

Bonhams

1793



# The Oxford Sale

Collectors' Motor Cars & Automobilia

Saturday 2 March 2013  
Bonhams Oxford



# Collectors' Motor Cars and Automobilia

Saturday 2 March 2013

at 11am and 2pm

Bonhams Oxford

Kidlington, OX5 1JH

# The Oxford Sale

## Bonhams

101 New Bond Street  
London W1S 1SR  
[bonhams.com](http://bonhams.com)

## Viewing

Friday 1 March 1pm to 5pm  
Saturday 2 March from 9am

## Sale times

Automobilia 11am  
Motor Cars 2pm

## Live online bidding is available for this sale

Please email [bids@bonhams.com](mailto: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](http://www.bonhams.com)

Please note that bids should be  
submitted no later than 4pm on  
Friday 1 March. Thereafter bids  
should be sent directly to the  
Bonhams office at Oxford on  
+44 (0) 8700 270 089 fax

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

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

## Automobilia

+44 (0) 8700 273 618  
+44 (0) 8700 273 625 fax  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

## Enquiries on view and sale days

+44 (0) 1865 853 640  
+44 (0) 1865 372 722 fax

**Catalogue:** £20 + p&p

## Customer Services

Monday to Friday 8am 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:** 20925

## Illustrations

Front cover: Lot 323  
Back cover: Lot 314

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.

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

Iain Rushbrook, John Sandon, Tim Schofield,  
Veronique Scorer, James Stratton, Roger Tappin,  
Shahin Virani, David Williams, Michael Wynn-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  
Account/Account Number: 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).

## Vehicle Insurance

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.

Hagerty International Limited  
The Arch Barn  
Pury Hill Farm  
Towcester  
Northamptonshire  
NN12 7TB  
0844 824 1134  
Web: [www.hagertyinsurance.co.uk](http://www.hagertyinsurance.co.uk)



# 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 cars?

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% Buyers' Premium is payable on the first £250,000 and 12% on any amount by which the Hammer Price exceeds £250,000. 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 car for me?

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

**This guide should be read in conjunction with our full Conditions of Sale and Important Notices sections printed in this 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 James Stensel (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](http://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

Richard Hudson Evans  
01789 414983  
rheauction@btinternet.com

Gregor Wenner  
+39 333 564 3610  
gregor.wenner@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

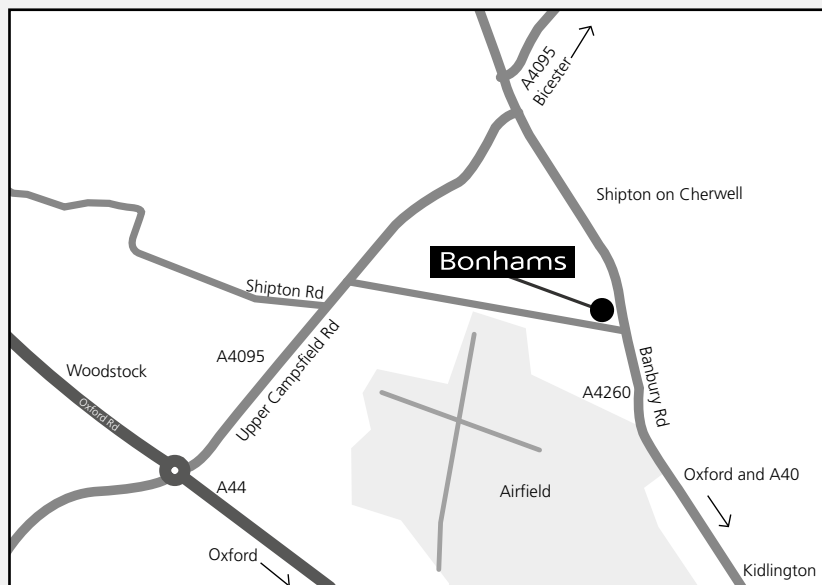
## Vehicle Insurance

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 Bonhams Oxford



## Address

**Bonhams Oxford**  
Banbury Road  
Shipton on Cherwell  
Kidlington  
Oxford  
OX5 1JH

# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 12noon 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 Tuesday 5 March, 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 12noon on Sunday 3 March. 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.

Polygon registered office:

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

### Vehicle Removal charges

£195 + VAT per vehicle

### Vehicle Storage charges

First 14 days

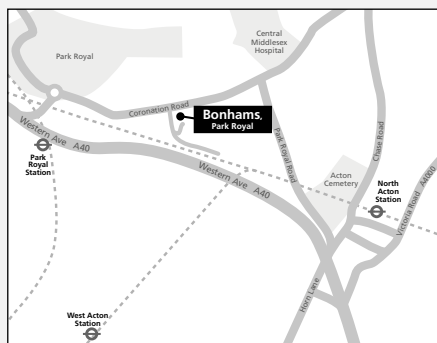
£14 + VAT per motor car per day

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).





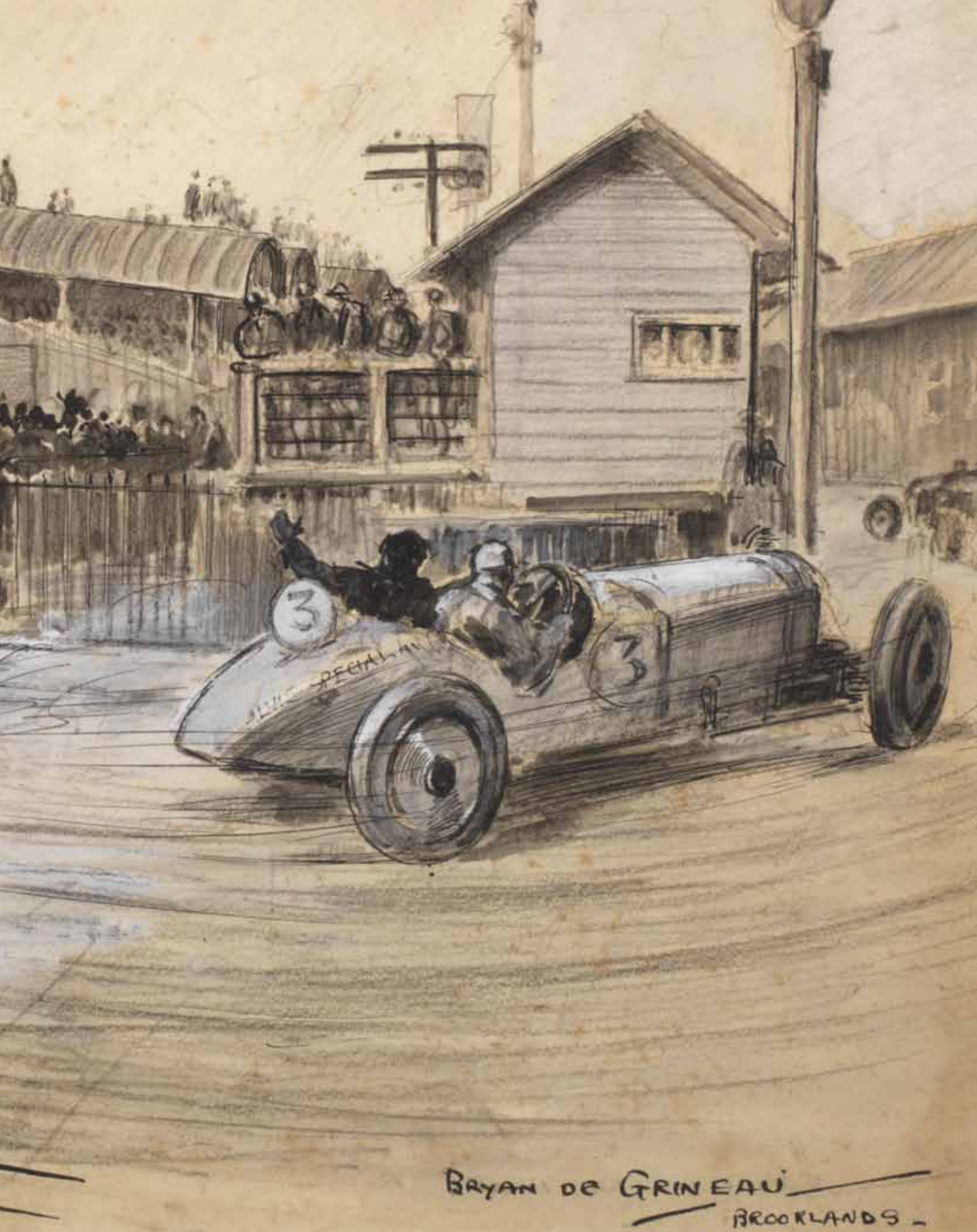
# **Automobilia**

Saturday 2 March  
11am

Lots 1 - 265

Images of each  
lot can be found at:  
[bonhams.com/20925](https://www.bonhams.com/20925)





BRYAN DE GRINEAU

BROOKLANDS -

## Books & Literature

1●

**Robert J Priest: From Chariot to Car;** a history published by E J Burrows & Co. Ltd., in 1930 for Barker & Co. (Coachbuilders) Ltd., embossed hard back covers, 74 numbered pages, with advertisements, small 4to.  
£200 - 300

2●

**A Ferrari sales brochure,** for the Ferrari 250 GT cabriolet Pininfarina,  
£100 - 200

3●

**Assorted motoring and Formula 1 related books,** including George C. Monkhouse: Mercedes-Benz Grand Prix Racing 1934-1955; Yves Naquin: Le Grand Prix Automobile Monaco; Tim Hill: Formula One Unseen Archives and other titles.  
£80 - 120

4●

**A commemorative '100 years of Opel' portfolio of prints,** together with a copy of L'illustration magazine dated October 1935.  
(2)  
£20 - 40

5●

**Ferrarissima; Volumes 1 to 12,** complete run, in English, French and Italian text, each with dust jacket, some unopened, with duplicate of Volume 12.  
(13)  
£100 - 150

6

**A quantity of books, annuals and ephemera,** including Automobile Year 1989-1995, Volumes 37 to 42; Taso Mathieson: Grand Prix Racing 1906-1914; Gregor Grant: World Championship; Stirling Moss: All But My Life and others; together with ephemera including Monte-Carlo Rally programmes, papers and photographs relating to Minis on the Monte-Carlo Rally.  
(Qty)  
£250 - 350

7

**Two Ferrari books,** comprising Etienne Cornil: Ferrari by Pininfarina and Ferrari 1947-1997 The Official Book  
(2)  
£80 - 120

8●

**Books relating to Vintage Bentley,** including W O Bentley: My Life and My Cars; Elizabeth Nagle: The Other Bentley Boys; Michael Hay: Bentley Factory Cars 1919-1931; Ray Roberts: Bentley Specials & Special Bentleys, Volume II; Michael Frostick: Bentley - Cricklewood to Crewe; and other books and associated literature.  
(Qty)  
£80 - 120

9●

**Assorted Bentley books and literature,** including Bernard L King: Bentley Motors On The Road, two volumes in slipcase; Johnnie Green: Bentley - Fifty Years of the Marque; Rivers Fletcher: Bentley Past & Present; and other titles relating to Bentley and Rolls-Royce.  
(Qty)  
£80 - 120

10●

**A 1935 Automobile Club de Monaco 'Grand Prix de Monaco Quelques Opinions' album,** containing illustrations depicting each competitor from the year, each with printed annotations from the drivers, 24 pages, some loose, ring bound type.  
£150 - 200

11● ◇

**Assorted motoring books and literature,** including Hans Tanner & Doug Nye: Ferrari (6th edition); Paul Frere: Competition Driving (1st edition); Juan Manuel Fangio: My Twenty Years of Racing; Harvey Shapiro: Faster Than Sound; assorted Ferrari Owners Club Journals 1970s-80s, other assorted titles, and several scrapbooks containing ephemera relating to Ferrari, Maserati and other marques.  
(Qty)  
£80 - 120

12● ◇

**A quantity of motoring and motorsport related books,** including 2005-2007 Ferrari Yearbooks; Automobile Year 1997-98; Prince Birabongse: Bits and Pieces with dust jacket; and other titles, together with Formula 1 related books and assorted late 1970's Motor Sport magazines.  
(Qty)  
£300 - 400

13

**Three items of René Dreyfus memorabilia,** comprising a book by René Dreyfus with Beverly Rae Kimes: My Two Lives ~ Race Driver to Restaurateur, with dust jacket, a glass ashtray from Le Chanteclair restaurant and a print after Peter Hearsey depicting Dreyfus in the Scuderia Ferrari P3 Alfa Romeo at the 1935 Grand Prix de Dieppe, unmounted, 57 x 66cm.  
(3)  
£100 - 200

14● ◇ ◇

**A quantity of Formula 1 and Grand Prix books,** including Streve-Mulhens & Schlegelmilch: The Great Challenge, Volume 2 The Stewart Era, and Volume 4 The Senna Era, each in slipcases; Alan Henry: The Turbo Years; Doug Nye: McLaren - The Grand Prix and Indy Cars; and other reference titles and biographies including Jackie Stewart, James Hunt, Senna, Lauda, Rindt, Prost and others.  
(Qty)  
£150 - 200

15● ◇

**A quantity of post-War racing driver biographies,** including Chris Nixon: Mon Ami Mate; Eric Dymock: Jim Clark; Mike Hawthorn: Champion Year, and Challenge Me the Race; Juan Manuel Fangio: My Twenty Years of Racing; Stirling Moss: All But My Life; Michael Cooper-Evans: Rob Walker; and other books relating to Fangio, Moss, Hill, Clark, Hailwood and others.  
(Qty)  
£150 - 200

16● ◇

**Books relating to pre-War racing and drivers,** including Jean-Michel Paris & William D Mearns: Jean-Pierre Wimille; Franco Zagari: Tazio Nuvolari; Valerio Morretti: When Nuvolari Raced...; Count Lurani: Nuvolari; Rudolf Carracciola: An Autobiography; Prince Chula: Dick Seaman - Racing Motorist; Alfred Neubaur: Speed Was my Life; Prince Bira: Bits and Pieces; Sir Henry Birkin: Full Throttle; and other related titles.  
(Qty)  
£100 - 150

17● ◇ ◇

**A quantity of motorsport reference books,** relating to pre and post-War racing including William Court: Power and Glory, Volumes 1 & 2; William Boddy: The History of Motor Racing; G N Georgano: The Encyclopedia of Motor Sport; Ivan Rendall: Chequered Flag - 100 Years of Motor Racing; and other related books, together with a collection of scrapbooks containing articles, press cuttings and ephemera relating to pre and post-War Grand Prix racing and other motorsport and motoring subjects.  
(Qty)  
£150 - 250

18●

**Books relating to post-War motor racing,** including Louis Klemantaski: Klemantaski Himself, published by Palawan Press; Geoff Goddard: Track Pass; Chris Nixon: Kings of the Nurburgring; Rainer W Schlegelmilch: Portraits of the 60s; Christian Moity: The Le Mans 24-Hour Race; Giovanni Lurani: Mille-Miglia 1927-1957; and other related titles.  
(Qty)  
£150 - 250

19●

**Five volumes of the Brooklands Society Gazette,** bound with front and rear covers, dating from 1976 to 1991, good condition.  
(5)  
£50 - 70



20•

**A quantity of books relating to Grand Prix Mercedes-Benz,** relating to mainly pre-War racing including George Monkhouse: Mercedes-Benz Grand Prix Racing 1934-55; Chris Nixon: Racing the Silver Arrows; Michael Riedner: Mercedes-Benz W196; Doug Nye & Geoffrey Goddard: Dick & George, limited edition (317/1500); Karl Ludvigsen: Mercedes-Benz Quicksilver Century; a 1937 Mannschaft und Meisterschaft catalogue signed by Robert Fellowes, a supplement for 1938, and other related titles including Auto Union.  
(Qty)  
£200 - 300

21•

**Books relating to Land and Water Speed Records,** including a 1932 Miss England III brochure, a period photograph of a young Donald Campbell in his father's Bluebird car, and related books including Cyril Posthumus: Land Speed Record; Sir Malcolm Campbell: My Thirty Years of Speed; Captain George Eyston: Fastest on Earth; SCH Davis: The John Cobb Story; and other titles relating to the land and water speed records including the Racing Campbells, Segrave, and Eyston.  
(Qty)  
£100 - 150

22•

**Laurence Pomeroy: The Grand Prix Car; Volumes I & II,** comprising Volume I 2nd edition and Volume II revised edition, together with another 2nd edition of Volume II, and L J K Setright: The Grand Prix Car 1954 to 1966 (1st edition); Moss & Pomeroy: Design and Behaviour of the Racing Car (1st edition); Clutton, Posthumus and Jenkinson: The Racing Car Development & Design; Doug Nye: History of the Grand Prix Car 1945-65; and other titles relating to Grand Prix and competition car development.  
(14)  
£150 - 250

23•

**Assorted books and literature relating to ERA and Brooklands racing,** including David Weguelin: The History of English Racing Automobiles, in slip-case; JRW Barker: ERA – A Concise History; David Venables: The Racing Fifteen-Hundreds; William Boddy: The History of Brooklands Motor Course 1906-1940 (1st edition), and Brooklands The Complete Motor Racing History, limited edition (1824/2000); biographical titles for Prince Bira and Raymond Mays, and other related literature.  
(Qty)  
£200 - 300

24•

**Books relating to post-War British racing marques,** including Doug Nye & Tony Rudd: BRM - The Saga of British Racing Motors, Volumes 1 & 2 (each limited edition of 2000); Mays & Roberts: BRM; Louis T Stanley: The BRM Story; Doug Nye: Cooper Cars; Arthur Owen: The Racing Coopers; Doug Nye: Lotus, and Theme Lotus; Robin Read: Colin Chapman's Lotus; and other titles relating to BRM, Cooper, Lotus, and Vanwall.  
(Qty)  
£150 - 250

25•

**Automobile Year; Annuals 4 to 14,** covering the years 1956/1957 to 1966/1967, together with three Automobile Review Annuals 1953-1956, a volume of Autocourse 1990-91 and other post-War Grand Prix and motorsport reference yearbooks, majority with dust jackets.  
(Qty)  
£150 - 250

26•

**Books relating to Vintage Bentley,** including W O Bentley: The Autobiography of W O Bentley; and An Illustrated History of The Bentley Car; Johnnie Green: Bentley – Fifty Years of the Marque; Elizabeth Nagle: The Other Bentley Boys; Nicholas Foulkes: The Bentley Era; and other related titles and literature.  
(Qty)  
£100 - 150

27• ◇

**A quantity of books relating to various marques,** including Chris Nixon: Racing with the David Brown Aston Martins, Volumes 1 & 2; John Wyer: The Certain Sound; Hans Tanner: The Ferrari (1st edition); Antoine Prunet: Ferrari; Louis Klemantaski: Klemantaski & Ferrari; Anthony Pritchard: Maserati - A History; Michael Frostick: The Jaguar Tradition; Paul Skilleter: Jaguar Sports Cars; H G Conway: Grand Prix Bugatti; an Eyston signed leather-bound limited edition (176/750) of George Eyston: MG Safety Last 1925-1975; and other titles relating to Jaguar, Ferrari, Maserati, MG and Bugatti.  
(Qty)  
£200 - 300

28•

**Assorted motoring books and magazines,** including Karl Ludvigsen: The Mercedes-Benz Racing Cars; Y & Jacques Kupelian, J Sirtaine: 60 Ans de competition automobile en Belgique 1896-1956; and Maurice Louche: 1895-1995 Un Siecle de grands pilotes Francais; with other books, press packs, and assorted magazines including Speed, Autocar, Motor and Speed Age, various conditions.  
(Qty)  
£200 - 300

29•

**A 1964 Ferrari Yearbook,** card covers, outlining all successes, achieved by the marque throughout the year along with features on key drivers and personalities within the company, good condition, 4to.  
£100 - 150

30• ◇

**Assorted motoring books,** including a signed copy of Rivers Fletcher: A Lifetime with Cars; Ingo Seiff: The Great Classics; Russell Brockbank: The Brockbank Omnibus, Move Over! and Pit Stop; Sir Henry Birkin: Full Throttle; and other books relating to various motoring subjects.  
(Qty)  
£100 - 150

31•

**Eight volumes of Autocourse,** incomplete run, comprising 1988/89, 1994/95, 2000/01 to 2005/06, each with dust jackets.  
(8)  
£80 - 120

32•

**Borgeson, Griffith: 'Errett Lobban Cord. His Empire, His Motor Cars: Auburn Cord Duesenberg',** limited edition Automobile Quarterly publication, number 726, signed by Scott Bailey, 280 pages, bound with library box cover.  
£140 - 200

33• ◇

**Fifteen Autocourse Annuals; 1985/86 to 2004/05,** incomplete run, comprising 1985/86 to 1989/90, 1991/92, 1995/96, 1996/97, 1998/99, 1999/2000, 2000/01 50th Anniversary editions (2), 2002/03 and 2004/05 (2), together with a 24 Heures du Mans Annual 1994 (French text), eight Formula 1 Yearbooks 1987 to 2003, and other motorsport annuals, each with dust jacket.  
(Qty)  
£200 - 300

34• ◇

**A Mercedes-Benz 250 SE/C, 280SE/C and 280 SE/C 3.5 spare parts list and assorted periodicals,** including RREC Bulletin, Bentley Drivers Club Review, Classic Car, Octane and Classic & Sportscar, some in publisher's bindings, others loose, various conditions.  
(Qty)  
£40 - 60

35•

**Ten post-War Rolls-Royce Bulletins** incomplete late 1950's with duplicated issues, together with two 1904 Autocar issues and four later Autocar issues for 1938 to 1941.  
(Qty)  
£80 - 120

- 36•**  
**Nine editions of 'Queste' magazine,**  
 includes one edition titled Carmargue,  
 devoted entirely to the Rolls-Royce coupe, two  
 editions of 'Pinnacle' magazine, the annual for  
 international Rolls-Royce and Bentley owners,  
 includes volume one, and an edition of  
 'Symbol' magazine, dedicated to the friends of  
 Rolls-Royce motorcars, Ferrari and Riva motor  
 yachts.  
 (10)  
**£30 - 50**
- 37•**  
**Four original Ferrari Owner's Club**  
**magazines,**  
 comprising Autumn 1975, volume 8, number  
 1, Winter 1976, volume 8, number 2, Spring  
 1976, volume 8, number 3 and volume 4,  
 number 2, each in good original condition.  
 (4)  
**£80 - 120**
- 38• ♦ ♦ ♦**  
**A large quantity of Motor Sport**  
**magazines; 1934 to 2009,**  
 comprising six bound Volumes 10 (1934),  
 Volume 14 (1938), and Volumes 40-43 (1964-  
 1967) and a quantity of loose issues contained  
 in file boxes, covering the years 1935-1943  
 and 1947-2009, many years believed complete  
 and majority with covers, together with a large  
 quantity of other post-War and later motoring  
 magazine loose issues including Autosport  
 1950s-1960s, Autocourse, Classic & Sports Car,  
 and others (a lot).  
 (Qty)  
**£200 - 300**
- 39• ♦ ♦**  
**Motor Sport; bound Volumes 27 to 66**  
**(1951-1990),**  
 a near complete run of 39 volumes (lacking  
 Volume 64 for 1988), in green cloth bindings  
 with covers and in seemingly good order,  
 together with another bound volume (April  
 1933-Feb 1934), assorted loose issues for late  
 1930s, and other motoring books including L J  
 K Setright: The Grand Prix Car 1954-1966 (1st  
 edition) lacking dust-jacket; Nick Georgano:  
 The Beaulieu Encyclopedia of the Automobile,  
 Volumes 1-3; and other literature.  
 (Qty)  
**£150 - 200**
- 40•**  
**Speed magazine; 1936 to 1938,**  
 a run of issues for Volumes 1-4, comprising  
 two bound volumes for Jan-Dec 1936 (issues  
 7-18 ) and for Jan-Dec 1938 (issues 31-42)  
 each bound with covers and trimmed, and  
 12 untrimmed loose issues for Jan-Dec 1937  
 (issues 19-30) with covers.  
 (14)  
**£100 - 200**
- 41•**  
**A Ferrari Yearbook 1966,**  
 outlining all competition successes achieved  
 by the marque that year, 4to.  
**£150 - 250**
- 42•**  
**A Swift Cars "and their History" sales**  
**brochure,**  
 published in 1920, cream card covers, 62  
 numbered pages, including many tipped-  
 in monochrome plates, the first 48 pages  
 relating to pre-1918 motoring, 4to.  
**£200 - 300**
- 43•**  
**A Humber Twelve sales catalogue, 1933,**  
 together with a Castrol 1933 Achievements  
 booklet, a Vulcan 12Hp instruction book  
 and a Daimler Engine working model, all  
 worn and discoloured.  
 (4)  
**£80 - 120**
- 44•**  
**Two Aston Martin sales brochures,**  
 the first for DB2-4 Drop Head Coupe, the  
 other DB Mark III, both 4to.  
 (2)  
**£150 - 200**
- 45•**  
**Two Aston Martin DB2-4 sales brochures,**  
 the first 4to, the other fold-out type  
 (2)  
**£150 - 200**
- 46•**  
**An Aston Martin DB4 sales brochure,**  
 many illustrations 4to, offered together with  
 a DB4GT sales sheet, 4to.  
 (2)  
**£150 - 200**
- 47•**  
**A Bentley 3 litre sales brochure,**  
 covering the 1923 models, 20 pages,  
 considerable water damage but largely  
 readable.  
**£40 - 60**
- 48•**  
**Two Volkswagen brochures,**  
 the first dated 1939, both fold out type,  
 German text, the other, beige covers,  
 outlining all aspects of the model, 31  
 numbered pages, small 4to.  
 (2)  
**£100 - 150**
- 49•**  
**Post-War Rolls-Royce sales brochures,**  
 some multiples, including two Silver Wraith  
 sales brochures for 1950 and 1952, each  
 with cream textured decorative card covers,  
 Abridged Particulars and coachwork sales  
 packs for the same, nine Rolls-Royce  
 Bulletins 1951-1956, other sales literature  
 for Silver Shadow/Bentley T Series, Silver  
 Cloud III, and various later models.  
 (Qty)  
**£250 - 350**
- 50•**  
**A good quantity of assorted sales**  
**brochures,**  
 for various post-War British and other  
 marques including an Aston Martin  
 'Background to Victory' successes brochure,  
 Aston Martin DB2-4 fold-out sales  
 brochure, Lagonda Rapide, a Ferrari 250 GT  
 Concessionaires brochure, Jaguar including  
 E-Type, XK 140, Austin and Austin Healey,  
 Lancia, Bristol, MG, Morris, Wolseley,  
 Vauxhall, Sunbeam, Triumph, Ford, Renault,  
 and others.  
 (Qty)  
**£400 - 600**
- 51•**  
**An SS Standard Swallow brochure,**  
**4 pages** for two door saloon.  
**£100 - 150**
- 52•**  
**A Gordon Bennett Race Continental**  
**tyres publicity brochure, 1903,**  
 red card covers, outlining the success of  
 the Continental tyres shod Mercedes team  
 in this epic event, many illustrations, small  
 8vo.  
**£150 - 250**
- 53•**  
**Post-War Bentley sales brochures,**  
 early 1950s, some multiples, comprising  
 a Bentley Silent Sports Car brochure,  
 Particulars of Bentley Silent Sports Car  
 (6), Bentley Mark VI Silent Sports Car (3),  
 Abridged Particulars for Bentley Mark VI  
 4¼ Litre with price lists (3), a 'Performance'  
 road tests booklet for the same, others  
 for Bentley Continental, and a Bentley  
 coachwork sales pack for various models.  
 (20)  
**£250 - 350**
- 54•**  
**A 1929 Hillman sales leaflet and price**  
**list,**  
 together with a sales brochure for the  
 Hillman 14, 1929, a Lanchester Ten spare  
 parts catalogue and a 1920 Ford Model T  
 owner's manual.  
**£30 - 50**

55•

**A quantity of sales brochures for various marques,**  
post-War, including large format ring-bound catalogue for Jaguar Mark V and XK models, with tipped in colour plates, Jaguar E-Type, a small circa 1946 Jaguar booklet, Maserati Ghibli and Mexico, Mercedes-Benz 220, 300, 300SL and 300S, a Horch 8-Cylinder pamphlet (German text), Porsche 356, and other assorted brochures and sales literature for Daimler, Humber, Talbot, Lea-Francis, various American marques, commercial and agricultural vehicles, and others.  
(Qty)  
£250 - 350

56•

**A Swallow SS1 sales brochure,**  
fold-out brochure for 2 door sports saloon.  
£100 - 150

57•

**An MG Midget series 'T' sales brochure,**  
1937,  
with some loss to the first page, small 4to.  
£50 - 80

58•

**A rare sales brochure for the Maserati Sport A6G 2000, 1951,**  
Italian text, 2pp, card covers, printed in blue and grey, good condition.  
£150 - 200

59•

**Assorted technical books and literature,**  
including a 1905 Pratt's road atlas for England & Wales, a 1968 Brown Bros catalogue, a 1958 E S Heap & Co accessories catalogue, handbooks for Austin and Villiers motorcycle engines, and various engineering and technical titles.  
(Qty)  
£80 - 120

60•

**A Volkswagen-Werk brochure,**  
soft card covers, with embossed Swastika and Volkswagen to front, the inside showing all details of model with fold out transparent cut-away sheets, 4to.  
£100 - 150

61

**Technical literature and correspondence relating to the 275GTB and 330GT models,**  
mid 1960s, consisting of correspondence with European dealers concerning 330GT cars available, service bulletins outlining latest modifications and technical updates on these models, specification tables for the models, various blueprints for the models and other items.  
(Qty)  
£200 - 250

62

**A Porsche 911 Turbo Carrera Workshop manual, 1976,**  
printed in Germany, English text, held in maroon folder.  
£60 - 100

63•

**An Aston Martin DB2-4 MkIII instruction book,**  
green leather-bound covers with gilt tooling, 8vo, 103 numbered pages, some wear to spine.  
£150 - 200

64•

**Three Ferrari spare parts catalogues,**  
two for the 365 GT 2+2, the other for the 365 GTC4.  
(3)  
£100 - 150

65

**A Richard Burns signed copy of Motorsport News,**  
front page article dated November 28th 2001, with image, celebrating Burns' becoming the first English driver to win the World Rally Championship in his Subaru, signed to the lower edge in black marker, 40 x 29cm, framed and glazed.  
£80 - 120

According to information supplied by the vendor, this signed newspaper is one of only five signed by the driver for personal friends.

66

**A collection of RAC Rally items and ephemera,**  
including programmes, regulations, press packs, postcard, rally plates, stickers, includes items from 1965 Rally of Great Britain to 2004 Lombard Revival Rally.  
(Qty)  
£200 - 300

Many of these items are illustrated in Tony Gardiner's 'RAC Rally Action' book, published in 2005 by Veloce Publishing Limited.

67•

**A Ferrari Performance sheet for the 500 Mondial and 750 Monza,**  
single sheet, page numbered 2, detailing rear axle ratios and speeds, good condition, 4to.  
£80 - 120

68

**A collection of motoring postcards,**  
including 34 Veteran, Vintage and pre-War (1 with taped repair), 70+ post-War, 50+ cards depicting photographs taken by Guy Griffiths and six assorted trade cards, some used with stamps and post-marks.  
(Qty)  
£200 - 300



58

69

**A programme for the celebratory luncheon given by Charles Wakefield for Sir Henry Segrave in honour of him being fastest man on Land and Sea, 1929,**  
outlining this great achievement, some wear, small 4to.  
£80 - 120

70•

**Assorted Grand Prix and other race programmes,**  
some pre-War including 1928 RAC Tourist Trophy at Ards, 1934 500 Miles Race at Brooklands, 1937 and 1938 Donington Grand Prix, 1937 British Empire Trophy at Donington, a 1933 MG Mille Miglia successes brochure, various Silverstone Grand Prix and Daily Express Trophy programmes from 1948 to 1960s, 1960 ADAC 1000 Kilometer Race at Nurburgring, and various programmes for other events, together with two Castrol Achievements booklets for 1935 and 1936 and various post-War examples for Castrol, Shell and BP.  
(Qty)  
£200 - 300

71

**The signatures of Raymond Mays and Earl Howe,**  
both in ink, mounted with magazine images of the two drivers, framed and glazed.  
£60 - 80

72

**A lot of pre-War racing drivers' signatures,**  
consisting of Elsie Wisdom, Brian Lewis, Kaye Don, Freddie Dixon, Eddie Hall and Von Der Becke.  
(6)  
£100 - 150





83

### Property from the collection of the Late Fred C Taylor

Fred began his hobby of taking motor racing photos at Brooklands as a young boy in the 1930's, and whilst carrying on a full time job which eventually saw him become manager of the National Freight warehouse at Kings Cross he still found time to travel all over the world taking photos at various races, hill climbs, Grand Prix and other motorsport events, his favourite circuit being Monaco.

Several of his photographs have been published and used in books and motor magazines. He carried on until health problems forced him to stop his life long hobby after at least 50 years.

73

**Assorted motoring wear,** including 14 pairs of leather driving gloves, a Marlboro sleeveless jacket (size L), Bugatti and Bugatti Owner's Club ties, two Shell Oil British Grand Prix satchels, and other items.

(Qty)  
£50 - 80

74

**Assorted framed motorsport photographs,** including six 6" x 8" period monochrome race photographs of pre-War racing depicting GP Mercedes-Benz, Auto Union and Alfa Romeo, and large format colour images depicting race cars including GP Mercedes-Benz and Auto Union models at Goodwood historic events, and F1 cars at Goodwood, 28 x 49cm, framed and glazed.

(18)  
£80 - 120

75

**Assorted car and lapel badges,** including enamel 1953 ADAC-FIM Freiburg hillclimb and Circuit National Francorchamps car badges, and pin and lapel badges including enamel Nurburgring, Alfa Romeo, ADAC, and other assorted badges and fobs.

(Qty)  
£80 - 120



84

76♦♦

**A quantity of assorted British race programmes,** for various national and international events, including several immediate pre-War programmes for Brooklands, Ulster Trophy, Donington 200 Miles, Brighton Speed Trials, and post-War from late 1940's onwards for Daily Express International Trophy at Silverstone, Goodwood, BRDC Trophy, hill-climbs for Shelsely Walsh and Prescott Bugatti Owner's Club, RAC London-Brighton Veteran Run, and other events, a quantity of Bugattics and Brooklands Society Gazette, and assorted GP and other tabards, motorsport stickers and press passes.

(Qty)  
£100 - 150

77♦♦

**A quantity of post-War British Grand Prix race programmes**

including assorted programmes for Silverstone GP 1948-1960s and later, six for Aintree 1950s and '60s, Brands Hatch mainly 1970-80s, and a large quantity of associated and other press-packs, results sheets, and other motorsport ephemera.

(Qty)  
£150 - 200

78♦

**A quantity of post-War European Grand Prix race programmes,**

assorted programmes from late 1940s to 1980s, for French, Monaco, German, Italian, Belgian, Portuguese and Dutch GPs, together with associated ephemera including press-packs, results sheets, passes, and other items.

(Qty)  
£150 - 200

79♦

**Speed magazine; Volumes 1 to 4,** in maroon publisher's bindings, June 1935 to April 1939, bound without covers and trimmed, together with two bound volumes of assorted pre-War issues of The Autocar and The Motor, and a quantity of loose Motor Sport issues 1948-1950 believed complete, and post-War issues of Autosport and Castrol, BP and Shell Achievements booklets.

(Qty)  
£150 - 250

80♦

**Books relating to Grand Prix Mercedes-Benz and Auto Union,** including an author-signed copy of George Monkhouse: Mercedes-Benz Grand Prix Racing 1934-1955; Chris Nixon: Racing the Silver Arrows, Shooting Star - The Life of Richard Seaman, Auto Union Album 1934-1939, and The Robert Fellowes Collection; a 1938 Donington GP race programme, and other related titles.

(20)  
£200 - 300

81♦

**A quantity of books relating to motorsport subjects,** including Orsino & Zagari: Maserati, in slip-case; a signed and dedicated copy of Maurice Rowe: Track Record; Schlegelmilch & Lehbrink: Grand Prix de Monaco; Adriano Cimarosi: Autorennen (German text); Giovanni Lurani: Mille Miglia 1927-1957; Geoff Goddard: Track Pass; and other books relating to Targa Florio, Mille Miglia, Nuvolari, and other general motorsport literature.

(Qty)  
£200 - 300

82

**A collection of driver signed race programmes,**

24 programmes including mainly 1970-80s Monaco, French, German GP and other race programmes and press items, signed by various racing drivers including Raymond Mays, Fangio (2), Hans Stuck, von Brauchitsch, Hermann Lang (2), Rene Dreyfus, Moss (2), James Hunt (2), Gilles Villeneuve, Jackie Stewart (2), Jack Brabham (2), Mario Andretti (5), Mansell, Emerson Fittipaldi, Prost, Lauda (2), Jacky Ickx, and others.

(Qty)  
£300 - 400

### End of Collection



85



86



87

## Art & Photographs

The following two lots were formerly the property of the Late Sam Gilbey

**83**  
Raymond Groves; 'First British Grand Prix Silverstone Oct 2nd 1948', signed, mixed media, depicting Sam Gilbey driving his 1½ Litre Super Charged Maserati, 36 x 46cm, mounted, framed and glazed, together with a period photograph, signed by Gilbey, two other framed photographs, a framed and glazed BRDC dinner menu and an aeroplane table lighter presented for the Eastbourne Concours d'Elegance 1933, 3rd Prize in class 19, with a wooden trophy base for display.  
(7)  
£700 - 900

**84**  
Two photographs signed by Juan Manuel Fangio and dedicated to Sam Gilbey, together with a signed photograph with similar dedication from Giovanni Battista Guidotti, each black and white, mounted, framed and glazed.  
(3)  
£500 - 700

## Other Properties

**85**  
Photographic portraits of racing drivers, from the darkroom of Geoff Goddard, approximately 50, monochrome including studies of Innes Ireland, Jim Clark, Stirling Moss, Niki Lauda, James Hunt and others (some duplicates), the largest 40 x 30cm.  
(Qty)  
£250 - 350

**86**  
Display mounted motor racing photographs, from the darkroom of Geoff Goddard, approximately 30 monochrome and one colour, including photographs taken by him, George Monkhouse and others, including Nuvolari/Auto Union, Hawthorn/Ferrari 246, Bentleys at Le Mans, Silver Arrows at Donington, and others, all mounted on card, various conditions, the largest 45 x 56cm.  
£250 - 350

**87**  
Assorted motor racing photographs, from the darkroom of Geoff Goddard, approximately 30, various black and white images, including Jackie Stewart/Matra, the Start of the 1962 Tourist Trophy at Goodwood depicting Ireland, Surtees, Parkes and Hill's Ferrari 250 GTOs, von Trips/Ferrari 156 at Monaco and others, the largest 45 x 58cm, loose unmounted.  
(Qty)  
£200 - 300



88



90



90

88

**Assorted motor racing photographs,** from the darkroom of Geoff Goddard, approximately 20, various black and white images album mounted on loose leaf pages, including Fangio and Moss/Mercedes/1955 British GP Aintree, the largest 23 x 29cm.  
**£150 - 200**

89

**An album of 1951 Winfield Formula 2 race photographs,** approximately 50 original monochrome photographs of the Formula 2 and Formula Libre events held at the Scottish circuit on 13th October, contained in a leather-bound album, race scenes and other images depicting various cars and drivers including George Abecassis, Duncan Hamilton and Stirling Moss in HWMs, Reg Parnell in Ferrari 'Thin Wall Special', ERA, Jaguar XK120s and others, each pasted in and neatly presented with hand-written annotations.  
**£100 - 150**

90 ♦

**Assorted 'Shell Photographic' motor racing images,** approximately 100 black and white photographs depicting various motor sport subjects, the largest 29 x 38cm, each display mounted on card for exhibition, many with Shell logo in lower right corner.  
**£400 - 500**

91

**A collection of motor racing photographs,** 70 black and white, the majority depicting post-war race meetings including VSCC Silverstone 2 May 1953, Daily Express meeting 18 July 1953, 9 Hours Goodwood 1955, Eight Clubs meeting Silverstone 1955 and a VCC Rally Home Park Windsor, the majority with neat hand-written notes on the reverse, some enlarged and mounted for display, together with a typed list of all the images, and a colour veteran car print.  
(Qty)  
**£100 - 150**

92

**A signed photograph of Hermann Lang,** large format colour Cibachrome photograph depicting the driver standing beside his Mercedes-Benz W154 at the 1938 French Grand Prix, signed by Lang to left side in red ink, some scratches to surface, 39 x 29cm, mounted, framed and glazed.  
**£150 - 200**

93

**A Steve McQueen 'Le Mans' film poster,** one-sheet poster, folded, 69 x 104cm.  
**£150 - 200**

94

**A Steve McQueen 'Le Mans', Cinema Centre Films poster,** folded, 84 x 60cm.  
**£60 - 100**

95

**Assorted motorsport posters and prints,** including a poster for the film 1966 Grand Prix starring James Garner, 75 x 33cm, framed and glazed, a 1969 Silverstone Grand Prix poster featuring a Gold Leaf Lotus, assorted large-format re-print photographs of 1960s race scenes including Fangio in Alfa Romeo Alfetta, Graham Hill in BRM, Monaco GP and other race and driver images, three signed prints after Dexter Brown of Ferrari and Maserati, a limited edition print 'Ayrton Senna - The Last Victory' after Gavin McLeod, and other assorted posters and prints.  
(Qty)  
**£150 - 200**

96

**A James Bond 007 Michelin Dealers' Sweepstakes poster, 1985,** depicting Roger Moore as James Bond and Mr Bibendum in 'black tie', promotional poster for A View to a Kill, 124 x 83cm, linen mounted.  
**£200 - 300**

97 ♦

**A quantity of motoring calendars,** from 1990's, for Ferrari, Formula 1 racing and sports cars, Martini Racing and Pirelli, some boxed.  
(Qty)  
**£100 - 150**

98

**Assorted motoring posters and prints,** including Bentley V 'Blue Train' after Terence Cuneo, assorted London To Brighton event posters, a BMW Vintage Festival poster after Penny Howard, signed by the artist and five other prints signed by the artists including Roy Nockolds and Bill Neale, all un-mounted, some duplicated and some reproductions.  
(Qty)  
**£150 - 200**

99

**Four Automobile Art exhibition posters,** including one depicting the artwork of Dexter Brown, together with three similar Porsche posters after the same artist, and four Auto Art exhibition and sale catalogues.  
(11)  
**£150 - 250**

100

**An early Salsbury Lamps advertising poster,** colour poster by Grant & Co Ltd of London, depicting a draped female and image of an oil-illuminated cycle lamp, varnished for conservation, 53 x 37cm, framed and glazed.  
**£50 - 80**

101

**A quantity of Ferrari related artwork,** including a collection of posters, commemorative Ferrari calendars, a Ferrari F50 artwork file, together with two diorama type models.  
(Qty)  
**£80 - 120**



102

**Four motoring prints posters**, comprising 1985 Lombard RAC rally, Morgan Cycle car (re-print), 1966 Coupe Internationales des Musees de L'Automobile and a limited edition print 'Gilles' after A. Ivan, numbered 163/500, together with three Auto Art exhibition posters, comprising 1984 after artwork by Nicholas Watts, 1989 after artwork by Sune Envall, and 1981 after artwork by Walter Gotschke, all unmounted.

(7)

£80 - 120

103

**'Grand Prix de la Champagne', lithographic print after Gamy**,

printed by Mabileau & Co, Paris, early aeronautical scene depicting Henri Farman coming into land at Reims in his Gnome engined biplane to win the distance event in 1909, 39 x 83cm, framed and glazed.

£100 - 150

104

**'Sunset at Le Mans' after Fearnley**, limited edition, signed by Derek Bell, Jacky Ickx and the artist, depicting the Rothmans Porsches entering the esses Le Mans 1983, 50 x 69cm.

£100 - 150

105

**'Stars and their cars', a motoring print**, monochrome, limited edition 1/18, 46 x 60cm, framed and glazed, together with other prints. (Qty)

£40 - 60

106

**'Red on Red' after Tony Gardiner**, signed by the artist, numbered 2/5 artist's proof, 44 x 52cm, mounted for framing, together with four rally plates and a print depicting a 1928 4½ Litre Bentley, 37 x 55cm, framed and glazed.

(6)

£80 - 120

107

**A collection of Ferrari prints**, comprising limited edition collection of anniversary prints and a rare F50 print portfolio, together with a 1996 Ferrari calendar.

(Qty)

£100 - 150

108

**Two signed limited edition motoring prints**,

comprising 'Bathing Party with 1912 Renault' (670/850), after de Bruyne, lakeside scene depicting two ladies undressing behind the car, signed 'Dexter Brown' by the artist, 43 x 63cm, and 'JPS Lotus at South African Grand Prix 1971' (8/100) after Michael Turner, depicting Andretti at the wheel, signed by the artist, Colin Chapman and Andretti, 49 x 56cm, each mounted, framed and glazed.

(2)

£250 - 300

109

**Three signed limited edition Formula 1 prints**,

each signed by the artist and comprising 'Damon's Day' (2/850) depicting Hill at the 1993 Hungarian Grand Prix, also signed by Hill, Patrick Head and Adrian Newey, and 'McLaren's Supremacy' (20/850) depicting Lauda and Prost at the 1984 South African Grand Prix, also signed by both drivers, John Barnard and Ron Dennis and with artist's remarque, and 'Jordan's First Victory' (20/850) after Juan Carlos Ferrigno, depicting Hill and Ralf Schumacher at the 1998 Belgian Grand Prix, also signed by Hill and Eddie Jordan, the largest 46 x 63cm, each mounted, framed and glazed.

(3)

£250 - 300

110

**A series of twelve framed 'Motoritis' Veteran motoring prints, after Chas Crombie, 1906**,

lithographic prints originally reproduced as colour plates in the 1906 publication by Perrier, each depicting a humorous interpretation of the Motor Car Act, each 22 x 28cm, framed and glazed.

(12)

£250 - 300

111

**No Lot**

112

**'Targa Florio 1913', lithographic print after Gamy**,

printed by Mabileau & Co Paris, coastline scene depicting Felice Nazzaro at speed in his Tipo 2 on his way to victory at the 1,050Km event, 38 x 81cm, framed and glazed.

£100 - 150

113

**'En Visite', lithographic print after Ernest Montaut**,

early scene featuring a Le Levrier & L'Hirondelle Renault while nearby tennis players observe a passing Airship 'Swallow', 41 x 88cm, framed and glazed.

£100 - 150

114

**'Boillot Peugeot - French Grand Prix 1912', lithographic print after M Campion**,

printed by M Campion, Bois-Colombe, depicting George Boillot at speed in his DOHC Peugeot in his way to victory at the Dieppe event, 33 x 70cm, mounted, framed and glazed.

£100 - 150

115

**'Mercedes-Benz W125 - 1937 German Grand Prix', a print after Vic Granger**, colour print, depicting Dick Seaman at the wheel, 42 x 62cm, mounted, framed and glazed.

£100 - 150



100

116

**'La Passione Collection', after Franco Vasconi**,

limited edition of 500, a complete set of eight prints, 53 x 45cm.

(8)

£100 - 150

117

**A boxed set of 'The Mercedes-Benz Racing Car' prints after Walter Gotschke**,

limited edition set 211/2000 signed by Gotschke on the numbered page, 33 x 43cm, together with a 'Mercedes Hillclimb' print on canvas, after Gotschke, 41 x 51cm, framed.

(Qty)

£100 - 150

118

**Three framed motorsport photographs**, colour images taken by photographer Jim Gleave, comprising Denny Hulme on his way

to victory in the Brabham at the 1967 Monaco Grand Prix, and two pit scenes depicting a Ferrari 312 at the 1967 Race of Champions and Innes Ireland at Brand Hatch 1967, the largest 24 x 37cm, each mounted framed and glazed.

(3)

£80 - 120



124

**119**  
A James Bond Aston Martin DB5 "The Most Famous Car In The World" print after Massey, limited (349 of 350), signed by the artist, 40 x 50cm, together with an 'Agente 007 Thunderball' film poster, 40 x 30cm, each framed and glazed.  
(2)  
**£80 - 120**

**120**  
A quantity of items relating to the design of the body of the 1965 Humber Super Snipe, consisting of two drawings on tracing paper showing the proposed body shape and five monochrome photographs showing the prototype.  
(Qty)  
**£60 - 100**

This lot is from the collection of the late Peter Leeming who was chief body engineer for all Humbers produced during the early sixties, in the course of this he played a large part in the shaping of the Super Snipe as shown in these items.

**121**  
A Ferrari Daytona tipo 615A gear vs speed blueprint, 2 pages, the reverse of each sheet stamped with Ferrari Prancing Horse, 4to, good condition, stapled together.  
**£80 - 120**

**122**  
An original patent for a liquid or gas measuring system, French, circa 1900, patented to Mr George Sullivan of London, drawn to scale on parchment, an official section illustration, framed and glazed, 44 x 57cm (17 x 22ins).  
**£70 - 90**

**123**  
M.G.Truman, The 1936 Vanderbilt Cup, original poster artwork, mixed media illustrating an Alfa Romeo, framed, 46 x 37cm.  
**£150 - 200**

**124 AR**  
Frank Wootton (British 1914-1998), 'Cars', an original book cover illustration, signed, charcoal heightened with white on paper, depicting a Sunbeam-Talbot MkIIA, 31 x 37cm, mounted with title, framed and glazed, used to illustrate the dust-jacket of the 1955 2nd edition of 'How to Draw Cars' Volume 2, by Wootton, published by Studio Publications, offered together with a framed example of the dust-jacket depicting the illustration.  
(2)  
**£500 - 550**

**125 AR**  
Russell Brockbank (1913-1979), 'Police Chase', signed, pen and ink on card, humorous scene depicting a convoy of a Veteran car, a Silver Ghost, a Mini, an Aston Martin DB5 and a Land Rover speeding away from a frustrated police car and motorcycle rider, 34 x 54cm, mounted, framed and glazed.  
**£500 - 700**

It is believed that this illustration was reproduced in an issue of Punch magazine.

**126**  
No Lot

**127**  
Tony Gardiner, 'HRG at Le Mans', signed and dated June 1981, sepia-tone watercolour, 43x 30cm, mounted, framed and glazed.  
**£200 - 300**

**128 ♦**  
Tony Upson, 'Ferrari California Spyder', signed, acrylic on board, a study of the car, 110 x 200cm.  
**£400 - 600**

**129 ♦**  
Tony Upson, 'Stirling Moss - Vanwall', signed, acrylic on board, a study of Moss at the wheel, 110 x 200cm.  
**£400 - 600**

**130 ♦**  
Tony Upson, 'Bugatti Type 35', signed, acrylic on board, a study of the car, 120 x 200cm.  
**£400 - 600**

**131 ♦**  
'Gulf Petrol Girl', a hand-painted garage display panel, acrylic on board cut-out panel, depicting an attractive female petrol attendant, 180 x 120cm.  
**£400 - 600**

**132**  
Phil May: Mercedes Benz SSK on the Pikes Peak hillclimb, signed, watercolour on artist's paper, depicting an SSK blasting up the famous American mountain road, mounted, framed and glazed, 30 x 40cm.  
**£70 - 100**

**133 AR**  
Dion Pears (British, 1929-1985) 'Austin Healey on the Akropolis Rally', signed, watercolour on paper, 64 x 88cm, framed and glazed.  
**£300 - 400**

134 AR

**Brian de Grineau (English 1883-1957); 'Brooklands',**

signed, mixed media on artist's board, depicting an Alvis Special and a Darracq Special racing on the Sahara Straight and rounding Howe's Corner on the Campbell Circuit at Brooklands, 28 x 45cm, un-mounted, slight wear to edges and corners. The reverse of the board marked with small pencil sketch of car and publisher's notes and printer's dimensions. £500 - 700

135

**Fasano, 'Mercedes-Benz - 1937 German Grand Prix'**

signed, mixed media on canvas, depicting the Mercedes-Benz W125s of Caracciola, von Brauchitsch and Lang on the startline at Nurburgring, 73 x 110cm, framed. £300 - 400

136

**A Spirit of Ecstasy statue after Charles Sykes,**

composite construction, metallic finish, repair to wing and lower part of statue, 50cm high. £40 - 60

137 ♦

**A Ferrari garage display shield,** modern, hand-painted fibreglass, featuring the Prancing Horse emblem, 120cm high. £300 - 350

138 ♦

**An Amilcar garage display emblem,** modern, cold-cast resin and brass composite, lettering in the form of the marque script, 140cm wide. £200 - 250

139 ♦

**A Maserati garage display emblem,** modern, hand-painted fibreglass sign featuring the Trident logo, 120cm high. £300 - 350

140 ♦

**A Bentley garage display emblem,** modern, cold-cast resin and aluminium composite, in the form of the winged badge, 140cm wide. £300 - 350

141 ♦

**An Art Deco inspired sculpture of a Jaguar XK120,** modern, cold-cast bronze and resin composite, finished in green, 70cm long. £150 - 200

142 ♦

**A hand-painted Aston Martin Zagato garage display roundel,** modern, with laurel-leaf fibreglass surround, 120cm diameter. £300 - 400



125



133



134





150



151



156

**143 ◇**  
A hand-painted 'Sir Major Henry Segrave's World Water Speed Record Attempt' celebratory roundel, modern, with laurel-wreath surround, commemorating Segrave's successful 1930 record attempt in the Rolls-Royce powered Miss England II, achieving 98.76mph, 107cm diameter.  
£200 - 250

**144 ◇**  
An Aston Martin DB5 garage display emblem, modern, cold-cast resin and aluminium composite, depicting the DB5 badge, 100 x 70cm.  
£200 - 250

**145 ◇**  
A Jaguar garage display emblem, modern, cold-cast resin and aluminium composite, 140cm wide.  
£300 - 350

**146 ◇**  
An Alfa Romeo garage display emblem, modern, fibreglass, in the form of the radiator script, finished in red, 150cm wide.  
£300 - 400

**147 ◇**  
A hand-painted Royal Endorsement coat of arms, modern, fibreglass, 70 x 70cm.  
£150 - 200

**148 ◇**  
A 'Rolls-Royce' badge garage display emblem, modern, cold-cast resin and aluminium composite, featuring the 'RR' entwined logo in relief, 120cm high.  
£250 - 350

**149 ◇**  
A 'Maserati' Trident garage display emblem, modern, cold-cast resin and aluminium composite, depicting the Maserati emblem, 100cm high.  
£200 - 250

**150 AR ◇**  
Tony Upson, '1961 Corvette 275VA roadster', modern, acrylic on board study, 122 x 244cm, framed.  
£150 - 200

**151 ◇**  
A Ballot car badge display roundel, modern, hand painted centre with laurel leaf surround, 107cm diameter.  
£150 - 200

**152 ◇**  
An Aston Martin garage display emblem, modern, cold-cast resin and aluminium composite, depicting the winged badge, 140cm wide.  
£300 - 350

**153 ◇**  
A Mille Miglia garage display sign, modern, cold-cast resin and brass composite, in the form of a directional arrow, 70 x 100cm.  
£200 - 250

**154 ◇**  
A Bugatti garage display emblem, modern, cold-cast resin and aluminium composite, oval emblem depicting the badge, 140cm wide.  
£300 - 350

**155 ◇**  
An Aston Martin garage display emblem, modern, cold-cast resin and bronze composite, depicting the winged badge, 140cm wide.  
£300 - 350

**156 ◇**  
An oval plaque celebrating Duesenberg's 1921 French Grand Prix victory, modern, hand-painted with raised laurel leaf edge, 122cm wide.  
£150 - 200



164



167



168

157 ♦

A Ferrari Prancing Horse garage display emblem, modern, fibreglass, finished in black, 150cm high.

£300 - 400

158 ♦

A Ferrari Nameplate garage display emblem, modern, fibreglass, finished in black, 150cm wide.

£300 - 400

159 ♦

A Lagonda garage display emblem, modern, cold-cast resin and brass composite, in the form of the winged badge, 120cm wide.

£250 - 300

## Garage Equipment & Tools

160

A Dunlop 'Junior' foot-pump, with brass pump chamber, for Rolls-Royce Phantom I.

£60 - 80

161

Five oil dispensers, comprising two for Carburol, one for Shell, one for Petroyle, and another, each with glass reservoir, handle and nozzle.

(5)

£80 - 120

162 ♦

A Gledhill-Brook patented Time Recorder clocking-in clock, from the Morris Motors Ltd Cowley Factory, Oxford, oak case cabinet with hinged door (lacking glass) and bearing a Morris Motors Ltd Cowley brass badge numbered C220 to inside rear panel, with cream dial with Arabic numerals, clocking mechanism largely complete and functioning, some wear in places and requiring some re-conditioning, 114cm high overall, believed to have been originally installed at the Cowley Plant.

£200 - 300

According to information received, the vendor acquired this Time Recorder upon closure of the Cowley Plant in the 1980s and subsequent clearance and disposal of the contents.

163

Two Motor Car novelty tape measures

First depicting a circa 1900 open car, finished in gold with spoked wheels having rubber tyres, steering wheel tape winder (F gold rubbed, lacks two rubber tyres) other depicting a 1920's town car (F), both approx 6cm (2 3/8in) long. (2)

£100 - 150

164 ♦ ♦

An early Gilbert & Barker model 281 hand-operated petrol pump, restored with a BP 'First Off The Mark' brand plate & 1/2d per gallon BP price flag, complete with rubber hose and bronze nozzle, polished steel delivery rack, tabulator, gallon trip meter, together with a BP Motor Spirit transfer on the cylinder, approx 200cm high.

£900 - 1,200

165

Four tools believed suitable for a Mercedes-Benz SSK, hub puller, crank tool, and two later hexagonal socket tools.

(4)

£100 - 150

166

A skeleton-type hand-cranked petrol pump, restored and painted in blue Fina livery, with Fina and rosette price flags, complete with hose, nozzle and sight-glass reservoir to top, 191cm high.

£300 - 400

167 ♦ ♦

A Gilbert & Barker model T8 'Fat Lady' hand-operated petrol pump, circa 1910, restored with Shell brand plate and 1/3d price plate, with Shell transfers to door and body, complete with hose & bronze nozzle, fitted with a reproduction Shell Motor Spirit globe ready for displaying in the motor house, 222cm high overall.

£800 - 1,100

168

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





184



182

169

**A Wilts Auto Club warning diamond sign,**  
in red on white, 76.5cm.  
£60 - 80

170 ◇

**A Lotus illuminating garage sign,**  
single-sided, aluminium frame with Perspex panel,  
71 x 71cm.  
£500 - 600

171 ◇

**An 'Aston Martin Zagato Milano Carrozzeria'  
illuminating sign,**  
modern, single-sided, aluminium frame with  
painted Perspex panel, 61 x 76cm.  
£500 - 600

## Spares & Accessories

172 ◇

**Assorted two cylinder Jowett engine parts,**  
**pre-War,**  
including crankshafts, flywheels, cylinders, cylinder  
heads, valves and other parts, various condition.  
(Qty)  
£100 - 150

173 ◇ ◇

**Spares and accessories for Buick Master Six  
cars, 1926-28,**  
including a complete gear box, assorted rear axle  
components, steering gear, road springs, engine  
components and other spares, together with a pair of  
Drum-type headlamps, various conditions.  
(Qty)  
£200 - 300

174

**An Austin FX3 Taxi meter, 1950s,**  
by The Metropolitan Fare Reg Co Ltd, black  
painted cast alloy case, with 'For Hire' flag and  
fares and distance windows, brass internal  
mechanism, 29cm high.  
£60 - 100

175 ◇

**An Autojumbler's lot,**  
including a Lucas FT58 fog lamp, leather gauntlets  
and helmets, a clock set in a Bugatti radiator  
surround, a walnut veneer 'ice box' for a car  
interior, a large upright pump, a Rolls-Royce wheel  
fitted with a Dunlop 6.00 x 21 tyre, and other  
items.  
(Qty)  
£80 - 120

176

**Two Rolls-Royce cigar lighters,**  
pre-War, in Bakelite, some loss.  
(2)  
£60 - 100

177

**A good lot of automobilia,**  
including a 'Shell Aviation Spirit' petrol can,  
A Lucas bulb horn, a Goodrich tyre pump, a  
winged radiator mascot and parts of an Acetylene  
headlamp, various conditions.  
(5)  
£60 - 100

178

**A set of Rolls-Royce Silver Spirit and Bentley  
Turbo seat covers,**  
in blue, some wear.  
£40 - 60

179

**An MG grille watch with leather strap,**  
automatic movement, gold case and hands with  
silver dial, leather strap, numbered 251, fine  
condition.  
£80 - 100

180

**A large pair of Bleriot electric sidelights,**  
brass cases, weathered, polished interiors, one  
door mounted with cracked ruby tell-tale, the  
other missing, and two other 'square' bevelled cut  
lenses, both numbered 57, each lamp 37cm high.  
(2)  
£200 - 300

181

**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, dial 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.  
£500 - 600

182 ◇ ◇

**A De Dion Bouton single cylinder engine, circa  
1905,**  
believed 10Hp, stamped 20563 to each half of  
crankcase, and further stamped 16277 to front of  
case, internal condition unknown, close inspection  
advised.  
£500 - 700

183 ◇

**An Edwardian Renault AX engine,**  
incomplete and for restoration, including cylinder  
block (damaged), crankcase, pistons, conrod,  
camshaft and timing gears, valves and crankshaft.  
Sold as viewed.  
(Qty)  
£200 - 300

184 ◇ ◇

**A De Dion Bouton single-cylinder engine, circa  
1905,**  
believed 8Hp, stamped 25207 to each half of  
crankcase, internal condition unknown, inspection  
advised.  
£500 - 700

185

**A Lucas four-cylinder racing magneto,**  
1950s.  
£100 - 150

186 ◇

**Assorted Derby Bentley spares,**  
including con rods, oil filter head unit, petrol filter,  
other spares and a rear luggage box.  
(Qty)  
£100 - 150

187 ◇

**Assorted Rolls-Royce Phantom III mechanical  
spares,**  
including 12 connecting rods, 24 pushrods, 4  
rocker shafts and 6 valve spring assemblies, and  
assorted nuts and bolts.  
(Qty)  
£150 - 200

188

**A pair of Zenith Stromberg 175 CD-2  
carburettors for a Lotus Elan,**  
used condition.  
(2)  
£80 - 120



204



206



193



205



210



198

189

**A small Autovac,**  
painted red, serial number 382441, with brackets  
and lower push-tap.  
**£40 - 60**

190

**A pair of pram-iron hood supports,**  
nickel-plated, would suit Rolls-Royce Phantom II  
Drophead Coupe, 89cm long overall.  
**£80 - 120**

## Badges & Mascots

191

**Four car badges,**  
comprising RAC enamel badge, re-chromed with  
Union Flag to centre, together with a brass AA  
badge numbered 103011, an enamel Lagonda  
Club badge, and another for VSCC.  
(4)  
**£100 - 150**

192

**Four mascots for a 1928 Buick Master Six,**  
one fitted to cap extension, and one damaged  
(now with re-built collar), together with an Art  
Deco style interior car lamp and a metal posy  
holder with a glass vase liner.  
(Qty)  
**£200 - 300**

193

**Two European enamel badges from 1957,**  
comprising 8° Rallye Internaz. Sestriere 24 Febb  
-1°Marzo 1957, enamelled in seven colours, 7.5  
x 5cm, and Tour de Corse Automobile, enamelled  
in five colours, 7 x 5.5cm, together with an  
Auroche oil illuminated opera-type sidelamp,  
1920s, nickel plated with one green striped glass  
lens, 19cm high.  
(3)  
**£300 - 400**

194

**An Autojumbler's lot,**  
including car badges for Invicta Car Club, Rover,  
Morris Eight, St Christopher, Bugatti Owners Club,  
RREC, Austin 7, AA and RAC, mascots for Jaguar,  
Armstrong-Siddeley Sphinx, a veteran 50mph  
speedometer by Jones of New York, an 8-day car  
clock, other gauges, a bronze Kingston Model L  
carburettor, a Lucas acetylene motorcycle lamp,  
two spotlamps, and other assorted items.  
(Qty)  
**£150 - 200**

195

**An RAC Full Member's badge,**  
chrome-plated with enamel Union Flag centre,  
13.7cm high, together with six other RAC badges  
and a Auto Cycle Union RAC Associate members  
badge, brass, numbered 13120 on the reverse,  
8cm high.  
(8)  
**£250 - 350**

196

**An AA Commercial red-backed badge, 1911-  
1930,**  
painted cast brass, numbered V31674, for  
Industrial or Commercial Vehicle use, 13.5cm high,  
together with an AA badge, number 76305B,  
14.7cm high and four other AA badges.  
(6)  
**£120 - 160**

197

**Assorted motoring badges,**  
including RSAC, Railton Owners Club, MG Car  
Club, Alvis Owner Club and others, together with  
a ADAC Westfalen-Lippe-Fahrt 1931 badge.  
(7)  
**£150 - 250**

198

**An RAC of Victoria member's badge,**  
number 31779, made by Stokes & Sons of  
Melbourne, each side with enamelled centre,  
12.5cm high, on a marble base.  
**£120 - 180**

199

**Assorted motoring badges,**  
comprising a Bentley radiator badge in chrome  
and black enamel and a similar bumper badge,  
three RAC badges and an AA badge.  
(6)  
**£100 - 150**

200

**A Reichs Auto Bahn 200km lapel badge, 1936,**  
some wear, loose clip, and a replica German VW  
Workers lapel badge, dated 1938.  
(2)  
**£40 - 80**

201

**A 1930s Vanderbilt cup lapel badge and an  
assortment of post-war Sebring memorabilia,**  
including five Florida XII hour International GP of  
Endurance lapel badges, two 1971 ARCF lapel  
badges, two ARCF stickers and other Sebring  
ephemera and plaques, together with an ashtray  
from Rene Dreyfus' Le Chanteclair restaurant in  
New York.  
(Qty)  
**£100 - 150**

202

**A Bentley Owners Club lapel badge,**  
in the form of a Bentley radiator, 27mm high,  
boxed.  
**£100 - 150**

203

**A 'Howling Ghoul' mascot,**  
chrome-plated, depicting a stylised ghoulish  
figure, 15cm high, on a chromed radiator cap.  
**£80 - 120**



214



222

204

A running nude car mascot, 1920s, nickel plated figure with arms outstretched, 18cm high.  
£200 - 250

205

Two 'Old Bill' car mascots by Bruce Bairnsfather, British, circa 1919, each signed to rim of helmet, cast bronze, one with rear of scarf stamped with registered design number, the other with base rim of mascot stamped with registered design number, 12cm high, on turned bronze pedestal mount above turned wooden base.  
(2)  
£200 - 300

206 Y

A Sphinx bust mascot by J B Sertorio, French, 1920s, stamped, nickel plated with carved ivory face, bronze figure with wings, 16cm high, mounted on a tiered display base.  
£1,000 - 1,500

207

Two winged car mascots, comprising Chrysler radiator cap, after a 1924 design by Oliver H Clark, re-chromed, 7.5cm high on a polished marble base, and a nickel plated winged cap mounted with a chromed centre applied with an enamelled St. Christopher plaque to the front and a New Mark motormeter fitted to rear, 10cm high, mounted on a marble base.  
(2)  
£200 - 300

208

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.  
£250 - 350

209

Assorted mascots, various conditions, including some figurines, one for Jaguar and others.  
(6)  
£140 - 180

210

An 'Eagle on Arrows' mascot, chrome-plated alloy, good detail, mounted to a plastic display base, 15.7cm wingspan.  
£150 - 250

211

An unusual Edwardian Motoring Girl mascot, gilt-painted bronze, signed 'Baillly' to reverse, depicting a young girl in motoring attire with ivory face (hairline crack to side), 13.5cm high, mounted on a period radiator cap.  
£300 - 400

212

A St George and Dragon mascot, nickel-plated, numbered to base, 13.5cm high, mounted on a display base.  
£100 - 150

213

A 'Chrysis' glass mascot by Cristal Lalique, French, modern frosted version, the underside engraved Lalique France, 14cm high, overall.  
£200 - 300

214

A Saint Christopher glass mascot by Rene Lalique, French, introduced 1st March 1928, intaglio moulded stamped R Lalique France in clear glass with amethyst tint, 11.3cm high, several chips to flat underside of base, one small chip at top of back of disc, mounted in a flat nickel plated display disc.  
£500 - 700

## Miscellaneous

215

A set of playing cards made by Loctite for the French market Lotus, in box, together with a 'Join His Fight' badge for the Gunnar Nilsson Cancer Treatment Campaign, 6cm diameter.  
(2)  
£60 - 80

216

A Dunlop flag, in black on yellow, 91 x 174cm, together with a Shell Motor Spirit petrol can, a Duckhams tin sign, a Champion tin sign and other assorted advertising signs and items.  
(Qty)  
£60 - 100



226

217

**A collection of Chemist Shop jars and medicine bottles,** used in a museum shop-display, filled with dyed water and inert powder, various types, sizes and colours, majority with paper labels. (Qty)  
£60 - 100

218

**Two ceramic plates specially made for David Thieme's birthday,** the first depicting a portrait of Thieme, 30cm, the other with a Lotus in Essex livery, 32cm, with the words 'Joyeux Anniversaire 1981, Irene' to the rear, both signed by R. Salesi. (2)  
£60 - 80

219

**A gentleman's motoring coat,** brown leather, double-breasted style, blanket lined, some wear to stitching.  
£60 - 80

220

**An 'Ecurie Ecosse' hip flask, 1950s,** by Philip Ashberry & Sons, glass flask with leather half cover, removable cup engraved with shield design.  
£60 - 80



228

221

**Assorted Automobilia,** comprising film posters for 'Wining' and 'Van Nuys Blvd.', folded, two books comprising René Dreyfus with Beverly Rae Kimes: 'My Two Lives ~ Race Driver to Restaurateur', with dust jacket; Ernst Roseman and Carlo Demand: Das Grosse Rennen, the story of motor racing from 1894 to 1955, (spine worn) and a telescopic motorist's cup, the cover decorated with a veteran motoring scene. (5)  
£100 - 150

222

**A cast bronze mask sculpture of Tazio Nuvolari,** patinated bronze, a scale caricature artist's portrait impression of the great driver with helmet and goggles, 17cm high, mounted with title plate to a black wooden shield shaped plaque.  
£150 - 200

According to information supplied by the vendor, this bronze mask sculpture is a first casting from the original mould. It is understood that a possibly later casting is held at the Donington Park museum.

223

**Six assorted German rally plaques, pre and post-War,** comprising four ADAC plaques for 1927 Belzig, 1955 Bayr-Ostmarkfahrt, 1956 and 1976 for Heimatt-Wettbewerb tour, together with two pre-war plaques for Automobilclub Kurpfalz for Heilideberg rallies in 1930 and 1931, the larger 10cm high. (6)  
£150 - 200



227

224

**A motorist's leather overcoat, helmet and mask,** all in brown leather, the Edwardian full-face mask with built-in goggles, together with a 'soft' helmet with adjustable peak and ear flaps, the coat by Wareing, double-breasted with belt and blanket lining, all in worn condition. (3)  
£150 - 250

225 ◇

**A Bugatti petrol cap deskpiece,** nickel plated brass cap with Bugatti emblem to hinged lid with magnetic fastening, brown leather covered lower case impressed with facsimile Ettore Bugatti signature, mounted with later Quartz clock to interior, and with machine turned base engraved with previous owner's name and numbered '021', 67mm diameter, together with a resin model of a pre-War racing Bugatti, 77cm long. (2)  
£150 - 200

226

**A Rolls-Royce radiator decanter by Ruddspeed, British, 1950s,** chromed with black enamel badge and 'town cap' stopper, 19.5cm high.  
£200 - 300





233



234



242



245



246

**227**  
A Bentley radiator decanter by Ruddspeed, British, 1950s, chromed with black painted grille and red enamel badge and 'town cap' stopper, 19.5cm high. £200 - 300

**228**  
A Bugatti radiator decanter by Ruddspeed, British, circa 1960, chromed surround, red enamel badge and black grille, 20cm high. £200 - 300

**229** ♦  
A large Jaguar 'showroom' statue after the original by Frederick Gordon Crosby, modern, cast brass with dark patina, mounted on a marble base, 90cm long. £300 - 350

**230**  
An original set of Bruce Halford's Les Leston racing overalls, with Les Leston label to inside neck, blue, size 46, zip to front and pockets, chequered flag patch to left breast. £300 - 400

According to information supplied by the vendor these overalls were directly gifted to a family friend of Bruce Halford the Formula One race driver.

**231**  
A Bugatti radiator decanter by Ruddspeed, British, 1950s, chromed with black grille and red enamel badge, with radiator cap stopper, 20cm high, the reverse applied with 'Derfield - Burlington Arcade' trade label. £400 - 600

**232**  
A Bentley radiator decanter by Classic Stable Ltd, numbered BGC B122 underneath, the chromed surround with green painted mesh grille and red enamel badge, 20cm high. £400 - 500

**233**  
Three motoring series-ware plates by Royal Doulton, each transfer printed and hand-tinted, 24.5cm diameter, including 'Room For One!' (chip under rim), 'A Nerve Tonic' and another depicting a Yokel speaking to two motorists. (3) £600

**234** ♦ ♦ ♦  
A 'Car Bed' by Andy Saunders, 1984, custom built using a 1963 Ford Capri steel shell, over a 1 1/4 inch steel box section frame, leaving a large storage box under the mattress recess, the boot lid removes to allow further storage and the 'SNOOZE' number plate flips down (ex petrol flap) as a small safe area. All other fixtures and fittings are original to the car. The bed is 225cm long (bumper to headboard) x 152.5cm wide x 76cm high, without the mattress. It takes a standard 137cm (4'6") mattress, which fits into a 10cm recess. There is no mattress or bed linen offered for sale with the lot.

In 2002, the bed was exhibited at the Poole Art Centre for 6 weeks and it was one of the exhibits that received 73 nominations for The Turner Prize for Andy Saunders. The bed has been featured in several magazine articles and was the subject of report on Japanese television in the 1990s. £800 - 1,000

**235**  
A signed 1970 British Grand Prix programme signed by Jochen Rindt, Colin Chapman and John Miles of Team Lotus to the rear cover, good condition, 4to. £80 - 120

**236**  
A Bell helmet signed by nine drivers and team members, including, David Coulthard, Ken Tyrrell, Jackie Stewart, Damon Hill, Jean Christophe Bouillion, Derek Bell, Justin Bell, Olivier Gavin and Johnny Kane, signed in black marker pen, together with a helmet bag. (2) £250 - 300

**237**  
An Eddie Irvine replica racing helmet, by Bieffe, with 'roaring Jaguar' design, 'HSBS' and 'Jaguar' logos, with visor, good condition. £350 - 500

## Luggage

**238**  
An Aston Martin bag, in tan coloured Italian leather by Golf brothers, with matching suit bag and two other small leather bags, some travel wear, offered together with an Aston Martin calendar and posters. (Qty) £100 - 150

**239**  
A travelling vanity case, blue leather, with original interior vanity requisites and fittings, decorated with blue enamel lining, leather lining of case repaired, the case 35 x 22 x 11cm. £150 - 200





247



248



249



250

240

A brown leather Gladstone bag and a shotgun case, each with brass lock and catches, the bag with leather handle and straps and beige canvas interior with leather trim, 62cm wide, the shotgun case with green baize interior and compartments for cartridges and accessories, 75cm wide.

(2)

£150 - 200

241

A four-person picnic set, by Sirram, 1920s, black Rexine case, nickel-plated locks and catches, opening to reveal fitted interior containing 'The Wasp' kettle and burner, metal food boxes, with orange plastic cups, plates and saucers (1 cracked) and cutlery fitted into the lid, complete with key, 49cm wide.

£200 - 300

242

A fine and rare leather-cased two-person tea set, by Tonnel, 12 Rue de la Paix, Paris, c1909, brown textured leather case embossed M H, with single leather handle, bearing gilt maker's mark to front locking plate, lid opening to reveal chamois fitted interior containing silver-plated accessories including saucepan with detachable handle and lid, burner with stand, glass bottle, pair of stacking cups with ivory sections and detachable wicker-covered handles, saucers, tea caddy and shaped flask, many pieces stamped with maker's name or part number, the case 20cm wide overall, (the leather hinge split with lid detached).

£500 - 700

## Toys & Models

243

A boxed Scalextric Grand Prix slot-car racing set, circa 1961, by Lionel-Triang and made by Minimodels Ltd, model No.G.P.2, containing two Vanwall GP race cars in blue and yellow, two controllers, straight and curved track sections and barriers, lacking transformer, some wear to box.

£80 - 120

244

A 'signed' model Captain G E T Eyston's 'Thunderbolt' by Meccano, 1938, silver painted die-cast model in original box (worn), the underside of the model applied with card signed by the driver, 12.7cm long.

£80 - 120

245

A Kingsbury clockwork tinplate Golden Arrow World Land Speed Record breaking car, 1929 finished in gold with driver, Dunlop Cord Racing hard rubber tyres, (F-G some scratches), 49cm (19 1/4in) long.

£500 - 700

The following 13 lots are Models from the collection the Comte de Boisdauphin.

246Ω

A 1:10 scale model of a 1935 Mercedes 500 K-AK Cabriolet by Pocher, Italian, model number K74, constructed, black and chrome with tan leather interior, 63cm long, in mirror based glazed display case, together with an original Pocher packing box with vacuum formed liner.

£300 - 400

247Ω

A 1:8 scale model of a 1933 Rolls-Royce Phantom II Ambassador by Pocher, Italian, model number K83, constructed, green and chrome with tan leather interior, 68cm long, in mirror based glazed display case.

£300 - 400

248Ω

A factory made 1:8 scale model of the 1907 Fiat 130Hp F2 racing car by Pocher, Italian, depicting the car driven at the 1907 Grand Prix de France, number F2 finished red, fixed to mirrored display base, 48cm long, under Perspex display case, (part number 70130 carburettor barrel detached), together with Pocher print depicting the model, folded, and a set of instructions.

(Qty)

£300 - 400

249Ω

A 1:8 scale model of a 1931 Alfa Romeo 8C 2300 Monza by Pocher, Italian, constructed kit, finished red, fixed to mirrored display base, 48cm long, under Perspex display case, together with Pocher print depicting the model, folded.

(2)

£300 - 400

250Ω

A 1:8 scale model of a Ferrari Testarossa Spyder, Pocher by Rivarossi, Italian, die-cast model finished in Giallo with opening headlights, doors and boot revealing engine detail, 56cm long, mirrors re-attached.

£200 - 300



251



252



253



254



255



256



257

251Ω

**A Constructor Car kit by Marklin, German, 1930s,** assembled, scale approximately 1:15, clockwork 2 door 4 seat Sedan, nut & bolt construction, two-tone grey with cream and white lining, red upholstery, with clockwork motor and running gear, rubber tyred wheels, 40cm long overall, rear bumper replaced with constructor set tow-hitch. **£350 - 450**

252Ω

**A Constructor Open Lorry kit by Marklin, German, 1930s,** model number 1105, painted metal with red cab bonnet and rear body, light green cab roof, wings and wheels fitted with black rubber tyres, front wheel steering, chrome-plated brightwork, radiator and bumpers, 41cm long, with space under bonnet for Marklin clockwork motor. **£350 - 450**

253Ω

**Two Marklin 'Metall' clockwork toys, German, circa 1990,** comprising number 1989, Reichspostwagen and number 1991 Feuerwehrwagen, with battery powered headlights, clockwork drive complete with keys, each boxed, with certificate in base of box. (2) **£400 - 500**

254Ω

**Two 1:43 scale model Ferrari 312 T Formula 1 cars in solid silver by Michele Conti, 1975** numbers 45 and 62 of 999, each mounted on onyx base applied with numbered plaque, in original presentation box with numbered certificate signed by the model maker, together with two sales sheets, three issues of Ferrari Mondiale October 1975 and a photograph of another silver model by Conti. (Qty) **£400 - 500**

255Ω◇

**A Brepson 1:7 scale model 1924 Citroen B14 Limousine, Swiss, 1985,** made by G Brepson toys, Swiss made replica model based upon the original 1924 Jouet Citroen displayed at the Musee de Compiègne, painted pressed medal bodywork, in yellow with black roof and running boards, nickelled brightwork and alloy running boards, wired for battery powered motor and headlamps, 54cm long overall, with packing box. (2) **£200 - 300**

256Ω◇

**A 1:8 scale model of a 1934 Rolls-Royce Torpedo Cabriolet by Pocher, Italian,** based upon the Thrupp and Maberly bodied car formerly owned by the Maharaja of Rajkot, model number K75, constructed, orange and silver, with chromed brightwork, tan leather interior and canvas roof, 68cm long, in mirror based glazed display case. **£300 - 400**

257Ω◇

**A 1:8 scale model of a 1934 Rolls-Royce Phantom II drop head Sedan Coupe by Pocher, Italian,** model number K72, constructed, finished in blue and black, with chromed brightwork, brown leather interior, rolled-back canvas effect roof, 66cm long, in mirror based glazed display case, together with a set of build instructions, a set of unpacking instructions and a Pocher print of the model. **£300 - 400**

258Ω◇

**A good collection of models cars,** post-War, various types and sizes including clockwork tinplate Renault, painted orange, French circa 1946, tinplate veteran car by Masuya Modern Toys, Japanese, 13 Franklin Mint precision models, majority in packing with boxes, four with Perspex glazed diorama cases, three 5Hp Citroen Torpedo models by France Jouets, yellow, red and black, three with original boxes, one with dismantled display case and mirrored base, a boxed Barbie Ferrari by Mattel, a remote control Jaguar SS100Z by Schuco, lacking control, nine boxed Burago die cast scale models, a Solid State boxed Rolls-Royce radio, a boxed MG by Sanchis, Spanish, and other assorted die-cast toys and models, together with a selection of unframed classic car prints. (Qty) **£550 - 750**



258 (part)



263



265

## Other Properties

### 259 ♦

**A 1:8 scale Mercedes-Benz 540K Cabriolet Special model by Pocher,** in white, moulded plastic, good detail with metal fittings, rubber tyres, leather upholstery, with engine ancillaries and drivetrain, 65cm long, with instruction book, lacking one wheel, loose parts, restoration work required.

(Qty)

£40 - 60

### 260

**A promotional model of a Ferrari 456GT,** numbered 33 and mounted on a Schedoni plinth, cased and boxed, together with a promotional Ferrari valve mounted on a similar plinth, a picture of a 355 and another of a 456GT, L'idea Ferrari and a copy of the 40 year Collaboration Pininfarina-Ferrari. (Qty)

£50 - 100

### 261

**Four Ferrari scale models,** comprising 1:12 scale 1964 David Piper Le Mans Ferrari 250 GTO in race livery, by Revell, 1:18 scale 348ts by Maisto, boxed, a 1:18 scale F40 by Burago, and a smaller scale 1958 250 Testarossa by Danbury mint, boxed.

(4)

£80 - 120

### 262

**Four Lehmann Tram Cars,** with driver and passenger figures, plastic, two in yellow, white and grey, two in red, white and grey, with four boxes of Lehmann track, service car with raised platform, train controller and two street lamps.

(12)

£150 - 200

### 263 ♦

**A fine wooden fretwork model of an Omnibus, early 20th century**

open top Omnibus with open driver compartment, rear stairs to upper deck with nine double seats, lower deck with red silk padded seats and curtains to windows, spoked wheels with black rubber tyres, displayed in a purpose built wood and glass case,

case 58.5x25.5cm (23x10in) and 41cm (16in) high.

£150 - 250

### 264 ♦

**A 1:10 scale hand built model of a Chris Craft Triple Cockpit Gentleman's runabout,** constructed with mahogany laid deck, chromium plated brass fittings and leather interior, a faithful and well detailed recreation of the 1934 27ft 250hp 8-cylinder Chris Craft model.

£200 - 300

### 265 ♦♦♦

**A half scale Model 'T' Ford Pick Up child's electric car,**

modern construction with steel box section chassis and wood framed body clad in metal, with wings constructed of aluminium, bodywork finished in black with gold fine-lining, fitted with 24Volt electric motor powered by two 12volt batteries, speed is controlled via the accelerator pedal, giving forward and reverse at an approximate speed of 8mph. The interior is black buttoned leather-cloth. The foldable hood is of black Wigan cloth. Features include, opening bonnet revealing dummy engine, bulb horn and tubular windscreen surround. The working coach and headlamps are of acetylene style. The Tyres are 2 x 17 inch pneumatic on artillery steel wheel rims. This model has a wooden buck with drop down tailgate. Designed for children but capable of being driven by an average size adult. 214cm long, 92cm wide, 115cm high.

£3,000 - 4,000

## End of Automobilia Sale



DISEGNO di *pininfarina*

MICHELIN



A close-up photograph of a red car's bodywork, featuring a black trim strip running diagonally across the frame. The red paint is glossy and reflects light, while the black trim is a solid, matte color.

## **Motor Cars**

2pm

Further images of each  
lot can be found at:  
[bonhams.com/20925](https://bonhams.com/20925)



**301**

## 1973 Land Rover Series III 88" Station Wagon

Registration no. OAM 230M

Chassis no. 90107396A

Inspired by the US Army's wartime 'Jeep', developed hastily and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediately post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage became a positive virtue in the Land Rover's sphere of operations, and the use of existing components kept costs down and cut development time. Progressively developed since its launch in 1948 and modified to serve countless specialist requirements, the ubiquitous Land Rover looks set to continue well into the 21st Century. A Series III model on the 88" wheelbase, this example has the 2,286cc petrol engine while the front hubs, bonnet-mounted spare wheel, front lamp guards and Safari station wagon body are post-factory alterations/additions. The vehicle was purchased in 2012, since when it has proved very useful in the snow! Its previous history is not known. 'OAM 230M' is described as in generally solid condition (the rear cross member appears quite new) and is said to start well, with no rattles from the engine. This collectible Series III Land Rover is offered with MoT to 30th December 2013 and Swansea V5C.

**£1,000 - 1,500**

**€1,200 - 1,700**

**No Reserve**



**302**

## 1936 Opel Kadett 'Olympia' Cabriolet Project

Registration no. NV 9533

Chassis no. 23764688

Engine no. 3715258

After WWI, Opel updated its Rüsselsheim factory to accommodate a Ford-type moving assembly line, ditching its existing range of models to concentrate on just one, which was a blatant copy of the successful Citroën 5CV. Known as the Laubfrosch (treefrog) because of its green livery, this new light car first appeared in the spring of 1924, setting Opel on a road to success that would see it established as Germany's largest auto maker by the end of the decade. By 1936 the Laubfrosch had metamorphosed into the perpendicular-styled P4, which in turn was superseded by the Kadett, a unitary construction model that showed the unmistakable influence of Opel's new owners, General Motors. Mechanically almost identical to the P4, the Kadett was powered by a 1,074cc sidevalve four and in Standard guise featured beam axles and hydraulic brakes while the more expensive Master version came with independent front suspension. Named in commemoration of the 1936 Olympic Games in Berlin, this right-hand drive Kadett 'Olympia' cabriolet is described as complete apart from a missing seat back. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£2,000 - 4,000**

**€2,300 - 4,600**



303

### 1981 Mercedes-Benz 280CE Auto Coupé

Registration no. PWL 798W  
Chassis no. 12305322022189  
Engine no. 11098422089759

Manufactured between 1976 and 1985, the 280CE continued the Mercedes-Benz tradition of building luxurious coupé versions of its class-leading saloons. A short-wheelbase version of the contemporary W123 (200-series) 'small' saloon, the 280CE was mechanically similar to the smaller-engined 230C but came with the 280E's superb 2.8-litre, double-overhead-camshaft straight-six. According to *The Motor* magazine, 'the 280CE has the performance to justify the sporting 2+2 concept. And this performance enables the car's outstanding road manners to be explored and appreciated to the full.' With 185bhp on tap, the 280CE did indeed offer a more than adequate level of performance, with a top speed of 118mph and a 0-60mph time of 9.5 seconds, while official fuel consumption tests returned a figure of 27.4mpg at 56mph. There was an extensive list of available extras, which if specified in its entirety, pushed the UK base price from £11,950 to getting on for £15,000. The current vendor purchased this 280CE around eight months ago and had it serviced (including an oil change, etc) at a local Mercedes-Benz specialist (bill unavailable). Scarcely used because of the vendor's ill health, the car is now for sale and comes with current road fund licence and Swansea V5 registration document. After-market alloy wheels and a wood-rim steering wheel are the only notified deviations from factory specification.

**£3,000 - 5,000**  
**€3,500 - 5,800**



304

### c.1890 Horse Drawn Ladies Phaeton

Largely original black coachwork complemented with well patinated and believed original deep buttoned black leather upholstered. Noteworthy features include leaf spring suspension, pram hood with leather wings and low level step plates. Two period correct Carriage Lamps with Brass casing and bevelled glass sides are mounted on the bulkhead. The chassis, wheels and draw bars are finished in light yellow with black pin stripe detailing. A black leather bridle complete with blinkers and brass detailed brow band are included along with matching harnesses, brasses and lead ropes. Offered for cosmetic restoration or careful preservation pre-turn of the century Phaetons' are rarely offered on the open market.

**£1,000 - 2,000**  
**€1,200 - 2,300**  
**No Reserve**





**305**

***Multiple Concours Winning, rare coachbuilt***  
**1927 Morris Oxford 13.9hp Saloon**

Registration no. RU 4854

Chassis no. 187468

Engine no. 214358

'Very few new cars find a way straight to the heart of the motor user with the speed and completeness that attended the debut of the original Morris Oxford and later the Morris Cowley cars.' - *Autocar*, 2nd August 1919.

One of the best known and most readily recognised vintage cars, the 'Bullnose' Oxford had its roots in the Edwardian era. The first examples, fitted with 8.9hp White & Poppe engines, were manufactured in 1913, embodying Morris' successful formula of offering technically unexciting but well built and well equipped cars at a bargain price. The Oxford and its close relation, the Continental-engined Cowley, evolved gradually, both models switching to engines made by Hotchkiss' Coventry subsidiary in 1919. A close copy of the Continental, the Hotchkiss engine was made in 1,548cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923.

A more conventional flat-fronted radiator replaced the distinctive 'Bullnose' type in late 1926, by which time four-wheel brakes had become standardised on the Oxford chassis. All-steel bodies, built under licence granted by the American Budd concern, were another new introduction that year. Easy to drive and maintain, the Bullnose Oxford was Britain's most popular car prior to the arrival of the Austin Seven.



One of the relative handful of coachbuilt cars completed after the introduction of all-steel bodies, chassis number '187468' was first registered on 28th March 1927 to a Mr D White. Little is known of its early history other than the fact that the Oxford was once owned by a Mr A Baldock, who did not register it. In 1989 the Morris was sold at auction to a Mr P Ellis from whom it was purchased in March 2004 by the current vendor, a motor engineer and experienced restorer of classic motorcycles. Over the next few years the owner finished the restoration started by Mr Ellis and since completion the car has been shown extensively, winning numerous concours awards.

Finished in maroon with red/brown interior featuring leather-upholstered seats and vinyl trim, this well restored, coachbuilt Morris Oxford is offered with sundry restoration invoices, current MoT/tax and Swansea VSC document. The sensible additions of stop lights and flashing indicators are the only notified deviations from factory specification.

**£18,000 - 22,000**

**€21,000 - 26,000**





**306**

### **1939 Railton Eight Fairmile Drophead Coupé Coachwork by Coachcraft**

Registration no. MHX 156

Chassis no. H745376

Engine no. 31343

Conceived by business partners Reid Railton and Noel Macklin, Railton cars were based on Hudson mechanicals and assembled at the old Invicta works on Macklin's Fairmile estate in Cobham, Surrey. Both men already possessed considerable motor-industry experience, Macklin having founded Invicta and Railton the Arab Motor Company. Railton also designed John Cobb's Napier Railton, which took the Brooklands Outer Circuit lap record in 1933, as well as Sir Malcolm Campbell's 'Bluebird' Land Speed Record cars of 1931 to 1935. Introduced in 1933, the first Railton used a modified Terraplane Eight chassis on which was mounted British-style coachwork.

The Railton weighed less than the Terraplane and with 94bhp available from the 4,010cc sidevalve straight eight, the result was a stylish car with outstanding performance for its day. Priced at £499, it also represented remarkable value for money. Tourers were offered at first, followed by saloons and dropheads. Other Hudson chassis of various wheelbase lengths were used over the years and there was also a 'baby' Railton in the late 1930s, which was based on the Standard Ten. From 1935 Railton used the Hudson Special Eight chassis and its more powerful (113bhp) 4,173cc engine, which with around 124bhp on tap was carried over to the Deluxe chassis used from 1937 to 1939.



A three-speed manual gearbox was standard equipment. Seven body styles were offered: Sandown, Cobham and Stratton saloons; Claremont, Fairmile and Carrington drophead coupés; and the University limousine. The marque was effectively killed-off at the outbreak of WW2 having produced around 1,400 cars, though a handful of prototypes was exhibited post-war, by which time the Railton enterprise had been sold to Hudson Motors Ltd.

Chassis number 'H745376 carries Fairmile three-position coachwork by Coachcraft Ltd of Hanwell, West London, a firm that supplied many of Railton's 'factory' bodies. The car was imported into Italy from the UK circa 2006 and comprehensively restored by the respected coachbuilder Sasselli of Cesena. Repainted in the period colour scheme of California Cream over Royal Maroon with a magnolia hide interior and black hood, it started 'on the button' for a recent test drive and is described as in generally good condition. The car is offered with Railton Owners Club confirmation of specification, a quantity of old invoices and expired MoTs, FIVA identity card, ASI certificate, current Italian registration papers and copies of the UK V5C document.

**£35,000 - 45,000**

**€41,000 - 52,000**



**307**

### **1999 Mercedes-Benz SL280 Convertible with panoramic hard-top**

Registration no. T451 LLE  
Chassis no. WDB1290582F137926  
Engine no. 10494322006243



In 1989, Mercedes-Benz retired its classic Type 107 bodyshell that had been used for a succession of beautiful sports roadsters for almost the preceding 20 years, replacing it with an equally appealing, sleek new design in the modern idiom. This new Type 129 body style was used - initially - for three different engine types: 6.0-litre V12, 5.0-litre V8 and a 3.0-litre straight six that was available in 12- and 24-valve versions in the 300SL. In 1992 the 300SL was, in effect, replaced by two new 24-valve models - the SL280 and SL320 - powered by 193bhp 2.8- and 231bhp 3.2-litre sixes respectively, the latter boasting a 0-100km/h (62mph) time of 8.4 seconds and top speed of 150mph.

As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and lavishly equipped in the best Mercedes-Benz tradition. The Nappa leather-upholstered interior featured heated front seats, leather-covered steering wheel/gearshift and walnut or chestnut wood trim, while incorporating the very latest in automotive technology.

As well as being electrically adjustable, the front seats, mirrors and steering column also 'remembered' settings, allowing several customised driving positions, interchangeable at the push of a button. Far too extensive to list there, the SL's generous equipment list included anti-lock brakes, power-assisted steering, acceleration skid control (ASR), electronic stability programme (ESP), driver/passenger air bags, automatic climate control, five-speed electronic automatic transmission, cruise control and Mercedes-Benz Security System (MBSS).

Representing outstandingly good value, this stylish and attractive SL280 comes with Mercedes-Benz service history confirming the recorded mileage of circa 65,000. Taxed until the end of March 2013 and MoT'd to 17th May, the car is finished in Ruby Red with beige interior, the latter featuring an Alpine stereo system, and comes complete with a most practical panoramic hardtop costing £2,600 when new. Accompanying documentation includes a quantity of service bills, assorted expired MoTs and Swansea V5. We are advised that the electrically operated convertible hood is in good order.

**£6,000 - 8,000**

**€7,000 - 9,300**





**308**

**Formerly the Rolls Royce Ltd press demonstrator  
1990 Rolls-Royce Silver Spirit II Saloon**

Registration no. H754 PTW  
Chassis no. SCAZS00A3MCH33118  
Engine no. 72300L410I/NEL

'Some car... Rolls-Royce may now have strong rivals, but none can match the majesty of its spirit.' - *Sporting Cars*.

Based on the immensely successful Silver Shadow II, the Silver Spirit and its long-wheelbase counterpart, the Silver Spur, were announced in the autumn of 1980. While the power unit remained Rolls-Royce's familiar and dependable 6,750cc V8, significant improvements were made to the newcomers' self-levelling rear suspension and the styling too came in for revision, with a lower waist line, increased glass area and a more modern angular look. Rectangular headlights graced the front of a Rolls-Royce for the first time and the oft-changed radiator became both wider and squatter.

Inside, the Crewe firm's exemplary standards of equipment and finish were maintained, the most noticeable change being the adoption of separate rear seats and the reinstatement of folding picnic tables. Launched in the autumn of 1989, by which time fuel injection had been adopted for all markets, the Silver Spirit II looked virtually identical to its immediate predecessor (15-spoke alloy wheels excepted) but featured a number of detail alterations to the dashboard, centre console and controls as well as the more significant incorporation of Rolls-Royce's own adaptive damping system.



Originally registered '2000 TU', this Silver Spirit II was first owned by Rolls-Royce Motor Cars Ltd and used as their press demonstrator, featuring in many brochures, press reports, etc. It was supplied new with Everflex roof, rear quarter badges and lambs' wool over-rugs. Finished in the most desirable exterior/interior colour combination of Royal Blue with blue-piped parchment hide upholstery and blue carpets, the car had covered 73,892 miles from new when it was purchased by the current vendor at Bonhams' Olympia sale in December 2003 (Lot 1072).

Since acquisition it has covered only some 8,000 miles and been maintained fastidiously, items receiving attention include the suspension bushes and engine management ECU while the radio and wheels have been replaced (the latter with the original, optional type). Described by the vendor as in generally good condition, this smartly presented Silver Spirit is offered with full service history, all books and tools, current MoT/tax and Swansea V5 document.

**£5,000 - 7,000**  
**€5,800 - 8,100**



Photo credit: Simon Clay

**309**  
**34,000 miles from new**  
**1982 Rolls-Royce Silver Spirit Saloon**

Registration no. BCD 777Y  
Chassis no. SCAZS0008CCH05563  
Engine no. 05563

'Unlike the Shadow which, while cossetting you in luxury and comfort, required a good deal of concentration to drive quickly, the Spirit is endowed with enough feel and response, matched with stability, to make driving on all types of road a real pleasure,' reported *Motor magazine*, reviewing the new Rolls-Royce in 1981.

Based on the Silver Shadow II, the Silver Spirit and its long-wheelbase counterpart, the Silver Spur, were announced in the autumn of 1980. While the power unit remained Rolls-Royce's familiar and dependable 6,750cc V8, significant improvements were made to self-levelling rear suspension and the styling too came in for revision, with a lower waist line, increased glass area and a more modern angular look. Inside, the Crewe firm's exemplary standards of equipment and finish were maintained, the most noticeable change being the adoption of separate rear seats and the re-installment of folding picnic tables. Despite its outward adherence to tradition, Rolls-Royce was not above equipping its new Silver Spirit with the latest in electronic advances, as *Automobile* magazine noted in 1986: 'The Silver Spirit is also a paradigm of effortless motoring.



The driver must still choose the direction, accelerate and brake, but the more mundane jobs are all handled by electronic servants. The magic push-button world comprises seat adjustment, windows, exterior mirrors, door and trunk locks, gas filler cap, aerial and even the gear selector lever. This microchip kingdom on wheels is highlighted by the unique bi-level air conditioning system, which consists of two independent upper and lower units and is very effective indeed.'

This Silver Spirit was purchased by the current vendor in May 1985 (at approximately 22,000 miles). A 24,000-mile service was carried out in May 1986, since when the garage-owning vendor has had all servicing undertaken in his own workshop. In the event, very little maintenance has been required as use has been limited - the current mileage total is only 33,545 and the car has not been used since returning from its last MoT test on 31st October 2008. Finished in beige with cream leather interior, 'BCD 77Y' is described as in generally very good condition and offered with sundry invoices, a quantity of expired MoT certificates and Swansea V5 document.

**£5,000 - 7,000**  
**€5,800 - 8,100**





Photo credit: Simon Clay

**310**

### **c.1929 Willys-Overland Whippet Saloon**

Registration no. TK 2843

Chassis no. W50832

Engine no. G37926

The original Overland car was developed in the early 1900s by the Standard Wheel Company of Terre Haut, Indiana that had already changed hands once before John North Willys, a New York auto dealer and major Overland customer, arrived to rescue it from oblivion in 1907. Building four-cylinder cars only from 1910, the revitalised company went from strength to strength, production increasing steadily until by the start of WWI only Ford could claim a higher output.

Willys even had the temerity to introduce a direct competitor to Ford's Model T but by the time the Overland Model 4 arrived in time for the 1920 season its \$945-upwards price tag (more than double that of the equivalent Model T) placed it in an entirely different market sector. The Model 4's combination of a 27hp, four-cylinder engine and 100" wheelbase would remain a feature of the range until the Overland's deletion at the end of 1926. The car was also manufactured under licence in the UK at Heaton Chapel, Stockport, Cheshire by Willys-Overland-Crossley, a subsidiary of Crossley Motors Limited.

Although the Overland had gone, Willys had something entirely new up his sleeve: the Whippet, which had been developed along European lines with assistance from Crossley.



America's smallest car at the time of its introduction in late 1926, the Whippet was as swift as its name suggested and boasted a most impressive specification: four-wheel brakes, a seven-bearing crankshaft and full-pressure lubrication all being parts of a competitively priced package that sold for less than \$1,000. Four-cylinder 30hp and six-cylinder 40hp versions were offered. Built to a high standard that belied its competitive pricing, the Whippet was an outstanding success, selling 110,000 units in its first year and helping to propel Willys-Overland into 3rd place behind Chevrolet and Ford in 1928. Produced for only four years, the Whippet was a casualty of the Wall Street Crash and ensuing Depression, ceasing production early in 1931.

This four-cylinder Whippet is believed to have been imported in rolling chassis form and bodied by Bristowes of Poole. However, we have been unable to find any record of such a coachbuilder and it is possible that Bristowes was the supplying dealership. Acquired in 1987 and treated to a full 'body off' restoration, the car has not been used since the rebuild's completion in 1989 - apart from MoT testing - and is described as in generally good condition, having been kept in dry storage. Offered with old-style logbook.

**£7,000 - 10,000**

**€8,100 - 12,000**



Photo credit: Simon Clay

311

*Left-hand drive*

# **1927 Buick Opera Coupé Coachwork by Fisher**

Registration no. BSK 396

Chassis no. 1709958

Engine no. 2223940

Inventor David Dunbar Buick built his first automobile in Detroit, Michigan in 1903. More designer than businessman, Buick's lack of talent in the latter role led to a number of changes of ownership in the firm's early years before its founder was eventually eased out in 1908, his departure from the Buick Motor Company coinciding with its establishment as the cornerstone of new owner William C Durant's General Motors. Under Durant's stewardship production rose dramatically from 750 cars in 1905 to 8,802 in 1908 when Buick's most popular model was the four-cylinder Model 10, priced at \$900 and a direct competitor for Ford's Model T. The four-cylinder Buicks were replaced by smaller sixes for the 1916 model year but the 'four' was back for 1917 in the shape of the D-34 two door roadster and D-35 four-door tourer, both powered by a new 170ci (2.8-litre) overhead-valve engine with detachable cylinder head.

The company had introduced its first six-cylinder car in 1914 and for a period in the 1920s the range would consist entirely of sixes. A detachable cylinder head, strengthened chassis and axles, and four-wheel brakes were new introductions on the six-cylinder line for 1924, the last year of Buick's base-model four.



Replacing the latter for 1925, the Standard Six boasted a new, overhead-valve engine displacing 191ci (3,131cc) and producing 50bhp, while the larger Master Six came with a 255ci (4,180cc) 70bhp unit. The duo were restyled for 1926 and given larger engines of 207ci (3,393cc) and 274ci (4,492cc) respectively, and continued almost unaltered throughout 1927.

Purchased at auction in 1996 by the current vendor, this left-hand drive Buick Master Six had been imported from Arizona, USA. The state's dry climate had preserved the body in very sound, rust-free condition but mechanically the car was worn out, though this was not a problem as the vendor already had a wealth of spare parts. Retired by this time and with more than one similar restoration behind him, he was able to make rapid progress with the rebuild. The Buick was totally restored to original specification, colour scheme and interior configuration, as the accompanying photographic record shows. Unused since completion in 1997, the car is described as in generally very good condition and offered with Swansea V5.

**£13,000 - 15,000**

**£15,000 - 17,000**





Photo credit: Simon Clay

**312**

### **1928 McLaughlin-Buick Model 28.50C Master Six Sedan**

Registration no. PX 8144

Chassis no. 140873

Engine no. 2055727

This right-hand drive Buick Master Six was manufactured by General Motors' McLaughlin subsidiary in Canada. Founded in 1867 by Robert McLaughlin in Oshawa, Ontario, McLaughlin was Canada's most successful carriage maker and a firm renowned for its quality of construction: 'One Grade Only And That The Best'. Indeed, it was widely acknowledged at the time that the McLaughlin-built bodies were superior to those of their American cousins. This particular model was known in the UK as the 'Pullman Limousine'.

The vendor purchased the Buick in 1993, it having been barn stored for many years following a firewall/engine bay fire. With the car came another 1928 Buick: a Master Six brought into the UK from Jersey where it had been completely dismantled to prevent its use by the occupying German forces. Thus he obtained a substantial quantity of spare parts to assist with the rebuild. The vendor then set about a complete restoration, as the accompanying photographic records show, returning the car to its original and most luxurious specification.



This being Buick's most expensive model, the latter includes leather front seats, a glass panelled partition and a spacious rear compartment complete with twin built-in occasional seats, making it a very desirable and practical seven-seater. An imposing sight, the car is finished in maroon/black with red carpets and black upholstery to the front compartment with beige to the rear.

Unfortunately the Buick came without any logbook and the DVLA would not issue another without proof of its original registration number. 'PX' being a Sussex registration mark, the vendor was able with the help of the West Sussex County Archives to establish that the number 'PX 8144' had been issued in 1928 to a Buick, enabling him to retrieve the car's original registration.

Driven less than 200 miles since its restoration's completion in 1995, this magnificent Buick sedan is described as in generally very good condition and offered with Swansea V5 document.

**£15,000 - 18,000**

**£17,000 - 21,000**

**313**

**No Lot**



314

*Prince of Wales Ceremonial Tour of Canada, 1927*

**1927 McLaughlin-Buick Model 28.496 Master Six Tourer**

Registration no. OW 2790

Chassis no. 140099

Engine no. 2080521



The Royal Party arrive at Toronto City Hall, 6 August 1927





Built by General Motors' Canadian subsidiary, McLaughlin, this right-hand drive Buick Model 496 Tourer is one of only two such cars built in the second half of 1927 for the 1928 model year, both of which were used for HRH the Prince of Wales' Ceremonial Tour of Canada in 1927. The Prince, later Edward VIII, toured the Dominion with his brother Prince George, later the Duke of Kent. It is not known precisely when the car came to the UK, though the accompanying buff logbook states that it was first registered in March 1933.

The vendor, a motor engineer knowledgeable about pre-1940 cars, first became acquainted with the Buick in the early 1960s when it belonged to Messrs Cyril Piggott and Geoffrey Callow. They had bought it in 1962 from a Mr Visick who ran Midhurst Engineering, a vehicle repair company. Midhurst had bought the car in 1962 from a Mr Holtby, an executive of the Standard Bank of South Africa who had a summer home in Sussex and had imported it for his personal use when in the UK.

In need of a recovery vehicle, Midhurst removed the hood and the rear seats, braced the chassis and mounted a crane. For the next 25 years (1936-1962) the Buick served as Midhurst's recovery truck (untaxed and on trade plates), being kept under cover and used infrequently, hence its low mileage of only 36,474.

The vendor was promised first refusal should the Buick ever be sold, and in 1992 was able to acquire the car, which was in need of full restoration. A quantity of spares was obtained in Surrey, and the vendor spent the next three years carrying out a total restoration to original specification.

Enquiries at the National Motor Museum's library elicited the information that only two Model 28.496 cars were built. In 1998 the vendor obtained a copy of Heather Robertson's book *'Driving Force: The McLaughlin Family and the Age of the Car'*, which on its front cover depicts an identical 1928-model Buick tourer. He and his wife then visited the National Museum of Science & Technology in Ottawa, Canada, where the front-cover car is on display. Mr David Monaghan, Curator of the Museum's Land Transportation section, confirmed that the vendor's is the other 1927 Royal Tour car. Too lengthy to reproduce here, the vendor's account of his car's history is on file, viewing is highly recommended.

Finished in cream with tan interior, this rare and historic Buick is described as in generally very good condition and offered with assorted correspondence, old-style logbook, Swansea V5 and a copy of one of its trade plate documents.

**£40,000 - 45,000**

**€46,000 - 52,000**



Photo credit: Simon Clay



Photo credit: Simon Clay

315

### 1927 Buick Model 27X54 Master Six Roadster Coachwork by Fisher

Registration no. YLY 2

Chassis no. 1769149

Engine no. 2124621

Inventor David Dunbar Buick built his first automobile in Detroit, Michigan in 1903. More designer than businessman, Buick's lack of talent in the latter role led to a number of changes of ownership in the firm's early years before its founder was eventually eased out in 1908, his departure from the Buick Motor Company coinciding with its establishment as the cornerstone of new owner William C Durant's General Motors. Under Durant's stewardship production rose dramatically from 750 cars in 1905 to 8,802 in 1908 when Buick's most popular model was the four-cylinder Model 10, priced at \$900 and a direct competitor for Ford's Model T.

The company had introduced its first six-cylinder car in 1914 and for a period in the 1920s the range would consist entirely of sixes. A detachable cylinder head, strengthened chassis and axles, and four-wheel brakes were new introductions on the six-cylinder line for 1924, the last year of Buick's base-model four. Replacing the latter for 1925, the Standard Six boasted a new, overhead-valve engine displacing 191ci (3,131cc) and producing 50bhp, while the larger Master Six came with a 255ci (4,180cc) 70bhp unit. The duo were restyled for 1926 and given larger engines of 207ci (3,393cc) and 274ci (4,492cc) respectively, and continued almost unaltered throughout 1927.



Imported from New Zealand, this right-hand drive Buick roadster was purchased privately by the current owner in March 1997. An amateurish attempt at restoration had been made, subsequent thorough inspection revealing numerous mechanical faults, various incorrect parts and wrong body alignment. By this time well versed in the restoration of 1920s Buicks, the vendor rose to the challenge and a full mechanical and body restoration was completed in 1998 (see photographic record on file).

Finished in eye-catching green over yellow with black wings and chestnut brown leather interior, the car boasts a commodious side locker capable of accommodating a set of golf clubs; indeed, this model is sometimes referred to as the 'golf roadster'. Described as in generally very good condition and said to be great fun to drive, this rare soft-top Buick is offered with Swansea V5 document for the valuable registration 'YLY 2'.

**£18,000 - 22,000**

**€21,000 - 26,000**





**316**

**c.1918 De Dion Bouton Model HD 15cv  
2.9-litre Charabanc**

Registration no. DS 7970

Chassis no. HD 22751

Engine no. 183240



The French publication *L'Autocatalogue* listed the De Dion Bouton Model HD as a 1918 model with a bore and stroke of 85x130mm, displacing 2,940cc and rated in France as 15cv. Although *L'Autocatalogue* did not list the model for 1919, *The Motor* magazine in England in March 1919 listed the Model HD, referring to it as 20/24hp and RAC rated at 24.2hp. They referred to the production of the 20/24hp model in war years for use by French Army Staff Officers and referred to De Dion's real advantage in having this model in production to satisfy post-war demand.

The HD was robustly manufactured and mechanically conventional in all respects, the four cylinder side valve engine driving through a four speed gearbox, spark being provided by a Victrix magneto of De Dion Bouton's own manufacture. De Dion coachwork was built in house in the company's state of the art factory at Rue Jean Jaures near Puteaux in the immediate post-war years. It seems likely that production of the Model HD continued into the 1920s as *The Motor* referred to availability of the model from May 1919 following regrouping after the war. The chassis number of this vehicle may suggest manufacture in 1920 although we recommend further research as it is possible that military models were re-commissioned by the factory for civilian use.

When imported from France into the UK in the 1980s it was suggested that it had seen service in The Great War, later passing into service with the police and subsequently serving as a fire tender on a French airfield. It was then restored and used by a restaurant as a very distinguished courtesy bus. The vehicle was acquired by a consortium of enthusiasts at Bonhams 1995 sale at The Natural History Museum, its three rows of seats, with one for the driver too, proving ideal for jolly charabanc outings to hostelrys in the Cheshire area. Improvements during this ownership have included the fitting of a new hood and clutch and the big ends were done about ten years ago.

This rare commercial, eligible for the prestigious HCVS London to Brighton Run, is smartly presented in green livery and comes equipped with electric lighting, oil sidelamps, snug sidescreens, running board mounted two gallon petrol can, Michelin type disc wheels and a useful luggage carrier. It is described as being in good mechanical order, is UK registered and comes with a Swansea V5C document, old French documentation, a good history file relating to the marque De Dion Bouton and several old MoT certificates.

**£8,000 - 10,000**

**€9,300 - 12,000**





**317**

## 1990 Jaguar XJ-S 3.6-Litre Coupé

Registration no. G236 APP  
Chassis no. SAJJNAEC3CA166868  
Engine no. 9DPAMA192792

Conceived as a comfortable and long-legged Grande Routière rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six - the XJ-S was the first model to receive Jaguar's new and much more economical 3.6-litre AJ6 engine - enabled it to weather the storm. An automatic transmission model, this 3.6-litre XJ-S comes with full service history (mostly main dealer) to 119,000 miles and currently displays a total of circa 123,000 miles on the odometer. Very well maintained throughout its life, 'G236 APP' boasts refurbished alloy wheels shod with new Pirelli tyres, and is described as in generally very good condition, driving well, with a clean, straight body and very tidy interior. Finished in Diamond Blue metallic with oatmeal leather upholstery, the car comes complete with the aforementioned service history, full tool kit (in case), handbooks, sundry expired MoT certificates, current road fund licence, Swansea V5 document and MoT to September 2013.

**£2,000 - 3,000**

**£2,300 - 3,500**



**318**

***Modified by the Turner prize nominated***

***Andy Saunders***

## 1963 Panhard PL17 Saloon

Registration no. XKR 454A  
Chassis no. 2174792

Powered by air-cooled, horizontally opposed, twin-cylinder engines, the Dyna Panhards featured front-wheel drive, independent front suspension, torsion bar springing, aluminium bodywork and a typically Gallic dashboard gearchange. The cars were fast for their size, economical and handled well. Based on the preceding alloy-bodied Dyna 54, the PL17 debuted in 1959. Powered by an 845cc twin, the steel-panelled PL17 featured aerodynamic low-drag bodywork and, despite its small-capacity engine, proved capable of conveying six occupants at 70mph while returning 40 miles per gallon. The car's controversial looks ensured that it made little impact on the UK market; nevertheless a total of around 130,000 were sold - mainly in Europe - before production ceased in 1964. We are informed that this right-hand drive example of a rarely seen French marque has been modified to serve as an exciting 'track' car. To this end it incorporates a 1998 Citroën Saxo 1600 VTS 16-valve engine fitted with Newman Phase 3 camshafts (costing £1,500); 'unlocked' ECU; ported and polished throttle body; and Raceland induction kit with 'green' filter. The exhaust system comprises a Raceland stainless steel, heat-wrapped, 4-branch manifold; Supersprint de-catted 'race' centre section and Magnex stainless rear box. A maximum power output of approximately 160bhp is claimed. Other noteworthy features include a Group 'A' solid lower engine/gearbox mount; Peugeot 106 1.4XS1 gearbox; Peugeot 306 GTi 6 front brake callipers; Brembo brake discs and OMP pads; Goodrich braided brake hoses; Spax PSX adjustable dampers with Spax 40mm springs; 40mm lowered torsion bar; 15" steel wheels shod with new tyres; and an OMP steering wheel. Restored in 2009, this unique car is presented in commensurately good condition and offered with current MoT/tax and Swansea V5.

**£8,000 - 10,000**

**£8,100 - 12,000**



319

### ***Left-hand drive***

## **1930 Pontiac Big Six Sedan Project Coachwork by Fisher**

Chassis no. 596976P

The Pontiac companion marque originated within another member of the General Motors family: Oakland. Located in Pontiac, Michigan, Oakland had grown out of the Pontiac Buggy Company and thus the name of the eponymous Indian Chief seemed a natural choice for its new model. The latter had been conceived as a quality six-cylinder car for the price of a four and was a runaway success, setting what was then a record for debut-year sales of almost 77,000 units, which was more than its Oakland parent achieved that year. Contributing to the Pontiac Six's success was the fact that it boasted up-to-the-minute styling yet was mechanically entirely conventional. Developed at Chevrolet, it was, in essence, a Chevrolet chassis re-engineered to accommodate a six-cylinder engine, the latter being a 186.5ci (3,057cc) sidevalve that produced 40bhp at a leisurely 2,400rpm. There was a three-speed gearbox and brakes on the rear wheels only. The first open Pontiacs were offered in 1927 and four-wheel brakes arrived the following year. There was a larger (200ci) engine on the 'New Big Six' for '29. More than half a million Pontiacs had been made by the time of the Wall Street Crash of October that year, and although Pontiac would survive that catastrophe, its less-successful Oakland parent was axed. Dating from 1930, this imposing 'Big Six' sedan was discovered in a garage in New York where it had been stored for circa 30 years. Purchased in 2009 as a restoration project by a Pontiac collector, it has not been touched because of the owner's ill health. Offered with a copy of the US Certificate of Sale, C&E 386, Instruction Book and photographs of it being disinterred from its resting place in New York. This lot is offered for restoration and sold strictly as viewed.

**£3,500 - 4,500**

**€4,100 - 5,200**



320

## **1975 MGB GT Coupé**

Registration no. JRC 139N

Chassis no. GHD5-373237G

Engine no. 4769

The popularity of factory hardtops for its MGA predecessor and the success of the Coupé variant influenced the decision to produce a closed version of the MGB that would provide the increased practicality and refinement being demanded by a maturing sports car market. Styled by Pininfarina, the MGB GT Coupé arrived in 1965 to be greeted by universal acclaim. The adoption of a stylish fastback bodyshell enabled the provision of two occasional rear seats which, when folded flat, created a generous load platform accessible via the rear tailgate. The more robust five-bearing B-Series engine was fitted to the GT right from the start, and when the Abingdon production lines finally stopped rolling, over 125,000 MGB GTs had been built. This MGB GT comes with extensive history including bills from marque specialists Brown & Gammons for a replacement engine (approximately 20,000 miles ago). 'JRC 139N' has seen little use over the last five years, covering only some 1,000 miles, and is described by the vendor as very reliable and driving very well. Like the engine, the gearbox is said to be very good and the overdrive works, while the interior benefits from replacement seats. Finished in Flamenco Red with black interior, this clean and tidy MGB GT is offered with MoT to February 2014 and Swansea V5 registration document.

**£1,800 - 2,200**

**€2,100 - 2,600**







**321**  
**529th produced**  
**1959 Morris Mini Minor Saloon**

Registration no. 620 GFC  
 Chassis no. MA2S4/629



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. The first Mini prototypes were running by November 1957 and in April 1959 the first pre-production examples were hand-assembled at Austin's Longbridge factory. In May 1959, the first Morris-badged version was built at Cowley and that car, registration '621 AOK', now forms part of the British Motor Industry Heritage Trust's collection at Gaydon.

Less than two-and-a-half years after its initial conception the Mini was officially launched at the 1959 Motor Show, having been shown to the motoring press eight days previously. BMC chose to market the car as the 'Austin Se7en' 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. De Luxe versions – preferred by the majority of customers – came with bumper over-riders and additional exterior brightwork.

Manufactured in 1959, this very early Morris Mini Minor is the 529th example produced (the Morris chassis number sequence began at 'MA2S4/101'). Refinished in blue but originally cherry red, '620 GFC' enjoyed one owner for approximately 50 years and has been in barn storage for the last 35-40, possibly placed there following damage to the off-side front wing. The recorded mileage of 46,971 is believed correct. It is believed that the engine was reconditioned at some time. There can be few older survivors than '620 GFC', which represents a wonderful opportunity to acquire an example of one of the 20th Century's greatest cars in its earliest and purest form, ripe for sympathetic restoration. There are no documents with this Lot, which is sold strictly as viewed.

**£6,000 - 10,000**

**€7,000 - 12,000**

**No Reserve**





**322**

### **1910 Renault AX Tourer**

Registration no. AB 1681  
Chassis no. 22353  
Engine no. 1887

Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1¾hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

From the outset Renault engineering was of the highest quality and the arrival of multi-cylinder models really put the company on the map. By 1904 Renault was building its own engines: large-capacity fours at first, followed by the AX twin that later developed into the AG, famous for its WWI role as the 'Taxi de la Marne'. Powered by a 1,100cc twin-cylinder engine of 8hp and featuring the 'coal scuttle' bonnet and rear-mounted radiator that would characterise Renaults until the late 1920s, the AX arrived at a time when the motor car was beginning to gain a measure of respectability. The unreliability of early cars had provided good cause for public scepticism but the advent of the AX, destined to become Renault's pre-WWI best seller, ushered in a new era.



Here was an easy-to-drive car of simple design, whose mechanical workings even a technically illiterate layman might begin to understand. The water-cooled twin with its mechanically operated valves was simple and robust, endearing qualities to the novice motorist, and the three-speed gearbox was easy to master. For so small a car the AX possessed unparalleled flexibility between 5mph and 35mph in top gear, clinging to that gear on all but the steepest gradients.

This particular AX came into the possession of the vendor's family in March 2005, the accompanying sales receipt revealing that it was purchased from one Margaret Smallman. Also on file is an old-style continuation logbook (issued 1931) recording two previous owners: Frank Haden of Halesowen and Maurice Hudson of Dudley. Correspondence on file shows that Mr Hudson owned 'AB 1681' during the 1980s. Described as in generally good condition, the car is offered with the aforementioned documentation, some expired tax discs and MoT certificates, a quantity of old photographs, sundry invoices, SORN, VCC Dating Certificate, Swansea V5C and a photocopy of an original 1910 Renault instruction manual.

**£30,000 - 40,000**

**€35,000 - 46,000**

**323**

***Left-hand drive***

**1968 Ferrari 365/250GT SWB Re-creation**

Chassis no. 11945









'If you were a young, well-to-do racing enthusiast in 1960-61, the finest introduction into the enthralling world of Gran Turismo racing was to invest in a brand-new Ferrari 250GT Short-Wheelbase Berlinetta. Fast, safe, near unburstable and user-friendly – the alloy cars were the ultimate.' - *Motors*.

Introduced at the 1959 Paris Salon, the 250GT SWB Berlinetta went on to dominate its class in international GT racing in the years 1960 to 1962. A true dual-purpose car, it was arguably more capable than any Ferrari before or since of coping equally well with the conflicting demands of racetrack and highway. A quick change to cooler spark plugs, racing tyres and the addition of a roll bar and the SWB could contest its class at Le Mans or Sebring.

The 'SWB' (short-wheelbase) designation arose from a chassis that, at 2,400mm in that respect, was 200mm shorter than that of the standard 250GT. Powering the 250GT SWB was Ferrari's light and compact Colombo-designed 3.0-litre V12. Breathing through three twin-choke Weber carburettors, this two-cam, all-aluminium power unit produced 280bhp at 7,000rpm in competition tune, giving the car a top speed of 150mph and a useful 0-60mph acceleration time of 8.2 seconds.

Specifications could be varied to suit individual customers' requirements for either road or track, models supplied for competition use having lightweight aluminium-alloy bodies, and it was this special aluminium-bodied version of the 250GT SWB that led directly to the immortal GTO of 1962. Before then, the 250GT SWB Competizione had already established an enviable competition record of its own.

In 1960 250GT SWBs won the Tourist Trophy, the Tour de France, the 1,000 Kms of Paris at Monthéry and finished 4th and 5th overall at the Sebring 12 Hours and 4th and 5th overall at Le Mans. The 250GT SWB achieved numerous class wins in international events that same year and in 1961 won the Tourist Trophy yet again with Stirling Moss at the wheel, taking the GT class of the World Sportscar Championship with almost contemptuous ease.

After the first batch of SWBs had been built to lightweight Competition specification, the more refined (and 110 kilos heavier) steel-bodied Lusso, or street, version entered production towards the end of 1960 and would account for slightly more than 50 percent of the approximately 165 SWB Berlinettas made up to 1963.



The vendor has always considered the aluminium-bodied 250GT SWB to be one of the most beautiful cars of all time, a view shared by many, and in order to have one in his garage decided to have his Ferrari 365GT 2+2 converted. The latter was completely dismantled, the chassis shortened and the aluminium coachwork entrusted to a sheet-metal worker who had worked for 20 years for the renowned specialist coachbuilder, the late Giovanni Giordanengo of Cuneo, a master craftsman whose workshop has been responsible for many such re-creations.

Mechanically, the car remains 365GT and thus enjoys the benefits of a 4.4-litre V12 engine, a five-speed gearbox, ventilated disc brakes and air conditioning. Finished in giallo fly (yellow) with black leather interior, the car was only completed in 2012 and comes to the sale benefiting from an engine and transmission freshly rebuilt by Rossi in Turin. There are sundry restoration invoices on file.

Needless to say, and in common with all limited-edition Ferrari competition cars, genuine 250GT SWBs now invariably command a veritable 'king's ransom' on the rare occasion that one of these exotic thoroughbreds comes up for sale, a seven-figure asking price being the norm. All of which makes this stunning re-creation, built using Ferrari mechanicals exclusively, seem like quite exceptional value for money. In the vendor's own words: 'It is and always will be a Ferrari, not a replica but a *ricarrozata*.'

**£200,000 - 250,000**

**€230,000 - 290,000**







## 324 1995 Bentley Brooklands LWB Sports Saloon

Registration no. N948 OGJ  
Chassis no. SCBZF12C6TCH57366  
Engine no. 85454L410M/NIT



By the end of the 1980s, Rolls-Royce's re-branding of Bentley, begun in 1982 with the launch of the Mulsanne Turbo, had proved an outstanding success. However, the sales graph that had climbed steadily upwards throughout the decade, reaching its peak in 1989, would plunge dramatically within just a couple of years because of economic recession. Rolls-Royce responded by rationalising the Bentley range, dropping the normally-aspirated Mulsanne and Eight saloons and introducing the evocatively named Brooklands, the latter being in effect a Turbo R minus turbocharger but retaining the R's sports suspension and adaptive damping control.

First seen in the Continental R, the Brooklands' new four-speed automatic transmission boasted a floor-mounted shift lever in keeping with the marque's sporting traditions. As usual there was a long-wheelbase (LWB) variant available costing some £16,000 more than the standard car, itself not exactly cheap at around £96,500 (in late 1993), which perhaps explains why only 199 LWBs had been sold when the Brooklands was deleted in 1998.

The Brooklands was upgraded with the 300bhp 'light pressure' turbo-charged V8 engine for 1997 but remained in production for just one more season. For 1998, by which time it was the only model available with the old 'short' wheelbase, the Brooklands gained the Turbo RT's firmer suspension and five-spoke alloy wheels, becoming the 'Brooklands R'. As parent company Rolls-Royce prepared to phase out these older models, a final derivative – the Brooklands R Mulliner – was announced, only 100 of which were made during 1998 before production ceased at the end of that year.

Finished in Wild Berry with parchment leather interior, this lovely Bentley Brooklands was supplied new and initially serviced by Jack Barclay Ltd, and later maintained by marque specialists Montague & Co. The car was acquired by the current vendor in 2004 and has covered only some 67,000 miles from new. Regularly serviced by Montague, 'N948 OGJ' has seen little use in the last few years and is described by the vendor as in generally good condition. The car is offered with service history, MoT/ tax to September 2013 and Swansea V5 document.

**£6,000 - 9,000**  
**€7,000 - 10,000**





### 325

#### 1918 Dodge Model 30 Tourer

#### Coachwork by Holden

Registration no. BS 9154

Chassis no. 219918

Engine no. 270894

The world's first series production car to use Budd-built welded all-steel bodywork, the Dodge featured a 3.3-litre four-cylinder 35hp sidevalve engine, three-speed countershaft gearbox and 12-volt electrical system, marking it out as more advanced than Ford's conservative Model T. A robust, 'right first time' design, the Dodge changed little, apart from a couple of extensions in wheelbase length, over the course of the succeeding ten years. With 45,000 sold in 1915, the Dodge established a new debut-year production record. The company's products quickly established a reputation for quality and reliability, and later the Dodge was hailed as the car that 'speaks for itself'. Dodge was second only to Ford in the US in 1920, but in that year both brothers died and the firm went into decline, falling to 13th place in the US industry rankings by 1928 when it was acquired by Walter P Chrysler. The latter wanted a cheaper car to complement his more upmarket Chryslers, and after only a year under his control Dodge had risen to 5th place in the manufacturing league table.

First registered in the UK in 2004, chassis number '219918' was supplied new to the Cheney Motor Co of Waymouth Street, Adelaide, South Australia and bodied locally by Holden Motor Body Builders. Cheney's brass plaque may be found on the dashboard. The Dodge came into the vendor's family's possession in May 2006 when it was purchased from Gavin McGuire's Fine Automobiles of Withyham, East Sussex. Described as in generally good condition, the car is offered with VCC dating certificate and Dating Panel report, various old MoT certificates and SORNs, a quantity of photographs, hand-written service record (1994-2004), assorted correspondence and magazine articles, and Swansea V5C document. Starting instructions and an original 'Book of Information on Dodge Brothers Motor Car' are included in the sale.

**£12,000 - 16,000**

**€14,000 - 19,000**



### 325A

#### 1991 Brian James Trailers

Serial no. BJT/A-G-AV 91-2174

One of Britain's foremost specialist manufacturers, Brian James Ltd has been making trailers for a wide variety of uses since 1979, that offered here being a fully galvanised, four-wheel car transporter trailer. Bought new for £1,712.50+VAT in 1991, the trailer comes with sundry invoices relating to various items purchased for it over the years. The trailer's vital statistics are as follows:

Bed length: 16ft  
 Un-laden weight: 500kg  
 Maximum gross weight: 2,500kg  
 Maximum weight per axle: 1,250kg  
 Maximum imposed load: 2,000kg  
**£500 - 1,000**  
**€580 - 1,200**  
**No Reserve**





**326**

***Two owners, 64,000 miles from new***

### **1961 Austin-Healey 3000 MkII Roadster**

Registration no. 234 MYD

Chassis no. HBT7/14945

Engine no. 1666



The enlargement of its C-Series six-cylinder engine to 2,912cc and the adoption of Girling front disc brakes differentiated the new-for-1959 Austin-Healey 3000 from the preceding 100/6 model. In '3000' form the rugged Austin six delivered 124bhp at 4,600rpm; good enough for a top speed of 114mph with the optional hardtop in place. Otherwise, the car was much as its immediate predecessor, though the more-powerful disc brakes were a welcome improvement.

Unveiled in March 1961, the MkII version with restyled grille and bonnet intake was the last available as a two-seater, the 2+2 version having been for years the more popular. Engine improvements in the form of triple SU carburettors and a revised camshaft liberated an extra 8bhp. From November '61 the 3000 was equipped with a new gearbox, a development that at last moved the gear lever to the centre of the transmission tunnel. Production ceased in 1962 after 5,095 2+2s and 355 two-seaters had been built, though the MkII Convertible continued until the introduction of the 3000 MkIII in 1963.

This Austin-Healey 3000 MkII 2+2 was purchased new as an engagement gift for the original owner - John Hall - by his fiancée. Following Mr Hall's death, the car was offered for sale by his family in September 1997 at Brooks' Beaulieu sale (Lot 561) where it was purchased by the current owner's wife as a birthday gift for him – evidently history does repeat itself!

Painstakingly restored between 1991 and 1993 by TT Workshops of Westbury, Wiltshire at a cost of circa £83,000, it was rightly described in 1997 as in concours condition in all respects. '234 MYD' has been refinished in its original Old English White livery with black interior and is accompanied by a factory hardtop (in black) and full weather equipment. During the current owner's 15 years stewardship the car has been expertly maintained by Central Garage, Pershore. Little used in recent years, hence the decision to sell, it comes with numerous invoices, old-style logbook, current road fund licence, MoT to May 2013 and Swansea V5 document.

**£30,000 - 40,000**

**€35,000 - 46,000**





**327**

### **1922 Charron Charronette Cyclecar**

Registration no. SV 9212  
Chassis no. TC118725425  
Engine no. 27571

The Charron marque took its name from Fernand Charron, the 'C' in CGV. Established at Puteaux, Seine in 1901, CGV took its initials from those of its three founders, the others being Léonce Girardot and Émile Voigt, all of whom had been successful racing drivers for Panhard. Of the trio, Charron had enjoyed the greatest success, winning the Marseilles-Nice and Paris-Amsterdam-Paris races in 1898 as well as the inaugural Gordon Bennett Cup of 1901. Prior to the foundation of CGV, Charron and Girardot had been partners in a Panhard dealership and CGV's first automobiles were designed along similar lines, albeit noticeably lower-slung.

CGV soon acquired a reputation for quality and an equally distinguished clientele, which included the King of Portugal, various lesser European royals and members of the British aristocracy. It was imported into the USA and sold there as the 'American CGV' while a limited number were actually assembled in New York and delivered with locally built coachwork. Despite CGV's success, the partnership was in crisis: Girardot and Voigt left to pursue other projects and from 1907 the cars were badged as 'Charron', continuing as such when Fernand Charron left to join Clément-Bayard in 1908.



Rescued by financier Davison Dalziel and now nominally a British company, although its factory remained at Puteaux, Automobiles Charron Ltd offered a range featuring Renault-style dashboard radiators for 1909, by which time most models had shaft drive. An important addition to the range for 1914 was the Charronette cyclecar. Produced initially with an 845cc four-cylinder engine, it gained a 1,057cc unit and front-mounted radiator after WWI. Although the Charronette was relatively successful, the firm's larger models fared less well and by 1930 Charron was no longer in business.

Displaying a wonderful patina, this charming French light car runs and drives well by the standards of its day; the only known fault concerns reverse gear, which does not engage. The car is offered with an original sales brochure, Swansea V5C document and a complete spare engine (albeit one with a porous block) to be collected from Aylesbury, Buckinghamshire after the sale.

**£7,000 - 9,000**

**€8,100 - 10,000**



328

*Left-hand drive, 18,000 miles from new*  
**1982 Ferrari 512BBi Coupé**  
**Coachwork by Pininfarina**

Registration no. HTT 796Y

Chassis no. ZFFJA09B000041825

Having reasserted itself at the top of the supercar hierarchy with the first 'Boxer' - the 365GTB/4 BB - Ferrari went one better with its successor, the 512BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512BB to meet increasingly stringent emissions targets without loss of performance.

Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm.





The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals.

*Road & Track* magazine had achieved a speed of 175mph (280km/h) in the preceding 365GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph was felt entirely realistic. The fact that this was down 4mph on the Lamborghini Countach's 'fastest ever' maximum was considered unimportant. 'That's because, taken on balance, the Ferrari 512 Boxer wins a more important award, as the best all-round sports and GT car we've tested,' enthused the highly respected American motoring magazine. 'If we had to pin the reasons down to one it would have to be that the Ferrari doesn't forget the driver. The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability.'

In 1981 the model was updated with Bosch fuel injection, becoming the 512BBi. Once again, maximum power remained unchanged but there was more available at lower revs and torque increased still further. Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512BB was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for.

This left-hand drive example is one of only 1,007 512 BBi models produced by Ferrari and was first registered in 1982 in Italy. In 1983 the car was exported to the USA where it remained until 2010 when it came back to Europe as part of a large private collection of Ferraris. Described as in generally excellent condition, this stunning and rare motor car has covered a genuine 27,906 kilometres (approximately 17,330 miles) from new while no expense has been spared on its fastidious maintenance and general upkeep. In 2012 a major engine service was carried out by renowned Ferrari specialist Gary Tait, which included cam belts and metering heads. The car has only travelled some 100 miles since. We are advised that the bodywork is in outstanding condition and that there are no signs of corrosion.

Complete with owner's manuals, service booklet, tool kit and Ferrari wallet, this 512BBi offers a genuine investment opportunity as collectors are beginning to appreciate the value of Ferrari's mid-engined 12-cylinder road cars. An excellent example of the Berlinetta Boxer in its ultimate 512BBi fuel-injected incarnation, the car is offered with sundry invoices, current MoT/tax and Swansea V5 registration document.

**£110,000 - 130,000**  
**€130,000 - 150,000**



Photo credit: Tom Wood





**329**

***The ex-Violette Morris, works team car***  
**1922 Benjamin Type B Cyclecar**

Registration no. DS 6654

Chassis no. 1951

Engine no. 1951



Founded in 1921 in Asnières, France by Maurice Jeanson, Benjamin started out as a cyclecar manufacturer whose first product was powered by a 750cc sidevalve four of its own manufacture. This engine went into a chassis similar to that of the Austin Seven, boasting transverse leaf spring front suspension and quarter elliptics at the rear. Drive was taken via shaft to a three-speed transaxle and there was no differential. Two-stroke-engined and larger four-stroke powered models followed.

We are advised by the vendor that this early Benjamin cyclecar was a works entry at the 1922 Bol d'Or where it was driven by the notorious Violette Morris (see photograph on file). Born in France in 1893, Morris was a celebrated athlete and all-round sportswoman whose activities included shot put, discus, soccer, water polo, boxing and many other sports, motor racing among them. Bizarrely, she opted for a bilateral mastectomy in order to fit more easily into competition-car cockpits. No mere dilettante when it came to motor sports, Morris won the 1927 Bol d'Or 24-hour race driving a BNC, retiring from active competition soon afterwards. During WW2 she collaborated enthusiastically with the occupying German forces in Paris and in 1944 was shot by the Resistance.

Chassis number '1951' was imported into the UK in the mid-1980s by Stephen Langton and has been much written about since, featuring in numerous magazine articles.

In 1988 the car was bought by ex-VSCC President, Barry Clarke, who undertook considerable refurbishment including having the wheels rebuilt, radiator re-cored, dynamo and starter motor rebuilt and the engine overhauled (by Alistair Templeton). Clarke later sold the car via Pioneer Autos, from whom it was bought by the current vendor. Since acquisition the Benjamin has benefited from further work including new spring hanger bolts/shackle pins, front wheel bearings, front prop shaft bearing, hood rear window and brake drums (x2). In addition, valve caps have been made to accommodate 14mm spark plugs, the camshaft re-profiled (by David Newman Cams), the clutch thrust plate repaired, and an SU carburettor and new manifold fitted (the original Zenith carburettor and its manifold are included).

The Benjamin has visited France twice, took part in the VSCC's cyclecar demonstration at Mallory Park and has competed regularly in the Club's driving tests. Apart from some wear to the cam followers, it is described as in generally good condition, with delightfully patinated paintwork. Contained within a large history file, accompanying documentation includes an original sales brochure, VSCC 'buff form', sundry restoration invoices and Swansea V5 document. Currently taxed and MoT'd, this delightful French cyclecar is eligible for various historic motoring events including those of the VSCC's Light Car & Edwardian section.

**£9,000 - 14,000**

**£10,000 - 16,000**





**330**

**45,000 miles from new**

**1975 Lotus Elan +2S 130/5 Coupé**

Registration no. LPB 444P

Chassis no. 1910L

Engine no. P31726

Launched in 1966 and based on the highly successful Elan sports car, the '+2' version retained the former's independently-suspended backbone chassis but came with a wheelbase lengthened by 12 inches to make room for two occasional rear seats. Aimed at the sports car enthusiast with a young family, the Elan +2 represented a move up market by Lotus and featured an improved interior with a walnut veneer dashboard, electric windows, radio and alarm as standard equipment.

The 1,558cc twin-cam engine was that of the Elan SE, and with 118bhp on tap the aerodynamically efficient '+2' was good for nearly 120mph. Build quality was further improved upon by the '+2S' of 1968 - the first Lotus not available in kit form - and then in 1971 came the '+2S 130', with 126bhp 'big valve' engine and increased performance. What would be the final '+2' variant - the '130/5' - arrived in October 1972 boasting, as its name suggests, a five-speed gearbox. Top speed remained around 120mph, the extra gear being in effect an 'overdrive' that lowered cruising-speed revs for improved economy.



A rare example of the '+2S' in its ultimate, '130/5' specification, 'LPB 444P' has had only four owners and covered a mere 43,000 miles from new. The original owner is not known but in May 1976 the Lotus was purchased by one Geoffrey Howell, who kept it until August 1985 when it passed to a David Betterton. There are numerous maintenance bills on file, many of which were issued by Roger Heavens Racing during the 1980s.

The current owner purchased the Elan in December 1996, since when it has covered only some 1,000 miles while benefiting from regular servicing, an engine top-end overhaul (by F J Payne of Eynsham) and a re-spray in British Racing Green. Described as in generally good condition, with very good chassis and engine, this is a tidy car that with only minor improvements would be excellent. Off the road for the last few years, 'LPB 444P' has recently been re-commissioned and is offered with the aforementioned bills, Swansea V5 document and MoT to February 2013.

**£6,000 - 10,000**

**€7,000 - 12,000**

**331**

## **1958 Jaguar XK150 Drophead Coupé**

Registration no. YAC 460

Chassis no. S827049

Engine no. V3516-8





This right-hand drive Jaguar XK150 to the desirable 'SE' (Special Equipment) specification was completed on 2nd April 1958 and supplied through Jaguar's Birmingham distributors P J Evans to Mr Robert E Ansell of Stratford-on-Avon. The car retains its original Warwickshire registration 'YAC 460'.

Finished in Jaguar Carmen Red with biscuit leather interior, this is a very good-looking XK150 drophead which, being an early example, is fitted with the attractive aluminium centre dashboard panel. We are advised that it is a remarkably original example, which has very straight bodywork and is solid underneath. It has had sympathetic restoration over the years so the paint and chromium plating are very good. The interior was refurbished and re-trimmed some years ago and is in excellent condition without looking too new.

'YAC 460' retains its original engine, which is reported to be very lively and show good oil pressure. The car was treated to major mechanical upgrades in May 2007 including a Getrag five-speed gearbox, power steering, alternator conversion, complete stainless exhaust system and a Kenlowe electric cooling fan. Additionally, a period-correct HMV radio (converted to FM reception by Vintage Wireless) was installed together with a CD player.

The previous owner used the car for continental tours so this is a well sorted XK: the five-speed gearbox and power steering transform it both in modern-day traffic and for long distance cruising. It is said to be a pleasure to drive as the steering is light and precise and the car wafts along in 5th gear on the open road. Combining the wonderful looks of the XK with greatly improved practicality, this sensibly upgraded example is offered with a history file including some invoices and photographs, JDHT certificate, current road fund licence, MoT to December 2013 and Swansea V5C document.

**£53,000 - 58,000**

**£62,000 - 67,000**





332

## 1939 Bentley 4¼-Litre 'High Vision' Sports Saloon Coachwork by H J Mulliner

Registration no. FLY 333

Chassis no. B148MR

Engine no. 74BP

This late, M-series, overdrive-equipped '4¼' 'Derby' Bentley was supplied new on 14th April 1939 via Pass & Joyce Ltd to Sir Robert McAlpine Ltd for the use of Mr Edwin McAlpine, then living at Nutfield, near Redhill, Surrey. Handsomely finished in fawn over black, chassis number 'B148MR' carries owner-driver coachwork in 'High Vision' style by H J Mulliner featuring the distinctive glazed roof panels and deep side windows that give the model its name. In 1941 the McAlpine family moved to Benhams, Fawley, near Henley-on-Thames, taking with them the company chauffeur, a Mr Sloper. Later Lord McAlpine of Moffat, Edwin used 'FLY 333' throughout the war, covering around 160,000 miles visiting construction projects, driven by Sloper.

In 1947 the McAlpines sold the Bentley to an unknown buyer, its next recorded owner being Charles Thorpe Kilian of Leatherhead, Surrey, who acquired the car in 1957. 'FLY 333' next changed hands in November 1960, passing to David Pearce Mico of Hurtwood House, Winterfield Heath, Surrey. During Mr Mico's ownership Jack Barclay carried out some refurbishment, including the installation of new springs and rear axle. It is also believed that the car received a new cylinder head. From 1971 to 1978 'FLY 333' was in storage and not used.





In February 1978 the Bentley was sold to Jack Stockford Huggins of Yarnton, Oxfordshire, who it seems was the proprietor of Hartford Motors in Oxford. On 28th June 1980 'FLY 333' returned to the McAlpine family, bought by Edwin's eldest son William (Bill), living at Fawley Hill, Fawley, Henley-on-Thames. Within a year or two, substantial mechanical work was undertaken by Graham Ashley-Carter (later proprietor of Hofmann's of Henley) including a complete engine rebuild (detailed invoice on file). In June 1981, Ro-Ben of South Stoke, Goring replaced much of the wooden body frame at the rear, building new framework around the wheelarches and under the seats, mountings for the boot and a new floor pan and seat pan base. Following the work's completion, 'FLY 333' took its place in Bill McAlpine's celebrated Rolls-Royce and Bentley collection, kept in a heated museum at Fawley Hill. The car was occasionally used by the family or loaned for weddings, covering relatively few miles.

In October 2003, on the retirement of the museum's curator, Russell Williams, Bill McAlpine decided to sell most of the cars via Bonhams at our Olympia sale held on 1st December of that year. It is reasonable to suppose that the car's total mileage at that date was around 186,000. Lot 1051, the Bentley was bought at that sale by the current owner, a former Chairman of the Royal Automobile Club.

Between December 2003 and November 2007 the Bentley was maintained exclusively by Hofmann's of Henley with no expense spared, there being bills on file for this period totalling in excess of £35,000. Major works carried out during this period include a complete rewire using modern materials of authentic appearance, fitting flashing indicators, converting the valve seats to accept unleaded fuel, fitting a stainless steel exhaust system (rear part only) and overhauling the fuel pumps, gearbox, brake servo, dynamo and rear axle/differential. A little over 5,500 miles were covered during this four-year period, the recorded total rising from 186,883 to 192,465.

Since June 2008, 'FLY 333' has been maintained by Priory Vintage Car Company of Watlington, Oxfordshire, there being associated bills on file totalling over £6,000 including one for overhauling the starter motor in April 2011. The car's most recent visit to Priory was in November 2012 (at 197,273 miles) for pre-MoT inspection and testing. Offered with MoT to November 2013 and Swansea V5C document, this mechanically very well maintained but otherwise original and un-restored Mulliner-bodied 'Derby' Bentley represents a wonderful opportunity to acquire an example of this rare and handsome model.

**£30,000 - 40,000**

**€35,000 - 47,000**





333

*29,000 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.

**£60,000 - 70,000**

**€71,000 - 83,000**



**334**

***Left-hand drive***

**1965 Ferrari 330GT 2+2 Berlinetta 'Series 1'**

**Coachwork by Pininfarina**

Chassis no. 6635

Engine no. 6635





By the end of the 1950s, the market for sports cars with 'family accommodation' had grown sufficiently for Ferrari to contemplate the introduction of a four-seater model. Introduced in the summer of 1960, the first such Ferrari - the 250GTE 2+2 - was based on the highly successful 250GT. Pininfarina's brief had been to produce a 2+2 without sacrificing the 250's elegant good looks or sporting characteristics, and the master carrozzier succeeded brilliantly, moving the engine, gearbox, and steering gear forward and the fuel tank back, thus creating sufficient room for two occasional rear seats.

The 250GTE provided the basis for its replacement: the 330GT 2+2 introduced in January 1964. Pininfarina was once again entrusted with the styling, adopting of a four-headlamp frontal treatment that reflected the tastes of Ferrari's most important export market, the USA. The 330GT's tubular chassis was 50mm longer in the wheelbase than before, which made conditions less cramped for the rear passengers. Suspension was independent at the front by wishbones and coil springs, while at the back there was a live axle/semi-elliptic set-up. Improvements to the discs-all-round braking system saw separate hydraulic circuits adopted for front and rear.

The 330GT's Colombo-type, 60-degree, V12 engine had first appeared in the 330 America (effectively a big-bore 250GTE 2+2) in 1963. Displacing 3,967cc, the single-overhead-camshaft, all-alloy unit was good for 300-plus horsepower, an output sufficient to propel the 330GT to a maximum velocity of 152mph (245km/h) making it, when introduced, the fastest road-going Ferrari. Equipped at first with a four-speeds-plus-overdrive gearbox, the 330GT gained a five-speed transmission in mid-1965 and later that year had its four-headlight front end replaced by a two-lamp arrangement, becoming the 'Series 2'. Electric windows, alloy wheels and hanging control pedal were other Series 2 improvements. A favourite of Enzo Ferrari, the 330GT was the first of his cars to sell in excess of 1,000 units.

Finished in black with a contrasting red leather interior, this 'Series 1' example was comprehensively restored some 10 years ago by noted Italian specialists Auto del Passato of Turin. During the restoration the car received cosmetic modification to 'Series 2' single headlamp configuration. Described by the vendor as in generally good condition, the car is offered with the Italian Estratto Cronologico.

**£80,000 - 100,000**

**€100,000 - 120,000**





**335**  
**38,000 miles from new**  
**1975 Alfa Romeo 2000 GTV Coupé**

Registration no. JEC 859N  
 Chassis no. AR2413801  
 Engine no. 2413801

Introduced in 1971, the 2000 GTV was the final version of the classic 105-series Alfa Romeo coupé that had first appeared in 1963 as the Giulia Sprint GT. Designed by Carrozzeria Bertone's Giorgetto Giugiaro, but now manufactured at Alfa's new Arese factory, the Sprint GT was clothed in beautifully balanced, four-seater coachwork and is widely regarded as one of the prettiest of post-war coupés. There were no major styling changes made by Bertone for the 2000 GTV, merely a new grille, the body remaining the same as the preceding 1600 and 1750 models. Representing the final enlargement of Alfa's legendary twin-cam four, the 1,962cc engine produced 132bhp, which was delivered to the road via a five-speed gearbox and limited-slip differential. Torquier than its 1750 predecessor, the 2000 GTV was good for a top speed of 120mph.

Supplied new in January 1975 by Staveley Motors of Kendal, this beautiful 2000 GTV has covered only 37,800 miles from new and must be one of the most original currently available.



'JEC 859N' has had only six owners, the penultimate of whom acquired the car in June 1991 and kept it for 21 years, carrying out basic servicing and maintenance to preserve originality. A National Concours Winner in 1982 (details in history file), it was sold to renowned Alfa Romeo expert Richard Banks in 1989 with only 32,300 miles on the odometer and has been in the vendor's hands since July 2012.

Recently, in March 2012, the car was subject to service that included overhauling the brakes as well as oil changes to the engine, gearbox and differential. Described by the vendor as in generally excellent condition, it comes complete with all its original tools and handbooks, sundry invoices, current road fund licence, MoT to March 2014 and Swansea V5 document. Boasting superb handling and a race-proven twin-cam engine combining excellent performance with decent economy, these 105-series Alfa Romeo coupés are driver's cars par excellence.

**£20,000 - 25,000**

**€24,000 - 30,000**





**336**

***Originally the property of Sir Nick Faldo, MBE***  
**1994 Porsche 911 Carrera 2 Type 993 Coupé**

Registration no. to be advised  
 Chassis no. WPOZZZ99ZR5314451  
 Engine no. 63R51593

Representing a major step forward in the development of Porsche's perennially popular 911 sports car, the Carrera 4 and Carrera 2 versions - coded named '964' - were launched in 1989, the former marking the first time that four-wheel drive had been seen on a series-production 911. Face-lifted but retaining that familiar shape, the newcomers had been given a more extensive work-over mechanically, 87% of parts being claimed as entirely new. The pair shared the same 3.6-litre, 247bhp, flat-six engine while power-assisted steering (another 911 'first'), anti-lock brakes and a five-speed manual transmission were standard on both, with the Tiptronic auto 'box a Carrera 2-only option. Its new Type M64 engine enabled the 964 to out-perform the old '3.2' yet still met the latest emissions regulations, top speed increasing to 162mph with 60mph attainable in 5.4 seconds (5.6 seconds Tiptronic).

In 1993 Porsche introduced what is regarded by many as the most beautiful 911 of all: the Type 993. Over the years the 911 had received numerous aerodynamic and safety-inspired add-ons, diluting the purity of the original form; the Type 993's arrival marked a return to basic principles, being recognisably a 911 but one in which all functions had been harmoniously integrated in a truly outstanding example of modern automotive styling.



The range offered remained pretty much as before, comprising two- and four-wheel drive models, the legendary Turbo and the Cabriolet convertible, all powered by the latest 3.6-litre version of Porsche's flat-six engine.

This Tiptronic-equipped Type 993 was supplied new in April 1994 via Dick Lovett of Swindon to golfer Nick Faldo. The car comes with full service history: main dealer up to 2003 and then with Porsche specialists Jaz Ltd of Wembley, who are well acquainted with it. Its current (sixth) owner acquired the Carrera in May 2004, changing the registration from company to private ownership in April 2009. A total of 69,650 miles is currently recorded on the odometer and the car is described as in generally very good condition. Finished in silver with back leather interior, this well cared for and fully documented Type 993 Carrera 2 is offered with the aforementioned service history, current road fund licence, MoT to August 2013 and Swansea V5C document. It should be noted that the current personalised registration is being retained by the vendor.

**£16,000 - 20,000**

**€19,000 - 24,000**



**337**

***45,000 miles from new***

## **1950 Jaguar MkV 3½-Litre Drophead Coupé**

Registration no. JJW 591

Chassis no. 640391

Engine no. Z5364



Photo credit: Tom Wood





Jaguar Cars - as William Lyons' SS concern had been re-named in 1945 - commenced post-war production with a range of essentially pre-war designs. A considerable improvement on what had gone before, the MkV saloon's cruciform-braced chassis featured torsion bar independent front suspension, designed pre-war by the company's Chief Engineer William Heynes, and all-round hydraulic brakes. Jaguar's existing Standard-based, six-cylinder, overhead-valve engine was continued in both 2½- and 3½-litre forms in the MkV, whose bodywork likewise maintained the pre-war tradition, though with minor up-dating in the form of faired-in headlamps, deeper bumpers and rear wheel spats. Like its immediate predecessor, the MkV was available in saloon or drophead coupé versions and featured the kind of luxuriously appointed interior that had become a Jaguar hallmark. The announcement of Jaguar's first new generation post-war saloon - the MkVII - at the 1950 Motor show signalled the end for the MkV, production ceasing in June 1951 after slightly fewer than 10,500 of all types had been built.

One of only 395 of its kind built, this beautiful and original right-hand drive Jaguar MkV is one of the rare and increasingly desirable 3½-litre drophead coupés that, according to its Heritage Trust certificate, was manufactured on 29th June 1951 and delivered to the supplying dealer, Attwoods, on 12th July.

The accompanying original green logbook shows that the car was registered on 29th August of that same year while it is known that Richard Place & Co, chartered accountants from East Grinstead, sold the Jaguar to local resident Mr K W Holliday on 8th February 1960. Mr Holliday apparently ran the Jaguar until 1975 and then stored it until 1991. It was in September of that year that Mr Claude Levi, also of East Grinstead, acquired 'JJW 591'. Some £22,000 worth of restoration was carried out while the car was in his care, including a complete re-trim. The Jaguar then passed to a Mr J Linton in September 1997, at which point the mileage was said to have totalled 39,920. The indicated mileage today only stands at 44,473. 'JJW 591' has been used for several events in Lincolnshire and Norfolk as well as selected Jaguar Drivers' Club meetings, collecting various awards along the way, and is said to be 'a pleasure to drive'.

Finished in Old English White with Burgundy leather interior trim, the car retains its original engine and original four-speed manual gearbox and is described as in generally very good condition, with 'impeccable' bodywork. This most charismatic of Jaguars comes complete with various tools, a huge history file, sundry restoration invoices, numerous expired MoT certificates and old tax discs, current MoT/tax and Swansea V5 document.

**£65,000 - 75,000**

**€77,000 - 89,000**





**338**

## **2002 Aston Martin DB7 V12 Vantage Coupé**

Registration no. FN02 HUH  
Chassis no. SCFAB12392K303086  
Engine no. AM2/031531



Introduced in March 1999, the DB7 Vantage joined the original six-cylinder DB7, which had been Aston Martin's 'entry level' model since its introduction in 1994. This exciting new model was powered by a state-of-the-art, all-alloy V12 engine - a 'first' for a production Aston Martin. A 6.0-litre, quad-cam, 48-valve design, it produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. There was a choice of two alternative transmissions: a new six-speed manual or ZF five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé.

Brilliantly styled by Ian Callum in a manner reminiscent of the traditional Aston Martin, the DB7 body was notable for employing numerous composite-material panels in its construction. In order to accommodate the new V12 engine/transmission package it was extensively re-engineered, resulting in a stiffer structure exceeding all contemporary crash test requirements, while the suspension was developed specifically for this new model. The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes equipped with ABS.

Notwithstanding all the DB7 Vantage's high-tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin. Thus the Vantage's hand crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to individual customer requirements. All the usual luxury fittings came as standard, while clients could choose from an extensive list of options.

One of only 19 'Jubilee' special edition models made in 2002, this DB7 Vantage is number '16' of the series and comes with a plaque and photographs of it being built. An identical DB7 Vantage was used in the film 'Johnny English', starring Rowan Atkinson. 'FN02 HUH' has covered approximately 42,000 miles from new in the current owner's hands. However, it has been transferred between his companies and was once loaned to a friend, hence the number of keepers. Bills on file record regular servicing, initially by Aston Martin Works Service, then Stratstone and more recently Chiltern Aston. The car's most recent visit to the latter was in September 2012 (at 42,196 miles) for a 45,000-mile service, MoT test and various other works costing over £10,000. Finished in blue with grey/blue leather interior, the car is described as in generally excellent condition and offered with the aforementioned service bills, current MoT and Swansea V5C document.

**£22,000 - 26,000**

**€26,000 - 31,000**





**339**

***Left-hand drive***

### **1947 Chrysler Windsor Club Coupe**

Registration no. 218 YUK

Chassis no. 70686620

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. First seen in the late 1930s, when English place names were much in vogue at Chrysler, the Windsor continued as a six-cylinder, mid-range model when civilian production recommenced for 1946. Such was the demand for vehicles in the immediate aftermath of WW2 that the 1946 Chryslers - like most other American makes - reappeared looking much the same as in 1942 apart relatively minor changes to grilles and trim.

The 1947 Chryslers exhibited only minor detail changes from the '46 line-up and it would be 1949 before most US manufacturers got around to introducing all-new models. Chrysler's post-war offerings comprised four trim lines: six-cylinder Royal and Windsor and eight-cylinder Saratoga and New Yorker. The Royal/Windsor's six-cylinder sidevalve engine displaced 250.6ci (4.1 litres) and produced 116bhp at a lowly 3,600 rpm. Chrysler's 'Fluid Drive' and 'Presto-matic' (semi-automatic) transmission were standard on the more expensive Windsor range.



This attractive Chrysler Windsor Coupe was imported into Italy from the USA in 2006 having been treated to a cosmetic restoration in the early 2000s. This refurbishment included a re-spray, a full interior re-trim, a thorough sorting of the mechanicals and a service, while the original brightwork, though patinated, was deemed in sufficiently good condition to be reused. Since it has never been fully disassembled, this car remains essentially original and as such represents an excellent basis for further restoration.

Never damaged or abused, and boasting a rust-free body and chassis, '218 YUK' is described as in generally excellent condition and a 'solid' driver. Ready to be enjoyed, this desirable six-passenger American classic comes with maintenance literature, spare keys, current road fund licence, MoT to February 2014 and Swansea V5C registration document.

**£12,000 - 16,000**

**€14,000 - 19,000**



### 340 1949 Land Rover Series I 80" Pickup with Tilt

Registration no. PV 9719  
Chassis no. R-0610-1664



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time. Progressively developed since its launch in 1948, and modified to serve countless specialist requirements, the ubiquitous Land Rover looks set to continue well into the 21st Century.

Offered here is an unmolested example of the earliest and most desirable Land Rover variant which, unusually, still retains its original Ipswich registration number, correct 1,595cc sidevalve engine and 'spade back' seats among other original features. Believed to have had only two previous keepers, the vehicle currently displays a total of some 55,000 miles on the odometer, which although unverifiable appears consistent with its condition.

The recipient of a sympathetic restoration in the early 1980s, 'PV 9719' has formed part of a small private collection for nearly 30 years. Newly re-commissioned and described as 'on the button', the vehicle has been driven locally on several occasions over the past few months, proving to be totally reliable.

We are further advised that it does not 'wander all over the road' like many other more tired examples. Although not a freshly restored 'show queen', this is a very sound and correct early Land Rover possessing a lovely patina, which would grace any serious private collection. Capable of providing enjoyment for another 60 years, it is offered with heritage certificate, current MoT/tax and Swansea V5. A very rare find.

**£13,000 - 16,000**

**€15,000 - 19,000**





**341**

### 1954 Citroën Model 6H 'Big Six' Saloon

Registration no. UTD 949

Chassis no. 9/557508

Engine no. W01451

A curious mixture of romantic visionary and practical businessman, André Citroën was determined that economic depression and a contracting car market would not prevent him introducing a revolutionary new model, which he was convinced would ensure the future of his company. It did just that, but not until after Citroën had lost control of his empire when a minor creditor commenced legal proceedings against him. Within two years, new owner Michelin had paid off all of Citroën's debts.

Citroën's brainchild, the 7C 'Traction Avant', broke new ground in almost every aspect of production car engineering on its launch in 1934. Unitary construction of the body/chassis, front wheel drive, all-independent suspension sprung by torsion bars, hydraulic brakes, synchromesh transmission and a four-cylinder, overhead-valve, wet-liner engine were all incorporated in the new car at a time when the majority of its rivals employed a separate chassis, cart springs, sidevalve engines and mechanical brakes. This ground-breaking specification would have counted for little had the result not worked in practice, but the Traction soon gained a well deserved reputation for exceptional stability and exemplary handling that endures to this day.



The 1.3-litre original was soon superseded by larger-engined versions, including the six-cylinder 2.9-litre 15CV Model 6, which in right-hand drive form was built at Citroën's Slough factory from 1938 to 1955. Introduced in 1954, the model in its final 6H form featured hydro-pneumatic springing (at the rear), an innovation that would feature on the forthcoming revolutionary DS. In France the 'Big Six' was used widely by the police, most notably by the fictional Inspector Maigret.

One of only 76 right-hand drive 6Hs produced, of which it is believed only five survive, the example offered here was previously owned by well-known Walsall-based Citroën specialist, Steve Southgate. The car was restored in 1998 and has been in the vendor's possession for the last 11 years, since when the engine has been extensively rebuilt with new pistons and cylinder liners; new, up-rated connecting rods with shell bearings; a reground crankshaft; remanufactured oil and water pumps; and a new exhaust manifold. All parts were supplied by CTA Service in Holland, who also supplied a remanufactured suspension height control valve. In addition, the carburettor has been overhauled and an electronic distributor, thermostatic electric fan and an alternator fitted (original generator with car). Finished in black with red leather interior, this rare post-war Citroën is offered with instruction book, restoration invoices, current MoT/tax and Swansea V5C document.

**£18,000 - 22,000**

**€21,000 - 26,000**

342

*Left-hand drive*

## 1939 BMW 328 Roadster Re-creation

Chassis no. 85345RC (see text)



BMW's emergence as a manufacturer of fine sporting motor cars can be traced back to the annual Eifelrennen event held at the Nürburgring on 14th June 1936, when Ernst Henne beat a field that included 1½-litre monoposto racing cars driving the prototype of what would become one of the most iconic sports cars of all time – the legendary '328'. The fact that this overwhelming victory had been achieved only eight years after BMW's establishment as an automobile manufacturer is all the more remarkable.

Lacking the resources of larger and longer established rivals, BMW adopted an evolutionary, 'mix and match' approach to model development. Thus the 328 employed the tubular chassis, transverse-leaf independent front suspension and live rear axle of the 319; the cylinder block and hydraulic brakes of the 326; and a body incorporating stylistic elements of the 319/1 Sport and 329. With the 328, BMW's Chief Engineer Fritz Fiedler turned accepted chassis design on its head, coming up with a frame that combined lightness and stiffness in equal measure - virtues that permitted the use of relatively soft springing with all its attendant advantages. In short: the 328 was the first truly modern sports car.





The 328's six-cylinder engine featured an ingenious new cylinder head, designed by Rudolf Schleicher, which incorporated hemispherical combustion chambers and inclined valves without recourse to overhead, or twin camshafts. Instead, the Type 326, 1,971cc engine's single, block-mounted camshaft and pushrod valve actuation were retained, thus avoiding an expensive redesign. Two rocker shafts were employed, one situated above each bank of valves, giving the engine an external appearance almost indistinguishable from that of a twin-overhead-cam design. Down-draught inlet ports contributed to the motor's deep breathing, and its tune-ability made it a popular choice for British racing car constructors, most notably Cooper, during the 1950s. The 328 engine produced 80bhp, an exemplary output for a normally aspirated 2.0-litre unit at that time, with more available in race trim.

The two door-less 328 prototypes and the first batch of cars were lightweight racers with aluminium coachwork intended to establish the model's competition credentials before production proper got under way. Available from the late summer of 1936, the production 328s featured doors and a convertible hood, and were well equipped and very comfortable in the manner of the best Grandes Routières. On the racetrack the 328 reigned supreme, winning its class at the Mille Miglia, Le Mans, Spa 24 Hours and Britain's Tourist Trophy. In 1940 an example fitted with special aerodynamic bodywork won the Mille Miglia outright.

The most advanced sports car of its day, the BMW 328 remained competitive for years after the war, a state of affairs that only served to further enhance its reputation, which was out of all proportion to the limited number produced. Indeed, it is generally regarded as one of the very few pre-war models that drives like a post-war car. Between 1936 and 1939 only 426 were made, of which fewer than 200 are believed to exist today.

In 2007 the current owner bought it and registered it in the Netherlands. He decided to undertake a restoration of the car which was carried out with no expense spared by Oldtimersmelt in Rijssen, Netherlands. An extensive and detailed photographic record of the rebuild is available and the car also comes with Netherlands registration papers. It had been assumed that the car was an original 328; however, the existence of another with the same chassis number means that it must be regarded as a re-creation, albeit an exceptionally good one. The origin of the chassis is not known and it should also be noted that the gearbox, cylinder head and rear axle are of Bristol manufacture, the British company having acquired the rights to BMW's designs after WW2.

Recently completed following hundreds of man-hours spent on its careful execution, this beautiful car represents an exciting opportunity to acquire a faithful re-creation of BMW's legendary 328 at a fraction of the cost of a genuine example.

**£100,000 - 150,000**

**€120,000 - 180,000**





343

## 1967 Morgan Plus 4 Super Sports Roadster

Chassis no. 6537

A letter on file from the Morgan Sports Car Club states that chassis number '6537' is one of a rare model made between 1961 and 1968. It is number '86' of only 96 two-seater Super Sports built by the factory. In their book 'Original Morgan', John Worrall and Liz Turner state: 'The Super Sports model was originally constructed with the standard Plus 4 body style, but with a bonnet scoop. These were the original high-line models. Later, however, the Super Sports models featured the same low-line body as the original "Le Mans car".'

Another important Super Sports feature was the Triumph TR engine, which was tuned by marque specialist Chris Lawrence to produce a healthy 120bhp, although it is well known that Chris could extract more from the TR engines. However, Morgan had to offer the Super Sport with a one-year warranty and it was for this reason, according to 'Original Morgan', that some of the Super Sports went to America un-tuned.





Low-line chassis number '6537' left the factory on 26th June 1967 despatched to County Garage in Stranraer, Scotland. The car was first owned by a Mr James McHarrie. In the 1980s the Morgan went to the USA and in 1991 was advertised for sale as almost complete less the running gear. Its new owner registered the car in the State of Rhode Island on 28th August 2002 (see documentation on file).

In 2006 the Morgan changed hands again, passing to a well-respected race-car collector in the State of Connecticut, who had a fresh, professionally built, 'Babydoll' (competition specification, though not full-race) TR4A engine installed. We are advised that the latter incorporates forged high-compression pistons, polished con-rods, fully balanced and gas-flowed cylinder head,  $\frac{3}{4}$ -race camshaft, tubular exhaust headers, Weber 42DCOE carburetors, electronic ignition, aluminium flywheel, finned alloy sump, etc. The owner also installed an up-rated Moss gearbox (number '4259 HR') that must have been produced on the same day as the original ('4268 HR').

In 2010 the Morgan returned to England, becoming part of the vendor's collection. With the assistance of several well-known Morgan experts and concours judges, '6537' was carefully inspected. All body/frame numbers were found to match factory records, confirming that this is a genuine, low-line, lightweight Super Sports.

Finished in British Racing Green with tan leather interior, this rare Super Sports has covered just over 1,000 miles since restoration and is described as 'very road friendly'. Taxed and MoT'd for 12 months, the car features 72-spoke wire wheels and comes complete with full weather equipment, full tonneau cover, period spotlights, badge bar (but not badges) and a chromed radiator guard (taken from the 2012 Super Sports model).

The last of the vendor's important private collection of Morgans to be sold, it is offered with old US title documents, 'F' (1967) registration plate, before/after restoration and body-number photographs, Swansea V5C and a large file of correspondence and other documents, inspection of which is recommended. The current registration ('YOV 555', taken from a 1959 competition Morgan, sister-car to the famous racing Morgan 'XOV 555') is available if required via separate negotiation with the vendor.

**£55,000 - 60,000**

**€64,000 - 70,000**







**344**  
**12,300 miles from new**  
**2004 MG XPower SV Coupé**

Registration no. BX53 BGY  
 Chassis no. SA9SVGCAB4M130112  
 Engine no. 88688938

One of the many unfortunate consequences of the MG-Rover Group's demise was the curtailment of an ambitious competitions programme that had re-established the famous MG marque as a major force in international touring and sports car racing. The basis of this resurgence was a series of high-performance road models, at the pinnacle of which was the sensational MG XPower SV Coupé.

The basis of MG's new supercar was the shelved Qvale Mangusta project. MG entrusted exterior design to Peter Stevens, the renowned Royal College of Art designer responsible for the McLaren F1, the last Lotus Elan, Jaguar's XJR-15 and BMW's 1999 Le Mans winner. Unveiled at the UK Motor Show in 2002, MG's new high-performance XPower SV flagship was styled in the modern idiom yet retained sufficient styling cues from MG Rover's production cars to remain recognisably related. It can have surprised few onlookers when Stevens won the Autocar 'Designer of the Year' award in 2002.

The MG XPower SV was powered by a 4.6-litre quad-cam Ford V8 engine, whose 320bhp was transmitted via a Tremec five-speed manual gearbox and BTR limited-slip differential. Underpinning the SV was an immensely strong steel box-frame chassis (with integral roll cage) fabricated by Vaccari and Bosi in Modena.



The bodyshell was constructed of lightweight carbon fibre and the resulting excellent power-to-weight ratio enabled the SV to sprint from rest to 60mph in 5.3 seconds and on to a top speed of around 165mph. Such superlative straight-line performance demanded nothing less than the very best by way of supporting components, and the SV did not disappoint in this respect, being equipped as standard with Brembo competition-specification brakes and OZ 18" split-rim wheels. Assembled in the UK at MG Sport & Racing, every SV was individually built to personal customer order, with prices starting at £65,750.

First owned by MG-Rover, this car was sold to the current vendor as a prototype and appeared on the ITV television programme *'Tonight with Trevor MacDonald'*, together with the owner, shortly after the Group collapsed. It also featured in *'Classic Cars'* magazine (May 2006 edition) in an article written by Quentin Wilson (copy available). 'BX53 BGY' was last fully serviced in May 2012 (at 8,964 miles) and comes with full service history, MoT to May 2013 and Swansea V5C document. A total of approximately 12,300 miles is currently displayed on the odometer. Finished in yellow with black/grey leather/suede trim, this ultra-rare XPower SV represents an exciting opportunity to acquire an example of the fastest car, racers and record-breakers excepted, ever to carry the famous octagon badge.

**£22,000 - 26,000**

**€26,000 - 30,000**





**345**

***Left-hand drive***

### **1967/8 Mercedes-Benz 250SL Convertible**

Registration no. XYY 374F

Chassis no. 11304312005054

'Every driver who has more than a purely utilitarian interest in automobiles should drive a Mercedes-Benz 250SL at least once in his life. The car is an almost perfect yardstick against which to measure any other car. There are cars with better acceleration, cars with better brakes, cars with better roadholding. But there is no car we can think of that has such a remarkable good balance of performance, safety and comfort, and has them in such an absolutely civilised structure.' - *Car & Driver*.

First produced late in 1966, the 250SL used the same bodyshell as the 230SL which had founded this spectacularly successful sports car dynasty, and which it replaced. Minor improvements were made to the interior, but the major differences were the new 2.5-litre six-cylinder engine - as fitted to the 250SE - and disc brakes instead of drums at the rear. The new car's top speed of around 120mph remained the same but the larger engine significantly improved flexibility and responsiveness.



The 250SL was built for just one full production year before being superseded by the 280SL and is thus one of the rarest of the family. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their era and are highly sought after today.

Transferred to the lady vendor's ownership in 2009, this left-hand drive, automatic transmission Mercedes-Benz 250SL previously belonged to Portuguese collector Vitor Ribeiro and was purchased by her ex-husband when Mr Ribeiro's collection was sold at Bonhams' Monaco auction in May 2006 (Lot 213). At that time the 250SL was said to have been 'superbly restored within the past five years', with 'recently re-trimmed blue leather interior'. Described as in generally excellent condition, the car is offered with current MoT/tax and Swansea V5C document.

**£25,000 - 28,000**

**€29,000 - 33,000**



**346 \***

***Two owners, 64,000 miles from new***

**1970 Rolls-Royce Phantom VI Limousine H J Mulliner, Park Ward**

Registration no. J 8076

Chassis no. PRH4606

Engine no. 4606

Introduced in 1959, 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. 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.

Right-hand drive Phantom VI chassis number 'PRH4606' was supplied new to a London property developer whose estate disposed of it upon his death in 1987. A letter from the first owner's company states it was his from new and had recorded a genuine mileage of 61,403, while a copy of the registration document on file shows that the original registration was 'EBC 81J'. The current owner acquired the car in 1987 and set about some minor works to bring it up to scratch. In its 25 years in Jersey the Phantom has covered fewer than 2,500 miles and has had over £15,000 spent on it (bills on file). Always dry stored and covered, it has mostly been used for wedding hire in the island and has been laid up for the last five years. A comprehensive file comes with it.

Originally supplied in black, the Phantom has received a two-tone cream treatment to the lower half, commissioned by the current owner. Minor corrosion to the rear arches was attended to and both body and chrome are said to be in very good condition. This low-mileage Phantom has been maintained regardless of cost, being routinely serviced and benefiting from a replacement gearbox. New tyres were fitted recently and various minor faults will be attended to, and a service carried out, prior to sale.

Upholstered in tan leather to the front and Bedford Cord to the rear, with immaculate burr walnut dash and door cappings, the original interior remains in very good condition. An electric partition is fitted together with a drinks cabinet complete with cut crystal glasses and decanters, while the tan Wilton carpets are complemented by additional sheepskin rugs (added in 1988). Additional TV/video and front/rear stereo systems were fitted by the current owner at great expense (they are easily removable). Offered with the aforementioned documentation, this imposing Phantom VI limousine is certainly the most distinguished transport to be seen arriving in at a wedding or that special occasion.

\*Please note import duties will apply if remaining in the E.U.

**£40,000 - 50,000**

**€47,000 - 59,000**





**347**

**54,000 miles from new**

### **1991 Ford Sapphire RS Cosworth 4x4 Saloon**

Registration no. ODZ 3035

Chassis no. WFOFXGGBFME74916

Engine no. ME74916

The sight of rival manufacturers reaping the rewards of a successful circuit racing programme prompted Ford to renew its alliance with engine builder Cosworth to create the eponymous Sierra, assembly of the minimum 5,000 units required for Group A homologation commencing in June 1986 at the company's Genk plant in Belgium.

Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time the latter combination had been seen in a production Ford engine. Topping it off was a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp, its Weber-Marelli engine management system ensuring that the resulting stupendous performance was delivered with minimal turbo lag. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope. The hatchback version ceased production in 1986 and was replaced in 1988 by the more refined Sapphire RS Cosworth four-door saloon.



Ford's next step was to equip the Sapphire Cosworth with the latest development of the Sierra XR4x4's four-wheel drive transmission, a move that coincided with an increase in maximum power to 220bhp. In this form the Sapphire RS Cosworth had few equals among mainstream production cars.

Costing around £25,000 new, this Sapphire RS Cosworth 4x4 was retained as a demonstrator by City Ford of Slough for its first year and next belonged to Northern Ireland resident Mr Robert Kenohan, a maker of bespoke furniture. Mr Kenohan kept 'ODZ 3035' until 2004, by which time it had covered 44,000 miles, and for the last seven years the car has been owned by motor engineers who have maintained it 'in house'. Described as in generally very good condition, this un-restored, unmolested and low mileage (54,000) Sapphire Cosworth is offered with its original Ford wallet/handbook, current MoT, Swansea V5 document and expired MoT certificates dating back to 2004. The only notified deviations from factory specification are a Category 1 immobiliser, stainless steel exhaust system and OZ 17" alloy wheels (original 15" wheels accompany the lot).

**£7,000 - 9,000**

**£8,200 - 10,600**



### 348 1931 Austin Seven 'Swallow' Tourer Special

Registration no. PL 6049  
Chassis no. B33403  
Engine no. M130622

Although conceived as nothing more than cheap, basic transportation for the masses, the Austin Seven soon found favour as an equally felicitous means of participating in motor sport. Following on from the successes achieved by enthusiastic home tuners and professional specialists, Austin introduced purpose-built sports versions of its own, commencing with the Ulster in 1930. Nippy and Speedy models followed. Sports bodywork was available from a host of independent coachbuilders and such conversions for the ubiquitous Seven chassis have remained popular ever since.

The Austin Seven offered here was originally completed with saloon coachwork by Swallow. Founded in 1922 in Blackpool by William Walmsley, the Swallow Sidecar & Coachbuilding Company branched out into motor body manufacture in 1926. The Seven coachwork was designed by Walmsley's partner, William Lyons, and brought the Swallow name to the attention of the motoring public, paving the way for the stylish SS models of the 1930s.



This particular car was re-bodied as a two-seat tourer circa 1953. The accompanying old-style logbook records the original colour as black, while other changes from factory specification include an electric fuel pump, Morris Minor hydraulic brakes and 14" wire wheels with wider-than-standard rims. 'PL 6049' was purchased by the current vendor at Bonhams' Harrogate sale in November 2009 (Lot 409) and since acquisition has undergone considerable refurbishment.

Works undertaken during 2011/2012 include a body-off rust treatment of the chassis, a full re-spray of the body, and complete rebuilds of both the engine and transmission, all of which were carried out by marque specialists Ian Bancroft Restorations of Grantham, Lincolnshire. Related invoices totalling in excess of £8,000 are on file. Yet to be run in, this unique Seven 'special' is offered with the aforementioned old-style logbook, current road fund licence and Swansea V5C registration document.

**£9,000 - 12,000**

**€11,000 - 14,000**





**349**

### **1938 AC 16/60hp Drophead Coupé**

Chassis no. L617

Engine no. UMB 571

AC's famous John Weller-designed, 1,991cc, overhead-camshaft six-cylinder engine entered production in 1922, later helping to secure the marque's place in motoring history when in 1926 a 2-litre AC became the first British car to win the Monte Carlo Rally. Financial difficulties saw AC taken over by the Hurlock brothers in 1930 and from then on the firm concentrated on sporting cars aimed at the discerning enthusiast. AC's long-established three-speed transaxle gave way to a conventional four-speed unit gearbox on the 1933-introduced 16/56 and 16/66 2.0-litre models, which also came with a new chassis and Bendix brakes.

The chassis became under-slung with cross bracing in 1934 and gained a synchromesh gearbox the following year, these improvements being incorporated in the 16/60 and 16/70 models launched in 1936. Also new that year was the short-wheelbase 16/80, which with Arnott supercharger became the 16/90, the latter newly introduced in 1938. Fewer than 600 post-1933 standard 16hp cars are thought to have been built before production ended in 1939, all of which were powered by Weller's 2.0-litre six.



ACs of the 1930s were offered in a wide variety of factory body styles, that offered here being a fine example of the marque's drophead coupé with dickey seat. Currently registered in Belgium, chassis number 'L617' left the factory on 11th June 1938 fitted with engine number 'UMB 571', and was supplied via A C Barnes Junior of Wokingham to a Miss Wigggett of Berkshire. AC Cars Ltd's letter on file confirms that the original colour scheme was Varsity Grey with black wings/wheels and beige trim. Restored in 1990, the car was purchased from a dealer in the UK by the vendor's late father in 1996, passing to the vendor three years ago. It is kept in a heated garage by the owner, who is President of the Royal Veteran Car Club of Belgium (RVCCB), and driven regularly on Club events.

We are advised that the triple-carburettor engine was totally rebuilt in 2005 by marque specialists G J Engineering of Penshurst, near Tonbridge, Kent and that the car is currently running smoothly. Five new tyres were fitted recently (supplied by Vintage Tyre Supplies, Beaulieu) together with a new exhaust. Retaining its original beige leather interior trim, this rare post-Vintage thoroughbred is offered with the aforementioned AC Cars letter, sundry restoration invoices, old-style logbook and RVCCB dating certificate.

**£30,000 - 40,000**

**€35,000 - 47,000**



**350**

## 1967 Lotus Elan S3 SE Drophead Coupé Project

Registration no. VBY 202E

Chassis no. 45/6754

The drophead coupé version of the Lotus Elan S3 was also available in Special Equipment (SE) specification, in which form it came with a slightly more powerful (115bhp) engine, close-ratio gearbox, higher-g geared final drive and servo assistance for the brakes. One of 2,650 S3s produced, this example was used as a daily driver and around ten years ago benefited from engine, gearbox and rear axle rebuilds, seeing little subsequent use. The car was then taken off the road for restoration and dismantled, only for work to stop after the owner moved abroad. He has now returned but other commitments have forced the car's sale. We are advised that all parts appear present with the exception of the windscreen wiper motor. The condition of the original chassis is not known; the body though is in generally good condition, with only minor crazing to the rear deck, while the original seats are described as restorable. It is worthwhile noting that the rare, chromed side window frames are in good order and that the winder motors are present in the doors. A Safety Devices roll cage and a fuel cell bag tank are included in the sale. Offered with Swansea V5 document and sold strictly as viewed, 'VBY 202E' represents a wonderful opportunity to acquire an Elan S3 ripe for restoration to the new owner's personal specification.

**£6,000 - 9,000**

**€7,000 - 11,000**



**351**

## 1963 Bentley S3 Saloon Project

Registration no. OKW 100

Chassis no. B610CN

In 1962, Rolls-Royce's new V8 engine appeared in improved form in the Bentley S3 and Silver Cloud III, incorporating larger carburettors, a new distributor and raised compression ratio. Maximum power (traditionally undisclosed, as ever) went up by approximately 7%, which translated into a top speed of 115mph and a 0-60mph time a fraction under 11 seconds. There were many other changes made to the S3/Cloud III, the most obvious being the adoption of a four-headlamp lighting arrangement, the absence of sidelights from the wing tops, and a bonnet that sloped down to a slightly lower radiator shell. The result of these styling revisions was a car generally regarded as the most handsome of all the 'standard steel' types. Inside, the new models featured revised accommodation with separate front seats and increased room for rear passengers. The last mainstream Bentley to employ a separate chassis, the S3 remained in production until superseded by the unitary construction T-Series in late 1965. This S3 saloon has been owned by the current vendors for the last 42 years and has been stored, unused, for the last 20. The car is offered in need of total restoration, though we are advised that the interior upholstery is in very good condition. A total of 76,000 miles is displayed on the odometer. Offered without reserve, the car comes with Swansea V5 document for the cherished registration 'OKW 100'.

**£5,000 - 7,000**

**€5,900 - 8,200**

**No Reserve**



352

### ***Left-hand drive***

### **1981 Toyota BJ40 Land Cruiser 4x4**

Registration no. MUY 536X

Chassis no. 050088

Introduced in 1960 as the J40, Toyota's iconic Land Cruiser is one of the few (possibly the only) 4x4 whose reputation compares favourably with that of the Land Rover. The Land Cruiser's impact has been considerable in the developing world, where its ruggedness, reliability and capability of mounting a heavy-calibre machine gun have endeared it to successive generations of local militia groups. Countless versions, both two- and four-door, have been built over the last 60 years on different wheelbase lengths and with either petrol or (from 1974) diesel engines, while some have been made with two-wheel drive only. The Land Cruiser was also built in Brazil as the 'Bandeirante' up to 2001. Dating from 1981, the left-hand drive Land Cruiser offered here is a BJ40, its designation indicating the short (90") wheelbase and 3.0-litre, four-cylinder diesel engine. As such it is a relatively late example of the original Land Cruiser family, which was superseded in 1984 by the J70 series. Noteworthy features include double rear doors and a roll bar, the latter a rarity. The vehicle was imported from Portugal in 2012 and since arrival has benefited from a new battery, new voltage regulator and £435 spent on pre-MoT work (bill on file). Currently displaying a total of 93,000 kilometres on the odometer, it is offered with MoT to November 2013 and Swansea V5C. A 'must have' for the serious 4x4 collector/enthusiast.

**£5,000 - 6,000**

**€5,900 - 7,000**



353

### **1989 Royale Sabre**

Registration no. F210 OAR

Chassis no. RS05970189FR

Engine no. KJ89539

John Barlow founded the Royale Motor Company in 1991, offering a pair of 1930s/1940s-style roadsters: the Windsor and Sabre. The former looked rather like a MkVI Bentley and the latter appeared to have been inspired by the BMW 327, though neither was a direct copy of an actual car of the period. The Royales were distinguished from the kit-car herd by virtue of their superior design and build quality, being based on a substantial, steel, ladder-frame chassis clad in aluminium/glassfibre bodywork with reinforcing door bars for increased crash protection. Indeed, many were of the opinion that a Royale rivalled contemporary production cars for safety, solidity and comfort. Ford Sierra/Granada running gear was the norm, with engines ranging from the 1.6-litre four up to the 2.9-litre V6. Despite the favourable reception of its products, the original company did not last long and rights to the designs passed to a firm in the Netherlands, then to the Vintage Motor Company of Carcroft, Doncaster and finally to Asquith Motors Ltd of London SW19, whose intention was to re-launch the Sabre in 2012. The cars are also supported by an enthusiastic owners club. Built using a Ford Granada Ghia X as donor vehicle, this Royale Sabre has been in storage for approximately the last five years. We are advised that the engine is running, the body needs painting and the interior tidying, while the electrics too may need some work. Finished in blue with black vinyl upholstery, the car is offered with Swansea V5 document and is sold strictly as viewed.

**£1,500 - 2,000**

**€1,800 - 2,400**





**354**

### **2006 Brian James Motor Shuttle**

Serial no. to be advised

One of Britain's foremost specialist manufacturers, Brian James Ltd has been making trailers for a wide variety of uses since 1979. That offered here is an example of the 'Shuttle' range that is particularly popular among enthusiasts requiring secure transport for their historic cars. According to the maker, 'these trailers are fully capable of covering large distances extremely reliably.' This particular Shuttle features an hydraulic tilt bed with ramps; one-piece side access doors; 12-volt electric winch; and a one-piece rear door. New tyres were fitted in 2012 and the trailer further benefits from a recent service and new wheel bearings. Its vital statistics are as follows:

Overall length: 22ft 10in

Overall width: 7ft 6in

Internal bed length: 17ft 8in

Internal bed width: 6ft 4in

Gross capacity: 3,500kg

Load capacity: 2,450kg

Weight empty: 1,050kg

**£4,000 - 6,000**

**€4,800 - 7,000**



**355**

### **1929 Austin Seven 'Top Hat' Saloon**

Registration no. RA 8034

Chassis no. 75635

Engine no. M141394

A huge success from the moment deliveries commenced in January 1923, the Austin Seven remained in production until 1939. The sole version available initially was the 'Chummy' tourer while saloon, fabric saloon and coupé models, plus a roomier tourer, were on offer by 1927. The 'Top Hat', so called because of its upright, formal-looking, straight-sided coachwork, was one of the first Austin Seven saloons, panelled in aluminium to save weight, with elaborate cloth trim unusual for a British car at the time. Little is known of this example's history prior to 1964 when it was purchased from a Mr Hadeson of Romford by Mrs Townend of Colchester, Essex for her son, John Townend. The original logbook was missing but Mr Townend obtained a new one in 1983 and managed to keep the original registration ('RA 8034'). While in Mr Townend's ownership the Seven was completely restored by Clive Sherriff Restorations Ltd. Invoices are available showing restoration costs totalling over £6,000 plus others for further work carried out between 1983 and 2009 costing in excess of £7,300. The current owner purchased the Seven - known as 'Poppy' - from Mr David Hindmarsh of Seahouses, Northumberland in February 2011. Finished in maroon over black with maroon leather interior, the car is offered with the aforementioned invoices, current MoT/tax and Swansea V5C document.

**£9,000 - 12,000**

**€11,000 - 14,000**





# MOTERING

## SALES DIARY 2013

**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

**12 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  
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Collectors' Motor Cars & Automobilia

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Monday 29 April 2013  
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Aston Martin and Lagonda  
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Entries now invited

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Closing date for entries  
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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](mailto: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.



<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>				
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.				
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>				
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> ):				
7.1.1	to terminate this agreement immediately for your breach of contract;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
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;				
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;				
7.1.6	to repossess the <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;				
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;				
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;				
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;				
7.1.10	on three months' written notice to sell, <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;				
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> .				
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.				
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.				
7.4	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.				
<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>				
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:				
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				
8.1.2	deliver the <i>Lot</i> to a person other than you; and/or				
8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or				
8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.				
8.2	The discretion referred to in paragraph 8.1:				
8.2.1	may be exercised at any time during which we have actual or constructive possession of the <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				
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.				
<b>9</b>	<b>FORGERIES</b>				
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				
9.2.2	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				
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> .				
9.3	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> .				
<b>10</b>	<b>OUR LIABILITY</b>				
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](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from [info@bonhams.com](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

### LIST OF DEFINITIONS

**"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](http://www.bonhams.com)

**"Withdrawal Notice"** the *Seller's* written notice to *Bonhams* revoking *Bonhams'* instructions to sell a *Lot*.

**"Without Reserve"** where there is no minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

## GLOSSARY

The following expressions have specific legal meanings with which you may not be familiar. The following glossary is intended to give you an understanding of those expressions but is not intended to limit their legal meanings:

**"artist's resale right"**: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the 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  
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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  
Matthew Haley  
+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  
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HONG KONG  
Julian King  
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## Clocks

UK  
James Stratton  
+44 20 7468 8364  
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Jonathan Snellenburg  
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## Coins & Medals

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John Millensted  
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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  
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U.S.A  
Jeffrey Smith  
+1 415 503 3413

## Greek Art

Olympia Pappa  
+44 20 7468 8314

## Golf Sporting Memorabilia

Kevin Mcgimpsey  
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## Irish Art

Penny Day  
+44 20 7468 8366

## Impressionist & Modern Art

Deborah Allan  
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## Islamic & Indian Art

Alice Bailey  
+44 20 7468 8268

## Japanese Art

UK  
Suzannah Yip  
+44 20 7468 8368  
U.S.A  
Jeff Olson  
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## Jewellery

UK  
Jean Ghika  
+44 20 7468 8282  
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Susan Abeles  
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AUSTRALIA  
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## Marine Art

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Alistair Laird  
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U.S.A  
Gregg Dietrich  
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## Mechanical Music

Laurence Fisher  
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## Modern, Contemporary & Latin American Art

U.S.A  
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## Motor Cars

UK  
Tim Schofield  
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EUROPE  
Philip Kantor  
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AUSTRALIA  
Damien Duigan  
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Automobilia  
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Toby Wilson  
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USA  
Kurt Forry  
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## Motorcycles

Ben Walker  
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Automobilia  
Adrian Papiros  
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## Musical Instruments

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## Natural History

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## Old Master Pictures

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## Orientalist Art

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## Photography

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## Portrait Miniatures

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## Prints

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## Russian Art

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## Scientific Instruments

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## Scottish Pictures

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## Silver & Gold Boxes

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## South African Art

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## Sporting Guns

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## Toys, Dolls & Chess

Leigh Gotch  
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## Travel Pictures

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## Urban Art

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## Watches & Wristwatches

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# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

**This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.**

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I will collect the purchases myself ☐  
Please contact me with a shipping quote (if applicable) ☐

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£500 - 1,000 .....by 50s		£50,000 - 100,000 .....by 5,000s	
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£5,000 - 10,000 .....by 500s			
The auctioneer has discretion to split any bid at any time.			
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First Name		Last Name	
Company name (to be invoiced if applicable)			
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City		County / State	
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Preferred number(s) in order for Telephone Bidding (inc. country code)			
E-mail (in capitals) <input type="text"/>			
<input type="text"/>			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
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UK/08/12

# Bonhams

1793

## Index

Lot No	Year	Model	Lot No	Year	Model
349	1938	AC 16/60hp Drophead Coupé	331	1958	Jaguar XK150 Drophead Coupé
335	1975	Alfa Romeo 2000GTV	340	1949	Land Rover Series I 80" Pickup with Tilt
338	2002	Aston Martin DB7 V12 Vantage Coupé	301	1973	Land Rover Series III 88" Station Wagon
355	1929	Austin Seven "Top Hat"	330	1975	Lotus Elan +2S 130/5 Coupé
348	1931	Austin Seven 'Swallow' Tourer Special	350	1967	Lotus Elan S3 SE Drophead Coupé Project
326	1961	Austin-Healey 3000 MkII Roadster	314	1927	McLaughlin-Buick Model 28.496 Master Six Tourer
329	1922	Benjamin Type B Cyclecar	312	1928	McLaughlin-Buick Model 28.50C Master Six Sedan
332	1939	Bentley 4¼-Litre 'High Vision' Sports Saloon	345	1967/8	Mercedes-Benz 250SL Convertible
324	1995	Bentley Brooklands LWB Sports Saloon	303	1981	Mercedes-Benz 280CE Auto Coupé
351	1963	Bentley S3 Saloon Project	307	1999	Mercedes-Benz SL280 Coupé with Hard Top
342	1939	BMW 328 Roadster Re-creation	344	2004	MG XPower SV Coupé
325	1991	Brian James Car Transporter Trailer	320	1975	MGB GT Coupé
354	2006	Brian James Shuttle Transporter Trailer	343	1967	Morgan Plus 4 Super Sports Roadster
315	1927	Buick Model 27X54 Master Six Roadster	321	1959	Morris Mini Minor Saloon
311	1927	Buick Opera Coupe	305	1927	Morris Oxford 13.9hp Saloon
327	1922	Charron Charronette Cyclecar	302	1936	Opel Kadett 'Olympia' Cabriolet Project
339	1947	Chrysler Windsor Club	318	1963	Panhard PL17 Saloon
341	1954	Citroën Model 6H 'Big Six' Saloon	319	1930	Pontiac Big Six Sedan Project
316	c.1918	De Dion Bouton Model HD 15cv 2.9litre Charabanc	336	1994	Porsche 911 Carrera 2 Type 993 Coupé
325	1919	Dodge Model 30 Tourer	306	1939	Railton Eight Fairmile Drophead Coupé
334	1965	Ferrari 330GT 2+2 Berlinetta 'Series 1'	322	1910	Renault AX Tourer
323	1968	Ferrari 365/250GT SWB Re-creation	346	1970	Rolls-Royce Phantom VI Limousine
328	1982	Ferrari 512BBi Coupé	308	1990	Rolls-Royce Silver Spirit II Saloon
347	1991	Ford Sapphire RS Cosworth 4x4 Saloon	309	1982	Rolls-Royce Silver Spirit Saloon
304	c.1890	Horse Drawn Ladies Phaeton	353	1989	Royale Sabre Sports
333	1970	Jaguar E-Type Series 2 Roadster	352	1981	Toyota BJ40 Land Cruiser 4x4
337	1950	Jaguar MkV 3½-Litre Drophead Coupé	310	c.1929	Willys-Overland Whippet Saloon
317	1990	Jaguar XJ-S 3.6-Litre Coupé			







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