent good-quality re-spray by Chipping Norton Body Shop. The five-speed close-ratio gearbox and limited-slip differential were overhauled by Larranca Engineering, recently while the engine is a full-race unit built by marque specialist Lester Owen. Described by the vendor as in generally good condition, the car comes with its original passenger seats, sundry restoration invoices and FIA/MSA papers.

£40,000 - 60,000

€50,000 - 75,000



359

One of only 33 produced

1957 Chevrolet Corvette Roadster

Registration no. to be advised

Chassis no. E57S104521



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market. In 1958 the Corvette was facelifted, gaining a quartet of chrome-rimmed headlamps and a host of other more minor styling changes. Perhaps not surprisingly, alterations for '59 were few. By this time, the end of the 1950s, Corvettes had begun to establish an enviable competition record for the marque.

Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing and it was he that was responsible for unlocking the car's innate potential and development it into a genuine race-winner. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car. This beautiful Corvette roadster dates from 1957, the year that the 283ci (4,639cc) V8 engine was standardised, replacing the old 265ci unit. It is one of only 33 delivered with automatic transmission and the fuel-injected engine (three versions of which were available) newly introduced for 1957.

A one-owner car for the first 50-or-so years of its life, the Corvette was seldom used and had not been on the road since the early 1980s. In 2008 the 'Vette was purchased by Daisy's Car, Delaware where a full restoration was carried out to '100 point' standard. Purchased by the current vendor in January 2012, it benefits from further works that have included a new bonnet and front wings, the existing ones being not quite right. A multi concours-winning car in the last two years, 'on the button' and ready to enjoy, this beautiful and rare Chevrolet Corvette is offered with current MoT certificate and Swansea V5C document.

£55,000 - 70,000
€68,000 - 87,000



Photo credit: Simon Clay

360

Built circa 1990

1953 Kurtis-Kraft 500S Sports-Racer Continuation

Chassis no. KK 500S 031

Engine no. 01

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, and he also built quarter-midgets, sports cars, sprint cars and championship (Indianapolis) cars. The latter were powered by the ubiquitous Offenhauser engine 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.



Photo credit: Ja Pa Photography

Commencing in 1949, Kurtis built some low-slung glassfibre bodied two-seater sports cars using Ford running gear, approximately 36 of which had been made when the project was sold to Earl 'Madman' Muntz in 1955. These first Kurtis sports cars had been intended for road use but their creator's next undertaking was to build one specifically for competition purposes. The result was the 500S, which was directly derived from the championship car chassis, featuring a wide X-braced perimeter frame, live axles and torsion bar suspension. This running gear must have seemed somewhat crude by contemporary European standards (and when compared to most American passenger cars) but it was robust and well suited to the smoothly surfaced US road courses of the day.

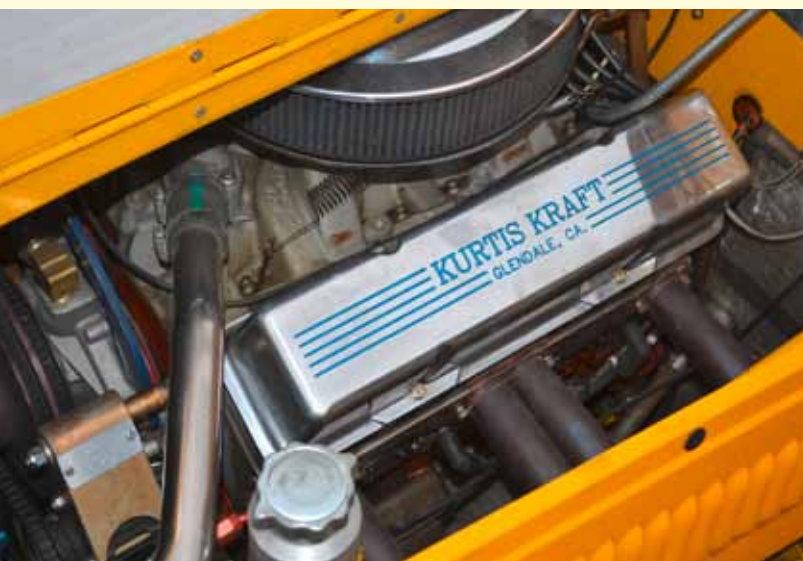
Looking like a slightly corpulent Indy car fitted with mudguards, the 500S featured a nine-bar front grille recalling that of the Kurtis-Kraft racers, and was designed to accommodate a variety of American V8 engines. Powerful and fast, the Kurtis-Kraft 500S won numerous SCCA races driven by the likes of Briggs Cunningham, Chuck Daigh and Bill Stroppe.

Only a relative handful of Kurtis-Kraft 500S sports cars was completed in period by the factory, leading to demand exceeding supply in more recent times, a situation not unlike that of the Shelby Cobra. Fortunately for collectors, Arlen Kurtis, Frank's son, specialises in the restoration of his father's original cars and has begun building a series of 'continuation' cars at his Bakersfield premises.

This Kurtis-Kraft 500S continuation car is believed to have been built circa 1990 as its first known competitive outing was in the 1991 Carrera Panamericana driven by a Mr Ward. The car was then sold to Joquille Limited of Shoreline Drive, Florence, Oregon and in 2004 was purchased by the current vendor. A new gearbox and rear axle were fitted in 2006/2008. Since acquisition, the Kurtis-Kraft has raced at the Grand Prix Historique de Tunis (2008, 2010 and 2012), Coppa Monza Intereuropa (2011 and 2012) and Bologna San Luca hill climb, etc. The car's best results are 1st and 3rd in class at Monza, 2nd overall twice at Tunis and 1st in class twice at Bologna. Presented in its Monza 2012 livery, this exciting, all-American, V8-engined sports-racer is offered with old US Certificate of Title, Austrian registration papers and current FIA HTP documents.

£65,000 - 80,000

€81,000 - 100,000



361

1936 Lagonda LG45 4½-Litre Fox & Nicholl Le Mans Team Car Replica

Registration no. NJ 9185

Chassis no. 12001

Engine no. LG45/12001



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. This four-cylinder, 2-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward.

Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Shortly before its 1935 Le Mans win, Lagonda had gone into liquidation and passed to new owners. In September 1935 they were able to announce the LG45. A new model, building upon the successful Le Mans win, the old M45 and M45R models and the new owners' enthusiasm, it was a much more sober vehicle offered in saloon, tourer and drophead coupé variants. Deliveries commenced in the spring of 1936.

Under W O Bentley's technical direction the big Lagonda became more refined: the LG45 gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Endowed with such an impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

Lagonda's new owners were keen to build on the racing successes and commissioned Fox & Nicholl to produce cars for the '36 Le Mans. Two four-seaters were built on the new LG45 10ft 9in chassis: registered as 'EPB 101' (chassis number '12108') and 'EPB 102' ('12109'). Additionally a couple of two-seater cars were built: 'HLL 534' ('12100') and 'EPE 97' ('12111'). All four cars raced during 1936 but Le Mans was cancelled due to industrial action, the only occasion the race has not run in peacetime.



The new Lagonda management was understandably disappointed and both four-seater cars were broken up in late 1936, leaving the two two-seaters to continue to the present day representing this great era of Lagonda racing history.

Over a decade ago the owner of this LG45 set out to recreate a 1936 four-seater car, which was made possible with the aid of digitised contemporary photographs published in Bernd Holthusen's book, *'Lagonda'*. The aim was to get as near as humanly possible to the original, with all the details correct, and yet have a useable car. The project started in earnest in July 2006 and it took almost three years to get the car on the road. Lagonda Club members, believing the project to be of some significance, provided the majority of the rare parts for this replica.

One of only 278 LG45s produced during 1936/37, chassis number '12001' is the second LG (Lagonda Motors) car made after the company was bought from the liquidators in June 1935. A saloon model, 'NJ 9185' was first registered on 4th June 1936 at Weybridge. It is assumed that '12001' was used as a factory demonstrator, hack and general run around.

At some stage a 'Sanction 2' Meadows engine was installed (there is evidence of competition use in this engine and both axles had been modified for brake scoops so it is believed that these parts have a racing pedigree). It is known that both four-seater cars were broken up by the factory around October 1936 and the useable parts dispersed to production vehicles, possibly including '12001'. Just before the war, 'NJ 9185' was bought by a Mr Llewellyn, whose son David still belongs to the VSCC and can remember driving it as a child.

In January 1953 the car was acquired by Claude Hilary of Bristol, passing in August 1955 passed to a George Menze of New Barnet who owned it until April '56. The next owner was William Watson of Haverfordwest followed by Philip Parsons of Pinner from August 1959. Parsons owned the Lagonda until 2001. The car was on the road until 1968, failed the MoT due to excessive wear in the brake clevis pins, then failed again in October 1977 for the same reason! William Tomkins of Apethorpe acquired 'NJ 9185' in 2001 with the intention of restoring it but even at that stage the ash frame was suspect and the car was then stored in an aircraft hanger until in June 2006.



On inspection, the body and its ash frame were found to be terminally rotten but the car had all the correct M45R parts, including the axles, radiator and brakes, and an engine that ran. Representatives from both the Lagonda Club and the Vintage Sports Car Club needed to assure themselves that the saloon body was beyond the point of saving in order for a new body to be fitted and for the car to be acceptable to both Clubs. Subsequently the VSCC has issued a 'Buff Form' and the FIA have issued a Historic Technical Passport. The car is now eligible to trace in a variety of competitions both in the UK and abroad.

Marque specialists Brian Bishop and Charles Gray of BishopGray were entrusted with the restoration, with significant contributions by way of parts from others including the Northern Lagonda Factory and David Ayre. Amazingly, a correct and ultra rare 'Sanction 3' cylinder head was offered out of the blue. The correct Rotax headlamps came from Canada and a pair of Luvax shock absorbers from the car of another Club member, who considered the Team Car project more deserving.

Eventually the countless difficulties were overcome and the Lagonda has now completed its third racing season. Over the winter of 2009/2010 the engine was rebuilt and now produces around 180bhp at the rear wheels. Nothing was left to chance when it came to rebuilding the engine, which incorporates a dynamically balanced steel crankshaft and con-rods, with all critical components crack tested.

In June 2010 the vendor drove 'NJ 9185' to the Le Mans Classic meeting to celebrate the 75th anniversary of Lagonda's Le Mans win, and since then the car has competed in various races including the AMOC's season-long Pre-War Team Challenge. The 'Lagonda 1' team, including 'NJ 9185', recently lifted the trophy for the second successive year. Finished in 'Fox & Nicholl Red' with matching leather interior, this wonderful re-creation of a historic pre-war Lagonda Le Mans Team Car is offered with restoration invoices, old-style logbook, current road fund licence, MoT to March 2013 and Swansea VSC document.

£130,000 - 150,000

€160,000 - 190,000



Photo credit: Simon Clay



362

Ex-Earl of Shrewsbury

1943 Willys Jeep 'Woodie' Station Wagon Coachwork by Willenhall Coachcraft

Chassis no. MB265149

Although forever associated with Willys-Overland, the original Jeep military vehicle was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype Jeep was up and running by 1940. The Pentagon, though, doubted the firm's ability to meet the military's post-Pearl Harbour demands, so the major contracts went to Willys and the Ford Motor Company. Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts.

This Willys Jeep was purchased in 1947 from a military surplus sale by Willenhall Coachcraft, who converted the vehicle to its current configuration and sold it to the Earl of Shrewsbury in June 1948. There were 95 conversions of this type carried out by Willenhall and this is the only known survivor. In 1961 the Jeep was sold to Victoria Garage in Stoke on Trent, who then sold it on to one Harry Hughes of the same town.



It later changed hands, passing to an A D Broom of Norwich where it lay in a shed, eventually becoming derelict. In late 2004 the Jeep was discovered by Fred Smith, a prominent Jeep collector, who sold it to the current owner for restoration in 2005.

Between 2005 and 2012 the Jeep underwent a painstaking restoration, including complete remanufacture of all woodwork, returning it to the exact specification in which it left Willenhall Coachcraft in 1948. All work on the timber frame, engine, and chassis was carried out by the current owner. The paintwork was entrusted to Andy House Body Repairs of Liphook, Hampshire and the chromium plating to Silfabronz of Alton, Hampshire. Jeff Mussell & Son of Godalming, Surrey re-trimmed the interior. Described as in generally excellent condition, this almost certainly unique Jeep variant is offered with a photographic record of the restoration, original buff logbook, a history of Willenhall Coachcraft, MoT/ tax to November 2013 and Swansea V5 document. It should be noted that the registration 'NRF 9' is being retained by the vendor.

£17,000 - 20,000

€21,000 - 25,000



363

1962 Jaguar E-Type Series I 3.8-Litre Roadster Project

Registration no. 2 DXD

Chassis no. 878663

Engine no. R9016-9

'If *Les Vingt Quatre Heures du Mans* has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.' - John Bolster, *Autosport*.

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer - in collaboration with Sir William Lyons - used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.



This desirable early E-Type was manufactured in left-hand drive configuration and sold new in the USA. In the immediately preceding ownership since the early 1980s, the car was switched to its current right-hand drive configuration during the course of a complete 'body off' rebuild carried out by renowned marque specialist Jim Rothwell in 1991 (see bills on file). The current vendor purchased the E-Type at Bonhams' sale at the RAF Museum, Hendon in April 2009 (Lot 321) planning to restore it to excellent condition while at the same time incorporating various improvements.

Some £40,000-50,000 has been spent thus far on the project, which is only offered for sale following a sudden change in the vendor's personal circumstances. Mounted on a buck, the body has been stripped, repaired and coated in quality primer ready for painting. The engine and gearbox have been removed, checked and found to be satisfactory, and are included in the sale together with the bonnet, boot lid, doors, original interior trim, etc, etc. Sold strictly as viewed, with much of the work already done, this exciting E-Type restoration project is offered with Swansea VC registration document.

£18,000 - 22,000

€23,000 - 28,000

364

29,000 miles from new

1958 Jaguar XK150SE 3.4-Litre Drophead Coupé

Registration no. WXU 689

Chassis no. S827232DN

Engine no. V5824



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.



Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money,' declared *The Autocar*.

A sought after 'Special Equipment' model fitted with the manual gearbox, this XK150SE drophead coupé was supplied new to a Miss M A Gretton. There is an engineer's report on file dating from 1977 when the car was MoT'd stating that the next service is due at 20,693 miles while four subsequent MoT's for the period 1980-1984 show the mileage increasing from 18,476 to 20,097.

In 1981 the XK was sold to Mr Alan H Lambert (having previously belonged to a Mr J Gorst) and five years later was taken off the road and placed in storage at the premises of reputable engineer Adam Pointer (Adams Engineering). Mr Pointer was later asked to bring the car up to 'A1' standard, and in 1995 some £15,000 was spent renewing the brakes and exhaust system, and attending to the bodywork. It was next MoT'd in 1998 (at 20,755 miles) and again in 2000 (at 24,217). The car passed to the keeper currently recorded on the accompanying Swansea V5C registration document (Mark A Lambert) in 2005. Finished in grey with red leather interior, this exceptionally low mileage XK150SE is offered with the aforementioned V5C, sundry invoices and correspondence, current road fund licence and MoT to July 2013.

£70,000 - 90,000
€88,000 - 110,000





365

1977 Aston Martin V8 Series 3 Auto Sports Saloon

Registration no. TYE 761S
Chassis no. V8/11733/RCAS
Engine no. V/540/1733S



Introduced in 1973, the Series 3 version of Aston Martin's successful V8 employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change, which necessitated a larger bonnet bulge, bringing with it increased torque and smoother running at low speeds. Power output of the standard car was now in excess of 300bhp and even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out. Summarising its 1973 road test of a V8 automatic, *Autocar* magazine revealed that the new version of the V8 Aston Martin equipped with four Weber carburettors and automatic transmission had proved nearly as quick as its manual-transmission, fuel-injected predecessor and fractionally more economical before concluding that it was: 'A well-equipped car with magnificent stride for long journeys.'

The current vendor bought this Series III V8 through his precision engineering company in June 1979 (at 12,000 miles) from H W Motors, Walton on Thames. Having previously owned a 1972 manual V8 and a 1974 automatic model, he found the latter much more useable for business purposes and when this one became available he snapped it up.

Since purchase the car has been serviced exclusively by HWM, with nothing left undone that required attention. While the Aston has always been taxed, insured and used regularly, there have always been other cars available for business use hence it has covered only 76,000 miles in the last 33 years. The vendor purchased the car from his company in 1989.

Unusually, 'TYE 716S' is to completely original specification apart from its stainless steel exhaust system. Work undertaken within the last couple of years has included fitting a new windscreen, starter motor, electric aerial, brake discs/pads, front springs and Avon Turbospeed tyres. In addition, the front suspension has been stripped and all worn parts replaced. Invoices are available for the above and more. Offered from long-term ownership and described as in generally good condition, this pampered Aston Martin V8 comes with current road fund licence, MoT to November 2013 and Swansea V5 document.

£20,000 - 25,000

€25,000 - 31,000



366

1960 Messerschmitt KR200 Cabriolet

Registration no. XAM 753

Chassis no. 75492

Engine no. 3132795

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt *Kabinenroller* microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. KR200 cabriolet and KR201 roadster versions followed. Production ceased in 1964 after some 30,000 KR200s had been made.

This Messerschmitt KR200 cabriolet was off the road from 1978 until 2007 and has been the subject of a no-expense-spared complete restoration to a very high standard, as evidenced by the accompanying photographic record showing the enormous amount of work involved. The car was purchased from the first owner by the vendor and was in a poor state when acquired, having stood for many years. It was apparent that a major rebuild would be required and considerable help was provided by senior members of the microcar fraternity to ensure that the work achieved the desired standard.



The engine and gearbox were rebuilt by a highly respected Messerschmitt specialist engineer, while the bodywork was refurbished by a professional classic car restorer who achieved an exceptional finish. New components fitted include the interior, seats and foams, brakes, hood and hood bag, and the battery. Since completion in April 2011, 'XAM 753' has been driven to Germany to attend International Messerschmitt meetings and in the last year been used and displayed at many car shows. Some measure of the restoration's quality may be gained from the numerous awards it has garnered including: Classic Car Show 'Best Paintwork in Show'; Bath Micro Car Rally 'People's Choice' and 'Best Messerschmitt'; National Micro Car Rally 'Concours Prize'; Bristol Classic Car Show runner-up 'Best Car in Show'; and Messerschmitt Owners' Club 'Concours First Prize'.

Presented in 'A1' condition, this exceptionally well restored KR200 is offered with the original bill of sale, sundry restoration invoices, current road fund licence, MoT to May 2013 and Swansea V5 document.

£17,000 - 22,000

€21,000 - 28,000

367

1938 Riley Big Four Redfern Tourer Coachwork by Maltby

Registration no. EKT 335

Chassis no. 38BX 1224



Despite producing some fine small saloons and sporting cars, and carving out an enviable competition record for itself during the early 1930s, Riley had lost its battle to remain independent by the decade's end and was part of the Nuffield Organisation. One of the last models introduced by the 'old firm' was the 16hp 'Big Four', which used a new and extensively redesigned 2½-litre version of the four-cylinder, twin-cam Riley engine that had first seen the light of day in 1927.



The gearbox was an ingenious three-speed unit with overdrive available on 2nd and 3rd gears, giving five ratios in total, the overdrive being engaged automatically by lifting off the throttle at any speed over 40mph. When tested by *The Motor* in January 1938 a Big Four Adelphi saloon achieved a top speed of around 85mph.

Manufactured in 1938, this Riley Big Four carries 'Redfern' four-door tourer coachwork by Maltby, a company founded during the Edwardian era in Sandgate, Kent. In 1926 company founder John Maltby sold out to a Mr Redfern, chairman of whisky distillers, Johnnie Walker, whose sons took over the running of the coachworks. The revitalised Maltby acquired a number of agencies and provided catalogued designs for several manufacturers, which included its 'Redfern' brand dropheads. Maltby is noteworthy as the first British coachbuilder to automate the folding/unfolding of the convertible hood, initially (in 1935) using the 'Jackall' system's hydraulic pump and subsequently by means of an electric motor.

'38BX 1224' is the only known example of a Big Four chassis bodied when new by an independent coachbuilder, and is featured in the *Riley Register Series Vol. 2* section dealing with the 16/4 models (pages 88 and 89). In the last year the car has undergone extensive yet sympathetic restoration to its current beautiful condition after being in storage for many decades (see photographic record on file). The engine has been completely rebuilt and as a result behaves beautifully, starting easily and pulling strongly with excellent oil pressure.

Maltby's unique coachwork takes the form of an open, all-weather body with wind-up windows, the projecting boot being an unusual variation of this particular style. The doors hinge back from a central pillar in a manner similar to several bodies built on Rolls-Royce 20/25 chassis by neighbouring coachbuilders Martin Walter; clearly some cross pollination was going on between the two companies in the 1930s. The doors can be folded back 180 degrees allowing for effortless ingress and egress. A new hood has been fitted and the hydraulic opening/closing mechanism is said to perform flawlessly, operated by a switch on the dashboard. The hood is of high quality black double duck, the interior of the car has been completely re-trimmed with Burgundy leather to the seats and door cards, and matching carpets, while the woodwork has been refurbished also. Seating to both the front and rear is spacious. The bodywork is painted in a pleasing combination of maroon over black, augmented by a chromed band along the bonnet and a blue flash plaque.

We are advised that the car behaves impeccably on the road, with ample power and a supple ride. It is said to be effortless to drive, wafting one down the road and not lacking in power to run with modern traffic. A comfortable four-seat convertible that makes a great alternative to a Derby Bentley, this unusual Riley soft-top is offered with a large history file containing an old-style buff logbook, expired MoTs, sundry bills, owner's handbook, period advertising material and Swansea V5C registration document.

£40,000 - 45,000

€50,000 - 56,000



368

11,000 miles from new

1970 Jaguar E-Type Series 2 Roadster

Registration no. RUN 254H

Chassis no. 1R1655

Engine no. 7R11209-9

E-TYPE
JAGUAR
4.2



'If *Les Vingt Quatre Heures du Mans* has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.' - John Bolster, *Autosport*.

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. In 1965 the 4.2-litre version arrived boasting a more user-friendly gearbox with synchromesh on first gear together with the bigger, torquier engine.

Proposed changes in United States automobile legislation would eventually result in the revised Series 2, announced in October 1968, though modifications began to be phased in during 1967. Externally the Series 2 was readily identifiable by its larger sidelights, raised bumpers, deleted headlight covers, twin reversing lights and square rear number plate, while the interior was revised with rocker-type dashboard switches, new seats and collapsible steering column. Beneath the skin, Ad-West power steering, Girling brake callipers and an up-rated radiator were among the many Series 2 mechanical improvements.

This Series 2 roadster was kept by its original owner Mr S Howard to 1977 when it was purchased by Mr William Chapman. In 1983 Mr Chapman sold the car to Mr Robert Glover, who a few years later was murdered by the IRA. His widow, Rhonda, retained the Jaguar, which was run and MoT'd every year. Correspondence and all expired MoT certificates on file confirm the recorded mileage of only 29,000.

'RUN 254H' is said to drive like a new car and is exceptionally original in every respect, even down to its original paintwork and interior trim, the latter showing virtually no wear. Finished in blue with beige leather upholstery, this unmolested E-Type roadster is offered with sundry invoices, MoT to October 2013 and old-style Swansea V5 document.

£50,000 - 60,000

€63,000 - 75,000



Photo credit: Simon Clay



369 1959 BMW Isetta 300

Registration no. OYM 338A
Chassis no. A317767
Engine no. 317767

Today best remembered for its breathtaking Grifo supercar, 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 'bubble car'. Introduced at the Milan Show in November 1953, the egg-shaped Isetta was like nothing seen before, boasting a hinged front for entry and a canvas sunroof. The steering column and instruments swung out with the door, facilitating easy access to the bench seat. Power was provided by a 236cc two-stroke engine, which drove the closely-spaced twin rear wheels via a four-speed gearbox.

In the 1954 Mille Miglia, Isettias claimed the first three places in the economy classification, the winner averaging over 70km/h (43mph). Despite its virtues the Isetta was not well received at home, Italians preferring conventional small cars like the FIAT 500, and sales were disappointing. Production in Italy ceased after some 1,000-or-so had been made, though the design continued to be built under license in several other countries.



BMW saw its potential and licensed the Isetta, selling over 22,000 units in 1956 alone. The German-market version used one of its maker's 247cc motorcycle engines and had two rear wheels, while the BMW-Isetta 300 export model came with a 297cc motor and three wheels only. By the time production ceased in 1962 BMW had sold a staggering 161,728 Isettias, which in no small way contributed to the company's financial stability.

This particular Isetta was purchased at auction by the vendor in 2005 having previously belonged to a Mrs Regina Wallis from Huntingdon. Expired MoTs on file for the period 1995-2000 show that only 300 miles were covered during that time (the current odometer reading is 44,587 miles). Kept in heated storage since purchase and never used by the vendor, 'OYM 338A' benefits from work carried out on the brakes in 2005 at a cost of £500 by Paragon (independent Porsche specialists in East Sussex). Recently re-commissioned and MoT'd, the car is described as running well and is offered with Swansea V5 registration document.

£8,000 - 10,000

€10,000 - 13,000



370

***Formerly the property of Ron Hickman,
Design Director at Lotus Cars
1970 Lotus Elan Sprint Drophead Coupé***

Registration no. OCL 601J
Chassis no. 70030600125
Engine no. G22134

Little is known of this Elan Sprint's history prior to 1980 but in the latter part of 1979 one Brian Perks sold the car to Ron Hickman, the principal designer of the Elan while Design Director at Lotus Cars. He kept the car for 20 years, lavishing much care upon it. Most of the extensive paperwork on file was handled by RH's personal assistant, Chris Forster, but there are some hand-written annotations and diagrams from the great man explaining for the benefit of his local garagiste the correct method of adjusting the bonnet catches! There is also a Jersey-issued buff logbook showing the car registered to his company, Tekron International Ltd.

In 1980 the car was sold to Colin Storm who in 2002 commissioned an engine rebuild with Dave Wills Engineering costing £4,696.34. Invoices on file indicate that the engine was stripped, crack tested, bored out to approximately 1,594cc and fitted with Accralite 83.5mm forged pistons, modified ignition and a competition clutch. The dynamometer printout shows a maximum of 154bhp and 139lb/ft of torque.



In March 2004 the car was sold to Tony Birchenough of the well known endurance racing team, Dorset Racing Associates, and the colour scheme changed from the Sprint's blue metallic over white to Dorset Racing Green. Tony Birchenough had entered the Tour Auto on several occasions in an AC Ace and Lotus Elite. He purchased the Elan to continue competing with his daughter in this type of event in the Regularity section. For this purpose, in December 2006 a Tony Thompson Racing rear drive train kit and Koni shock absorbers were fitted together with a new well-sealed hardtop to keep out the inclement weather often experienced on these events. Unfortunately, health issues intervened and the duo only managed one event. The current vendor purchased 'OCL 601J' in 2010.

Described as in generally good condition, the car is offered with sundry invoices, old-style logbook, current MoT/tax, Swansea V5 document and MSA Historic Technical Passport.

£16,000 - 20,000
€20,000 - 25,000

371 †

The London 2012 Olympic Opening Ceremony **2007/2008 Bladerunner RIB 35 Powerboat**

Serial no. GB-ICE-35-006-3-06-07

While for many people the enduring legacy of the 2012 London Olympics will be memories of countless acts of sporting prowess, arguably the most enduring images are those of the spectacular opening ceremony. As what might be termed the overture to Danny Boyle's three-hour extravaganza, footballer David Beckham piloted a powerboat carrying the Olympic torch up the River Thames to the stadium where it was passed to five-time Olympic gold medallist Sir Steve Redgrave, who carried it inside. The television viewing audience was estimated at 900 million people. Obviously, the boat itself had to be something very special, and that chosen for this most important task was the Bladerunner RIB 35 offered here.

The project began some three months prior to the Olympics when Hampshire-based ICE Marine - manufacturers of the Bladerunner - were contacted by HM the Queen's official Waterman, Chris Livett. After a successful rehearsal had proved that it was possible to get a large and powerful racing powerboat up the network of narrow canals leading from the Thames to the Olympic Park, creative director Stephen Daldry's team began work to equip the RIB for the opening ceremony. This involved fitting fake rockets containing smoke canisters at the stern; race pick-up water jets; an Ullman suspension seat for the torchbearer; hundreds of LEDs around the hull and cockpit; gel batteries for same; and a gas canister for the Olympic Torch, which would be carried by footballer Jade Bailey.

The additional weight meant that the boat would have to be tested again prior to the ceremony, and this was done discreetly at the nature reserve on the River Hamble estuary. Five weeks before the event David Beckham flew over from the USA and although he was happy to drive the Bladerunner down the Thames, it was decided that a more experienced pilot would handle the final approaches.





On the Monday before the opening ceremony a final shakedown run was completed with David Beckham at the controls, after which he flew back to the USA. So successful was the shakedown that Stephen Daldry felt confident enough to cancel the final dress rehearsal.

On the night, everything ran like clockwork: David Beckham steered the RIB impeccably, passing beneath Tower Bridge in a blaze of coloured light, smoke and spray, while Ice Marine's Jeremy Watts operated the throttles, taking over the wheel for the final 45-minute canal section. Stephen Daldry wanted the final approach to be dramatic yet at the same time the transfer of the torch had to be as dignified as possible. Jeremy Watts had just 40 seconds to accelerate from a standstill to 30 knots then drop of the plane for a controlled docking, which was achieved with consummate skill. After its moment of glory the Bladerunner was stripped of the Olympic paraphernalia, although the rockets and torchbearer's seat have been retained. An Olympic torch, sourced from the original supplier, had been ordered and should be with craft at time of sale.

The Bladerunner is built by ICE Marine, which was formed in 1995 soon after the founder and owner, Jeremy Watts, won the 2-Litre World Championships. Together with a team of highly respected high-performance offshore racing professionals experienced in design and engineering, the company set out to not only improve the performance, efficiency and handling of high speed offshore powerboats, but also generate a much safer, softer riding and leisure-friendly platform.

What emerged after an extensive period of development, wind tunnel testing and sea trials, was one of the most technically advanced hull forms in the world: the Bladerunner. The Bladerunner hull form was conceived by Britain's most successful and experienced offshore racing professionals in both design and engineering. Head of design at ICE Marine is naval architect Lorne Campbell, a man with over 30 years experience in designing class-winning high-performance powerboats and an enviable 100 race wins and 20 World and National championships to his credit. First launched and raced in the 1998 season, the RS6 ICE raceboat (Blade 001) was an immediate success on the demanding 6-Litre circuit, winning the Cowes Classic three years in succession.

Raceboat performance and everyday practicality are usually considered to be mutually exclusive properties. However, this is most certainly not the case if you are responsible for developing a completely new design of powerboat at ICE Marine.

With over 30 years of extensive development and technical expertise behind the company combined with a comprehensive 10 year development program for the Bladerunner's 'Air Entrapment Monohull' design, the Bladerunner Series now ranges from 35' to 51', with a number of very creditable World and national records under its belt, including the outright Round Britain World Record.



Pioneered by ICE Marine the 'Air Entrapment Monohull' (AEM) is radically different from a conventional monohull, with dramatic twin tunnels that flare out either side of the extremely slender twin-stepped hull, finishing with sharp knife-like sponsons at the sides. This unique combination gives a Bladerunner exceptional aerodynamic lift, which improves performance and significantly softens the ride compared to that of conventional monohulls. This is achieved by compressing the air inside the tunnels, adding a cushioning effect. A further advantage is that the centre of lift is located much further aft than in a comparable high performance catamaran, providing a safer and more level ride in rough seas. The sharp keels of a Bladerunner's sponsons cut effortlessly through the waves, contrasting starkly with the wide flat chines of a conventional monohull that impact hard on the surface of the water. They also form the outer walls of the tunnels, which is essential for air compression and the resulting aerodynamic lift.

The Bladerunner is kept stable and level in a straight line and when turning by a combination of the sharp keels and the pressurised air in the tunnels. These same sharp keels also provide superior directional stability to avoid any unforeseen sudden changes in direction (hooking) to the left or right that high-speed monohulls and catamarans are prone to. The net result of all this is a quicker, safer and more efficient hull that has superb rough water capabilities with inherent soft riding characteristics. If this leading-edge design technology sounds amazing on paper, you only have to experience a Bladerunner for a short time to understand what it means in reality.

The Bladerunner RIB 35 measures 10.6m (35') in length overall with beam of 3.2m (10' 5"), draft of 0.53m (2' 7") and draft including propellers of 0.75m (2' 7"). Its dry weight is approximately 2,250kg (2.25 tonnes) and the tanks hold 450 litres (fuel) and 36 litres (water) respectively. This example is powered by twin 2.6-litre Mercury Verado supercharged V6 four-stroke engines, each delivering 300bhp, their combined output being good enough for a maximum speed of 65 knots (75mph). Its range is approximately 200 nautical miles.

Principal features of the Bladerunner RIB 35 include a sports steering wheel; electro-hydraulic power steering; Smartcraft electronic speed and tachometer instrumentation; Ulman suspension jockey seats (x4) and a three-person aft bench seat; electronic compass; electric helm operated windlass; enclosed sea water toilet cubicle inside console; Smartcraft digital hand throttle shift (DTS); sun bed and retractable swim bladder; Raytheon depth sounder; fresh water swimming shower; colour GPS chart plotter unit; VHF radio; console and individual seat covers; RDS radio/CD player; three electric bilge pumps: two automatic and one manual; non-slip cockpit sole; self draining deck; large aft, forward and side storage lockers; and retractable stainless steel cleats. The first RIB 35 built and winner of the 2007 'Beaujolais Run', this beautiful British powerboat has to be the ultimate 2012 Olympic Games souvenir.

Please note: VAT of 20% is charged on the hammer price and buyer's premium.
£200,000 - 250,000
€250,000 - 310,000



David Beckham hands the Olympic torch over to Sir Steve Redgrave

372

1933 Rolls-Royce Phantom II Continental Sedan de Ville Coachwork by Barker & Co

Registration no. KSL 512

Chassis no. 2PY



The Phantom II Continental was the last Rolls-Royce to be designed under the personal supervision of Henry Royce, before his death in 1933. As its name suggest, this new Rolls-Royce was intended for fast continental touring; indeed, there were few roads in Britain where its outstanding performance - the top speed was around 95mph - could safely be exploited to the full. Highly favoured by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day, getting off to a flying start when a pre-production model ('26EX') designed by Ivan Evernden and made by Barker & Co (Henry Royce's favourite coachbuilder) won the Grand Prix d'Honneur at the Biarritz Concours d'Elegance in September 1930.

Produced for a relatively short period, during which time only 281 examples were completed, the Phantom II Continental typically sold for around £2,500 (more in some cases), a quite staggering amount to ask for a motor car and equivalent to the cost of no fewer than six or seven average-priced houses in the UK at that time! The Continental's - necessarily wealthy - owners included such famous names as the racing drivers Sir Malcolm Campbell and Woolf Barnato, Prince Ali Khan, Princess Alexis Midvani, the Prince of Nepal, Lord Londesborough, the Earl of Warwick, the Earl of Roseberry, Lord Doverdale, Lionel de Rothschild, Anthony de Rothschild, the Maharaja of Bahawalpur, the Maharaja of Jodhpur, N S Gulbenkian and Noel Coward.

Lawrence Dalton's authoritative work, '*Rolls-Royce- the Derby Phantoms*' states that chassis number '2PY' was exhibited at the 1933 Paris Salon. A patinated car in very useable condition, it has just undergone a full engine rebuild at considerable expense and is currently being run in. The engine work was undertaken by marque specialists Ristes Motors of Nottingham and included a re-bore, new oversized pistons, a new cylinder head and just about everything else one might imagine necessary for a full rebuild. A vast accumulation of bills comes with the car attesting to the work carried out, which also included a radiator re-core completed recently by Vintage Wings & Radiators, making for cool summer running.

The grey and black paintwork is described as in generally good condition and is said to present well. There is some age related cracking to the japanned leather roof covering but it is still in serviceable condition. Coachwork is by Barker in the form of a sedanca de ville allowing for pleasant alfresco motoring. Two arms fold in from the sides enabling the cover over the driver's head to be rolled up and stowed away behind a door in the roofline. A large metal motoring trunk is fitted to the rear.

The interior is upholstered in medium grey hide to the front and grey velour to the rear, while the woodwork displays influences of Art Deco and is in good order. Vanity alcove mirrors are fitted, together with a rear privacy blind. The car is offered with the aforementioned bills, owner's handbooks, current MoT certificate and Swansea V5 registration document.

£90,000 - 110,000

€110,000 - 140,000





373

1974 Rolls-Royce Corniche Coupé Coachwork by H J Mulliner, Park Ward Ltd

Registration no. ADA 962M

Chassis no. 16713

Rolls-Royce's adoption of unitary construction for its new Silver Shadow and T-Series Bentley necessitated the reorganisation of in-house coachbuilder H J Mulliner, Park Ward to enable it to produce new designs on the Shadow floor pan. Recalling the firm's glamorous Grands Routiers of pre-war days such as the Phantom II Continental, these final coachbuilt models were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year.

Some of the frontal panels were shared with the standard four-door saloon but otherwise the new bodysells were unique, featuring a distinctive dipping upper wing line with parallel crease, and revised, more rounded posterior. Construction involved shuttling the bodysells between the Crewe factory and MPW's Willesden plant, a necessarily lengthy process that took all of 20 weeks for the coupé and slightly longer for the more complex convertible.

These exclusive cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality including Wilton carpeting, Connolly hide and burr walnut veneers, such painstaking attention to detail resulting in a price some 50% higher than that of the standard Silver Shadow.



Nevertheless, demand for these more glamorous alternatives to the much more numerous four-door model was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

In Corniche form Rolls-Royce's well-tried 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match. The model proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (convertible) examples being delivered in 1995.

This example has covered some 75,000 miles and comes with considerable service history including a bill dated 2006 for an engine rebuild costing £15,000 and others relating to regular servicing since. Invoices on file accumulated over the last ten years total in excess of £50,000 and the car also comes with factory build sheet and numerous expired MoTs. Finished in black with a particularly nice matching hide interior, this well maintained Corniche coupé is offered with current MoT/tax and Swansea V5.

£18,000 - 22,000
€23,000 - 28,000



374

1985 Lamborghini Jalpa P350 Targa Coupé

Registration no. C324 BYV
Chassis no. ZA9Z00000FLA12199
Engine no. 12199

The aim of a smaller less-expensive model to complement its V12-engined cars was realised by Lamborghini in 1970 with the announcement of the Urraco. Intended to compete with rivals such as Ferrari's Dino 308 and Porsche's 911, the four-seater Urraco retained the Miura's basic mechanical layout, but in place of the former's transversely-mounted 4.0-litre V12 used a 2.5-litre V8.

A two-seater development, the Bertone-styled Silhouette, appeared in 1976 powered by the Urraco P300's four-cam, 3.0-litre V8. Intended as a 308GTB competitor, the Silhouette possessed excellent handling balance and was every bit as quick as its Ferrari rival in a straight line, but never achieved anything like the same volume of sales. Notable as the first open Lamborghini, the Silhouette was produced for little more than a year, a mere 52 being made, and had gone by 1978. The Urraco followed a year later, and the concept of a smaller V8-engined Lamborghini was allowed to lapse until the arrival of the Jalpa in 1982.

Based on the defunct Silhouette, the Jalpa was reworked by the great Giulio Alfieri, late of Maserati, who lengthened the engine's stroke for a capacity of 3,485cc. Maximum power increased to 255bhp, good enough to give the aerodynamic Jalpa a top speed of around 155mph.



There were a few styling changes - neater chin spoiler, subtly altered rear quarters, different wheels - while inside the interior's ergonomics were significantly improved. Otherwise the Jalpa remained much as its predecessor but would enjoy considerably greater success, remaining in production into the 1990s by which time 410 cars had been built.

One of only 35 completed in right-hand drive configuration, this particular Jalpa formed part of an important UK-based private collection of Italian sports cars for 20-plus years, sharing its accommodation with various other Lamborghinis (see photographs on file). Chassis number '12199' has the optional air conditioning and large rear spoiler, and is finished in red with black leather interior.

Currently displaying a total of 52,678 kilometres (approximately 32,700 miles) on the odometer, the car is described as in generally good condition having been re-commissioned by Steve Webb. We are advised that there is good oil pressure and that the engine does not overheat in traffic. This good looking and under rated Italian sports car is offered with old-style logbook, MoT to April 2013 and Swansea V5 registration document.

£30,000 - 34,000

£37,000 - 42,000

375

1942 Hawker Hurricane Mark XIIA **Fully-airworthy Single-seat Fighter aircraft**

UK Registration: G-HURI

RCAF Service Serial No: 5711

Constructor's No: 72036

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Please see separate catalogue





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Right: 1927 Buick X54 Roaster
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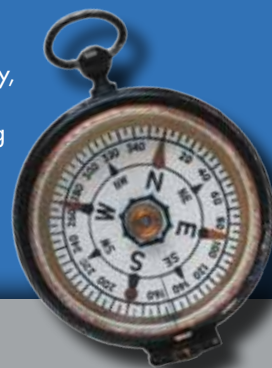
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and Automobilia
Florida, USA

2 March **The Oxford Sale**
Collectors' Motor Cars, Motorcycles
and Automobilia
Kidlington, Oxfordshire

13 April **Classic California**
Collectors' Motorcycles, Motor Cars
and Related Memorabilia
Los Angeles

28 April **The International Classic MotorCycle Show**
Pioneer, Vintage and Collectors' Motorcycles
and Related Memorabilia
Stafford, UK

29 April **The Hendon Sale**
Collectors' Motor Cars and Automobilia
The RAF Museum, London, UK

18 May **The Aston Martin Sale**
Aston Martin and Lagonda Motor Cars
and Related Automobilia
Aston Martin Works Service, Newport Pagnell, UK

25 May **The Spa Classic Sale**
Collectors' Motor Cars and Automobilia
Spa Motor Circuit, Belgium

2 June **The Greenwich Auction**
Collectors' Motor Cars and Automobilia
Greenwich, Connecticut, USA

15 June **The Banbury Run Sale**
Collectors' Motor Cars and Motorcycles
Oxford, UK

5 July **The Goodwood Festival of Speed Sale**
Collectors' Motor Cars and Automobilia
Goodwood House, Chichester, UK

15 & 16 August **Quail Lodge Auction**
Collectors' Motor Cars, Motorcycles and Automobilia
Carmel, California, USA

7 September **The Beaulieu Sale**
Collectors' Motor Cars, Motorcycles and Automobilia
The National Motor Museum, Hampshire, UK

14 September **The Goodwood Revival Sale**
Collectors' Motor Cars and Automobilia
Goodwood Motor Circuit, Chichester, UK

11 October **The Zoute Grand Prix Sale**
Collectors' Motor Cars and Automobilia
Zoute, Belgium

20 October **The Classic Motorcycle Mechanics Show**
Collectors' Motorcycles and Related Memorabilia
Stafford, UK

1 November **The Veteran Sale**
Veteran Motor Cars and Related Automobilia
New Bond Street, London, UK

13 November **The Harrogate Sale**
Collectors' Motor Cars, Motorcycles and Automobilia
Harrogate, UK

2 December **The December Sale**
Important Collectors' Motor Cars and Automobilia
London, UK

NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *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 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*. 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. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) 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 parts 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. *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*.

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of 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. Nor does the *Seller* owe or agree to owe you as a *Bidder* 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. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

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 do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* 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 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 equalling 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 normally 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

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

Bidding in person

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration 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 (only available on lots with a low estimate greater than £400)

If you wish to bid at the *Sale* by telephone, please complete a Telephone *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 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*. 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

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. 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 or the identity of his principal) 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. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

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.

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*. 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*. You should be alert to this possibility of changes and ask if there have been any.

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* of *Lots*:

- (a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*
- (b) Automobilia
25% on the first £25,000 of the *Hammer Price*
20% from £25,001 to £500,000 of *Hammer Price*
12% from £500,001 upwards of *Hammer Price*

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. 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 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

<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 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 EU: *VAT* is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*)
- § *Buyers* from outside the EU: *VAT* is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, 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*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to Bonhams 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

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;

Bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;

Cash: you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques 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 £5,000, 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, notes or travellers cheques;

Sterling travellers cheques: you may pay for *Lots* purchased by you at this *Sale* with travellers cheques, provided the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £5,000. We will need to see your passport if you wish to pay using travellers cheques;

Bank transfer: you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust 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 Trust Account
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.

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 3% surcharge;

Union Pay cards: these are now accepted at our Knightsbridge and New Bond Street offices, when presented in person by the card holder. These cards are subject to a 3% surcharge.

Credit cards: Visa and Mastercard only. Please note there is a 3% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

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

Please refer all enquiries to our shipping department on:
Tel: +44 (0)20 7468 8353/8302 Fax: +44 (0)20 7629 9673
Email: shipping@bonhams.com

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 licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/about-us/museums-and-libraries/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5228. 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.

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 EU. These regulations may be found at <http://animalhealth.defra.gov.uk/cites/> or may be requested from:

DEFRA, Wildlife Licensing and Registration Service
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB

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 10 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. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

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

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA 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

~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

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 detail, as far as practicable, recorded 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 fail 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 and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

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

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

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*;
 - 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

- 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*:
 - 3.1.1 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*, 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*.

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, 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 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 6 and 10, to be responsible as *bailee* 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	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (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.
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .		9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS		9.2.3 within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.
7.1.1	to terminate this agreement immediately for your breach of contract;	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 <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.
7.1.2	to retain possession of the <i>Lot</i> ;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> 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:
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or
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;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) 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 <i>Lot</i> or part thereof;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
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 <i>Sale</i>) until all sums due to us have been paid in full;	8.2	The discretion referred to in paragraph 8.1:
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;	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , 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
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , 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 <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	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.
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9	FORGERIES
		9.1	We undertake a personal responsibility for any <i>Forgery</i> 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 <i>Lot</i> and that invoice has been paid; and
		9.2	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
		9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> 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 <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> 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 <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
		9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> 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 <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
		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 <i>Lot</i> , all rights and benefits under this paragraph will cease.
		9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
		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 <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		10.2	Our duty to you while the <i>Lot</i> 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 <i>Lot</i> or to other persons or things caused by:
		10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> 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.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 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 MISCELLANEOUS**
- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 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.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control 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 3.

- 11.4 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.
- 11.5 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.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 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.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 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.
- 11.12 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.
- 12 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 or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from 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

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 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 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"Auctioneer" the representative of *Bonhams* conducting the *Sale*.

"Bidder" a person who has 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*.

"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.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"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

"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 Artists Resale Right Regulations 2006.

"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 "indemnify" 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.

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 Specialist Departments

19th Century Paintings

UK
Charles O' Brien
+44 20 7468 8360
U.S.A
Madalina Lazen
+1 212 644 9108

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Greer Adams
+61 2 8412 2222

African and Oceanic Art

UK
Philip Keith
+44 2920 727 980
U.S.A
Fred Baklar
+1 323 436 5416

American Paintings

Alan Fausel
+1 212 644 9039

Antiquities

Madeleine Perridge
+44 20 7468 8226

Antique Arms & Armour

UK
David Williams
+44 20 7393 3807
U.S.A
Paul Carella
+1 415 503 3360

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 207 468 8340

Art Nouveau & Decorative Art & Design

UK
Mark Oliver
+44 20 7393 3856
U.S.A
Frank Maraschiello
+1 212 644 9059

Australian Art

Litsa Veldekis
+61 2 8412 2222

Australian Colonial Furniture and Australiana

James Hendy
+61 2 8412 2222

Books, Maps & Manuscripts

UK
David Park
+44 20 7393 3817
U.S.A
Christina Geiger
+1 212 644 9094

British & European Glass

UK
Simon Cottle
+44 20 7468 8383
U.S.A.
Suzy Pai
+1 415 503 3343

British & European Porcelain & Pottery

UK
John Sandon
+44 20 7468 8244
U.S.A
Peter Scott
+1 415 503 3326

Contemporary Art

U.S.A
Jeremy Goldsmith
+1 212 644 9656

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

UK
Mark Dance
+44 8700 27361
U.S.A.
Hadji Rahimpour
+1 415 503 3392

Chinese & Asian Art

UK
Asaph Hyman
+44 20 7468 5888
U.S.A
Dessa Goddard
+1 415 503 3333
HONG KONG
Julian King
+852 2918 4321

Clocks

UK
James Stratton
+44 20 7468 8364
U.S.A
Jonathan Snellenburg
+1 212 461 6530

Coins & Medals

UK
John Millensted
+44 20 7393 3914
U.S.A
Paul Song
+1 323 436 5455

Contemporary Art & Modern Design

UK
Gareth Williams
+44 20 7468 5834
U.S.A
Sharon Goodman Squires
+1 212 644 9128

Costume & Textiles

Claire Browne
+44 1564 732969

Entertainment Memorabilia

UK
Stephanie Connell
+44 20 7393 3844
U.S.A
Catherine Williamson
+1 323 436 5442

Ethnographic Art

Jim Haas
+1 415 503 3294

Football Sporting Memorabilia

Dan Davies
+44 1244 353118

Furniture & Works of Art

UK
Fergus Lyons
+44 20 7468 8221
U.S.A
Jeffrey Smith
+1 415 503 3413

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 1244 353123

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

Deborah Allan
+44 20 7468 8276

Islamic & Indian Art

Alice Bailey
+44 20 7468 8268

Japanese Art

UK
Suzannah Yip
+44 20 7468 8368
U.S.A
Jeff Olson
+1 212 461 6516

Jewellery

UK
Jean Ghika
+44 20 7468 8282
U.S.A
Susan Abeles
+1 212 461 6525
AUSTRALIA
Patti Sedgwick
+61 2 8412 2222

Marine Art

UK
Alistair Laird
+44 20 7468 8211
U.S.A
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Bonhams

1793

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341	1990	Alfa Romeo SZ Coupé (ES 30)	349	1990	Lamborghini Countach
340	1960	Alvis TD21 Drophead Coupé	374	1985	Lamborghini Jalpa P350 Targa Coupé
321	1967	Aston Martin DB6 Sports Saloon	306	1950	Land Rover 81 " Prototype
350	1968	Aston Martin DB6 Sports Saloon	370	1970	Lotus Elan Sprint Drophead Coupé
365	1977	Aston Martin V8 Series 3 Auto Sports Saloon	319	2002	LTI TXII 'Jubilee Gold' Taxicab
344	1987	Aston Martin V8 Series 5 Automatic Saloon	311	1994	Mazda 323F Hatchback
309	1913	Austin 10hp Coquette	325	1957	Mercedes 300SL Roadster
339	1927	Bentley 3/4½-Litre Speed Model Competition Special	333	1959	Mercedes-Benz 220S 'Ponton' Cabriolet
336	1935	Bentley 3½-Litre Sports Saloon	343	1952	Mercedes-Benz 300b Cabriolet D
324	1934	Bentley 3½-Litre Vanden Plas-style Tourer	347	1985	Mercedes-Benz 500SEL Armoured Saloon
330	1947	Bentley MkVI Countryman Shooting Brake	302	1999	Mercedes-Benz A-Class Hatchback
371	2007/8	Bladerunner RIB 35 Powerboat	366	1958	Messerschmitt KR200 Microcar
358	1965	BMW 1800 Ti/SA Competition Saloon	327	1938	MG SA Tourer
304	1999	BMW 323ti Compact	320	1948	Morgan 4/4 Sports
303	1959	BMW Isetta 300	312	1961	Morris Mini Minor Saloon
369	1959	BMW Isetta 300	332	1928	Packard Eight Model 443 Coupe
359	1957	Chevrolet Corvette Roadster	308	1937	Packard Super Eight Town Car
316	1959	Chevrolet Impala Coupe	345	2003/10	Pagani Zonda C12 S/F 7.3-Litre Coupé
331	1928	Chrysler Model 70 Roadster	329	1935	Pierce-Arrow Model 845 Rumble Seat Coupe
357	1957	Connaught B-Type Formula 1 Racing Single-Seater	355	2005	Porsche Carrera GT
351	1951	Delahaye 135M Cabriolet	353	1994	Reliant Scimitar Sabre 'FastFood'
342	1937	FIAT 1500 Cabriolet	367	1938	Riley Big Four Redfern Tourer
307	1935	Ford BB Box Van	356	1935	Rolls Royce Phantom II Sports Limousine
328	1931	Ford Model A Roadster	334	1923	Rolls-Royce 20hp Coupé with Dickey
326	1924	Frazer Nash 1½-Litre Super Sports	338	1926	Rolls-Royce 45/50hp Silver Ghost 'Playboy' Roadster
375	1942	Hawker Hurricane Mark XIIA	373	1974	Rolls-Royce Corniche Coupé
352	1963	Hillman Imp 'The Flatmobile'	372	1933	Rolls-Royce Phantom II Continental Sedan de Ville
315	1931	Invicta 4½-Litre S-Type Low-chassis Tourer	322	1963	Rolls-Royce Phantom V Limousine
368	1970	Jaguar E-Type Series 2 Roadster	314	1980	Rover 3500 (SD1) Group 1 Racing Saloon
363	1962	Jaguar E-Type Series I 3.8-Litre Roadster Project	354	2008	Shanghai Shenke
337	1954	Jaguar XK120 4.2-Litre Drophead Coupé	318	1938	SS100 Jaguar 3½-Litre Roadster
346	1951	Jaguar XK120 Roadster	310	1984	Trabant 601S Saloon
335	1956	Jaguar XK140 Coupé	301	1971	Triumph Herald 13/60 Convertible
364	1958	Jaguar XK150SE 3.4-Litre Drophead Coupé	317	1962	Vauxhall Cresta Saloon
360	1953	Kurtis-Kraft 500S Sports-Racer Continuation	305	1970	Volkswagen 'Beetle' 1302S Saloon
348	1931	Lagonda 2-Litre Speed Model Supercharged Tourer	362	1943	Willys Jeep 'Woodie' Station Wagon
361	1936	Lagonda LG45 4½-Litre Fox & Nicholl Le Mans Team Car Replica	323	1904	Winton 4¼-Litre 20hp Detachable Rear-Entrance Tonneau





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