

Monday 29 April 2013
The Royal Air Force Museum
London

Bonhams

1793



**Collectors' Motor Cars
& Automobilia**

Collectors' Motor Cars and Automobilia

Monday 29 April 2013
at 11am and 2pm
RAF Museum
London, NW9 5LL

The Hendon Sale

Bonhams

101 New Bond Street
London W1S 1SR
bonhams.com

Viewing

Sunday 28 April 10am to 5pm
Monday 29 April from 9am

Sale times

Automobilia 11am
Motor Cars 2pm

Live online bidding is available for this sale

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

Bids

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

Please note that bids should be
submitted no later than 4pm on
Friday 26 April. Thereafter bids
should be sent directly to the
Bonhams office at Hendon 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

Automobilia

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

Enquiries on view and sale days

+44 (0) 20 7468 5801
+44 (0) 08700 270 089 fax

Catalogue: £25 + 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: 20926

Illustrations

Front cover: Lot 350
Back cover: Lot 356



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

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

Bonhams UK Ltd Directors
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Matthew Bradbury, Harvey Cammell, Simon Cottle,
Andrew Currie, David Dallas, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Grant, Robin Hereford,
Asaph Hyman, Charles Lanning, Camilla Lombardi,
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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% from £500,000 upwards of hammer price. 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 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

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 +/- 90 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 £25,000, 20% from £25,000 to £500,000 of hammer price and 12% from £500,000 upwards of hammer price. 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.

The Buyer's Premium on Motor Cars and Motorcycles is 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 Cherie Silver (Details on page 4 of this catalogue).

Can someone arrange insurance for me?

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

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

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

Your contacts for this sale

Motor Car Specialists

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

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

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

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

James Knight
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james.knight@bonhams.com

Richard Hudson Evans
01789 414983
rheauction@btinternet.com

Gregor Wenner
+39 333 564 3610
gregor.wenner@bonhams.com

Robert Hadfield
01778 426 417
robert.hadfield@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 The RAF Museum, London



The Royal Air Force Museum is only 20 minutes from the West End, with easy access from the M25 and signposted from the M1, A41, A5 and North Circular. There is a free car park and coachpark.

By Underground

The museum is close to both Colindale on the Northern line and Mill Hill Broadway rail station

Address

Royal Air Force Museum London
Grahame Park Way
Hendon, London
NW9 5LL

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 Wednesday 1 May, 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 Tuesday 30 April. 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

£205 + VAT per vehicle

Vehicle Storage charges

First 14 days

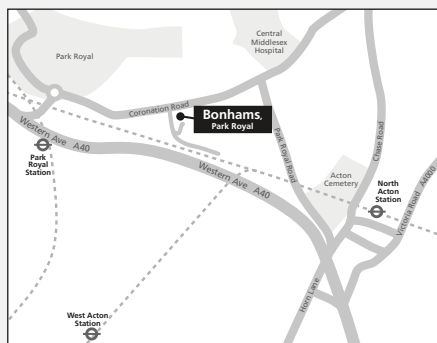
£14 + VAT per motor car per day

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).



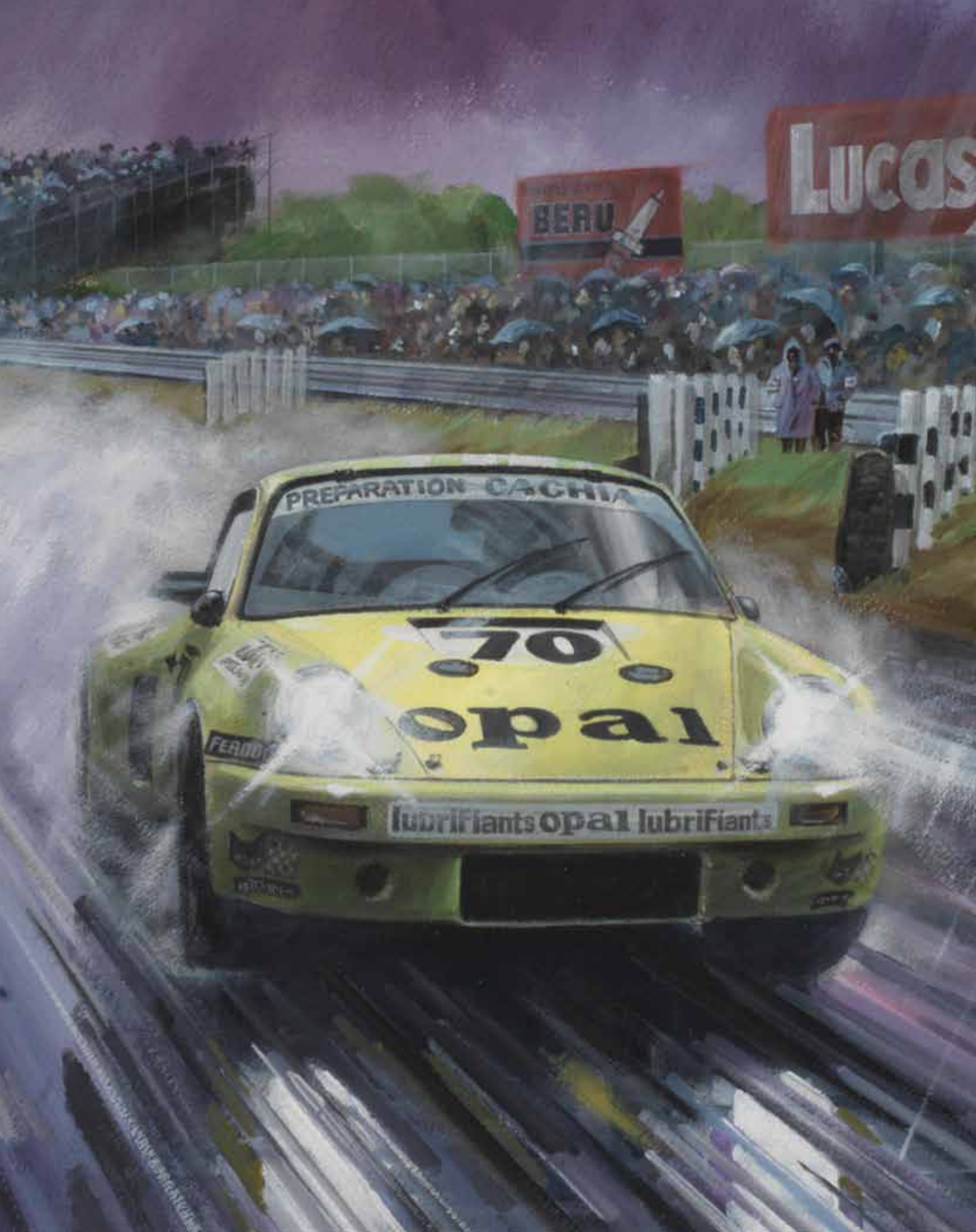


Automobilia
Monday 29 April
11am

Lots 1 - 251

Images of each
lot can be found at:
bonhams.com/20926

John Ketchell



PREPARATION CACHIA

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Opal

FERRO

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Literature & Ephemera

1●

Rolls-Royce reference books, including reproduction of the Rolls-Royce Catalogue 1910-1911 with foreword by H F Fergusson Wood, John de Campi: Rolls-Royce in America; Bird & Hallows: The Rolls-Royce Motor Car; C W Morton: A History of Rolls-Royce Motor Cars, Volume One 1903-1907; and other ephemera including Thomas T Solley: Rolls-Royce and Bentley (1931) Literature 1905-1965; replica 1905 sales catalogue, 'The Unveiling of a Window', and five issues of the Rolls-Royce Owner.

(Qty)

£250 - 350

€300 - 410

2●

Books relating to prestige British marques, including Paul Skilleter: Jaguar Saloon Cars; Philip Porter: Jaguar E-Type - The Definitive History; Viart & Cognet: Jaguar - A Tradition of Sports Cars; Henry Rasmussen: Jaguars for the Road; Geoffrey Seaton: Lagonda - An Illustrated History 1900-1950; Chris Harvey: Aston Martin & Lagonda; Wilton J Oldham: The Hyphen in Rolls-Royce; and other titles relating to Jaguar, Daimler, Lanchester, Bentley and Rolls-Royce.

(27)

£300 - 400

€360 - 470

3●

Books relating to European marques, including Emilio Polo: La Hispano-Suiza - The Origins of a Legend 1899-1915; Hans Tanner: The Ferrari (1st edition); George Monkhouse: Mercedes-Benz Grand Prix Racing 1935-1955; Angelo Tito Anselmi: Isotta Fraschini; Michael Riedner: Mercedes-Benz W196 - Last of the Silver Arrows; Ingo Sieff: Porsche - Portrait of a Legend, and Mercedes-Benz - Portrait of a Legend; H G Conway: Bugatti; Hull & Slater: Alfa Romeo - A History; and other titles.

(28)

£300 - 400

€360 - 470

4●

The Autocar; bound Volumes XCII-XCV (1947-1950), a complete run of seven volumes in publishers grey cloth bindings with gilt tooling to spines, covering the dates September 1947 to December 1950.

(7)

£100 - 150

€120 - 180

5●

Le Sport International book, 1929-30, leather bound with gold tooling, with many illustrations, inter-leaved pages to each, 120 numbered pages, some where to edges.

£200 - 300

€240 - 360

6●

Assorted motoring books, each hardback with dust jacket, including G.E.T Eyston and Barre Lyndon: Motor Racing and Record Breaking; George Eyston and W.F. Bradley: Speed on Salt; G.E.T Eyston: Flat Out and Birkin: Full Throttle.

(4)

£100 - 150

€120 - 180

7●

Assorted books relating to Veteran motoring,

some period titles, including Marie Corelli: A Devil's Motor; a large format leather-bound limited edition (133/1000) of British Sports and Sportsmen - Modern Commerce - Motoring - Aviation, in slipcase; Filson young: The Happy Motorist; A E Berriman: Motoring; Elizabeth Nagle: Veterans of the Road; various fictional titles by C N & AM Williamson; and other books relating to early motoring.

(Qty)

£200 - 300

€240 - 360

8●

Assorted handbooks and workshop manuals,

comprising Rover, Riley, Talbot, Wolseley, Austin and others, together with approximately 50 sets of data and specification sheets for various car makes including Jaguar, Morris, Daimler, Austin, Wolseley, Sunbeam, MG and others.

(Qty)

£50 - 100

€60 - 120

9●

A Ferrari F50 deluxe presentation book, the official prospectus issued by Scuderia Ferrari in 1995 celebrating the 50th anniversary and the introduction of the F50, only presented to the most select customers, red glossy hardcover with black spine and Prancing Horse badge to front, well illustrated with large glossy and detailed colour images many fold-out, includes specification and performance graphs, Ferrari print number 1002/95, issued in 1995.English and Italian text, large 4to.

£150 - 200

€180 - 240

10● ◇

A large quantity of assorted motoring books,

including World Cars annuals 1962-1985, 1950s Motor Year Books, boys-own type motoring annuals, a bound run of Auto Express 1988-1991, and many other books relating to various motoring and general transport subjects (a lot).

(Qty)

£100 - 150

€120 - 180

11●

A collection of Rolls-Royce and Bentley technical literature and handbooks, including condensed edition handbooks for 20Hp (x3), 20-25Hp (x2), 25-30Hp (x2), Bentley workshop manual, Rolls-Royce and Bentley maps (x4), Bentley MkVI handbooks (x2), Silver Wraith handbooks (x5), Bentley 4¼ litre Bentley Mark VI handbook, Rolls-Royce 40/50Hp (Phantom III) handbooks (x2), Rolls-Royce Silver Cloud handbook, Bentley R Type handbook, Rolls-Royce Silver Cloud III handbook, Rolls-Royce Silver Wraith handbook (black), Rolls-Royce Silver Wraith / Silver Dawn / Phantom IV / Bentley R Type / Bentley Mark VI service manual, Rolls-Royce and Bentley Service Handbook (1998), turbocharging system brochure and others for Rolls-Royce air conditioner, "A brief Guide to Rolls-Royce and Bentley Motor Cars 1925-1955" and an associated "Faults and Remedies supplement", power operated hood systems, Rolls-Royce Klimaanlage (German), Care of Park Ward Coachwork, service book 1964 Rolls-Royce/Bentley, supplement to the handbook of the Bentley S 2 for the Bentley S II (second edition) and assorted Jaguar Spare parts catalogues for Jaguar XK 150 (volume 1 and 2), Jaguar Mark II 2.4/3.4/3.8 (volume 2) and for Jaguar Mark II 3.4/3.8, various conditions.

(Qty)

£600 - 800

€710 - 950

12●

Yves Naquin: Le Grand Prix Automobile de Monaco - Story of a Legend 1929-1960; bound in red leather, limited edition (No 943), small format edition of the well illustrated title, English text.

£120 - 140

€140 - 170

13●

Assorted motor racing books, including Robert Daley: The Cruel Sport; Benno Muller: Racedrivers; and William Court: Power and Glory; and others, various conditions, together with two Castrol Achievements booklets for 1937 and 1938.

(Qty)

£200 - 300

€240 - 360

14●

Paul Sheldon & Duncan Rabagliati: A Record of Grand Prix and Voiturette Racing; Volumes 5 to 8,

in black leather bindings, a comprehensive record covering the years 1950 through to 1969, some with Addenda, Volume 7 limited edition (39/50) signed by Rabagliati and Volume 8 limited edition (241/500) signed by both authors.

(4)

£200 - 300

€240 - 360

15•

A quantity of assorted motoring books, including Schlegelmilch, Lehbrink & von Osterroth: Mercedes; Antoine Prunet: Pininfarina - Art and Industry 1930-2000, in slip-case; Cyril Posthumus: Land Speed Record from 39.24 to 600+mph; George Eyston & W F Bradley: Speed on Salt; David Owen: Targa Florio; Piero Taruffi: Works Driver; and other titles relating to various motoring and motorsport subjects.

(Qty)

£200 - 300

€240 - 360

16

A lot of Bentley books and prints, comprising The Vintage Bentley Book, The Vintage Bentley Book 1, Another Vintage Bentley Book, a 4½ Litre Bentley catalogue (1974 RROC reprint), Amherst Villiers Superchargers (Eion Young reprint) and other publications (some reprints), together with three prints depicting Vintage Bentley cars including Bentley V Blue Train after Cuneo, each framed and glazed.

(Qty)

£180 - 240

€210 - 280

17•

Books relating to British marques, including Mays & Roberts: BRM; Fred Hobbs: A Life With HWM; David Thirlby: The Chain-Drive Frazer-Nash; Arthur Owen: The Racing Coopers; Geoffrey Healey: Healey - The Specials; and other books and literature relating to road, sports and racing marques including Bristol, Alvis, Riley, Armstrong Siddeley, Lea-Francis; MG and others.

(Qty)

£200 - 300

€240 - 360

18•

H O Duncan: The World on Wheels; Volumes 1 and 2,

published 1926, an illustrated account of mechanical road transport from the earliest days, covering the invention and development of petrol and steam motorcycles and motorcars, 1200 pages in original matching blue leather bindings.

(2)

£200 - 300

€240 - 360

19•

Ernest Montaut: Dix Ans de Course, 1897-1907,

31 full colour lithographs of racing cars by renowned automobile artist Montaut. Tissue guard to each. Limited Edition reprint of this rare and desirable item.

£50 - 100

€60 - 120

20•

Thirteen signed books and publications by William Boddy, including a 1st edition of The History of Brooklands Motor Course 1906-1941; a limited edition (917/2000) of Brooklands - The Complete Motor Racing History; The Story of Brooklands, Vols 1-3; The 200 Mile Race; Montlhery; The World's Land Speed Record; Fifty Years of Brooklands; and four other publications, each signed by the author and with dedication.

(13)

£500 - 600

€590 - 710

21•

Assorted signed motoring books, including Stenson Cooke: This Motoring; Graham Hill: Life at the Limit; an author's presentation edition of Dudley Noble: Milestones in a Motoring Life; Nick Georgano: The Beaulieu Encyclopaedia of the Automobile Vol 1 and Vol 2 (unsigned), and The Beaulieu Encyclopaedia of the Automobile Coachbuilding, both signed by the author and Lord Montagu; Brian E Smith: Daimler Days, Vols 1 & 2, in slipcase, Royal Daimlers, The Daimler Tradition (2), and Vanden Plas Coachbuilders; Leo Villa: The Record Breakers; and five other books, majority signed by the authors and some with dedication.

(18)

£400 - 500

€470 - 590

22• ♦♦

The Motor; post-War bound volumes 1956 to 1970,

believed complete run of 34 volumes in publisher's green bindings, covering Vol 108 (Jan 1956) to Vol 138 (Dec 1970), bound with indices and earlier volumes bound with covers.

(34)

£150 - 250

€180 - 300

23•

Autocourse: A Review Of International Motor Sport, 1961/62,

hardback with dustjacket, outlining all international motor racing over the period, 216 numbered pages, 4to.

£100 - 200

€120 - 240

24•

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

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

£50 - 100

€60 - 120

25•

Auto course, 1951-55, comprising a complete run from Volume 1 to 5, bound in hardback with gold tooling.

(5)

£700 - 1,000

€830 - 1,200

26• ♦

Automobile Year annuals; 1 to 9 and 24 to 56,

comprising a run of Annual Automobile Review/Automobile Year 1-9 (1953/54-1961/62), and an incomplete run of Automobile Year annuals 22 (1974/75), 24-51 (1976/77-2003/04), and 55-56 (2007/08-2008/09), vast majority with covers, together with three duplicate annuals for 5 and 6, and an Automobile Year Book of Models annual 1, (1982).

(44)

£350 - 450

€410 - 530

27• ♦♦

The Autocar; post-War bound volumes 1949 to 1972,

incomplete run of 34 volumes in publisher's green bindings, comprising Vol 94 (July 1949) to Vol 101 (Dec 1954), Vol 103 (July 1955) to Vol 107 (Dec 1962), and 11 assorted volumes from Vol 108 (Mar 1963) to Vol 137 (Dec 1972), bound with indices but without covers.

(34)

£200 - 300

€240 - 360

28

Autosport; bound Volumes 6 to 16 and 64 to 77,

two complete runs covering the years 1953-1958 and 1976-1979, in maroon publisher's bindings, bound with covers and indices, together with a quantity of loose issues for the years 1986-1989, 1992 and 1998, together with other assorted motoring books including David Owen: Alfissimo!; a signed 1st edition of H G Conway: Bugatti; Hans Tanner: The Ferrari (1st edition); Arthur Owen: The Racing Coopers; two individually bound issues of Motoring Illustrated, July 26th 1902, and The Motor=Car Journal, June 6th 1903, and other titles relating to mainly pre and post-War racing and drivers.

(Qty)

£500 - 600

€590 - 710

29•

An 1899 Richmond Automobile Club Show catalogue,

the cover bearing illustration of an early motoring scene after Holland Tringham, 180 numbered pages with details of the event, held on 17th-24th June, exhibitors and complete with adverts, later bound in green cloth hard covers, small 4to.

£300 - 400

€360 - 470



35



38

30•
A Hispano Suiza 30/120 Hp, 6 cylinder, sales brochure, 1936, fold-out brochure illustrating various types of coachworks.
£70 - 100
€80 - 120

31•
A Barker & Co (Coachbuilders) Ltd, deluxe catalogue 1928, a rare example, with sepia tone illustrations of Barker bodies fitted to Rolls-Royce 40/50Hp and 20Hp chassis, 48 pages with textured and embossed cover overlaid on board, contains a colour plate of the Sate Coach built for HM King George V in 1912, with testimonials from owners such as Lord Louis Mountbatten, Malcolm Campbell, The Prince of Wales, 4to.
£600 - 800
€710 - 950

32•
Assorted sales literature and ephemera, including a Delauney Belleville Automobiles range brochure, cord-tied blue card covers, 32 pages, vertical fold, a Parsons' Motor Colours paintwork sample booklet, A Joseph Sankey & Son panels catalogue, four promotional shaped cards for Oleo, Zenith Carburettors, Rodol and MYG, A Darracq/Dunlop silk bookmark, and issues of The Auto, July 1st 1911, and Motoring Illustrated, January 19th 1907.
(11)
£300 - 400
€360 - 470

33•
A collection of marque sales brochures, flyers, leaflets and catalogues, for British marques Rolls-Royce, Triumph, Vauxhall, Jaguar, MG, Daimler, Sunbeam, Hillman, Austin and others, European marques including Mercedes-Benz 220S, 190SL and 600, Alfa Romeo, Renault, VW, Opel, BMW, Volvo, Krupp, and others, American marques including Buick, Plymouth, Lincoln, Chevrolet, Ford (includes some commercial vehicles and trucks), two Cadillac catalogues with German text, and others, three Pininfarina press packs, a Gebruder Reichstein accessories catalogue, circa 1910, and a Nathan Products 1919 sales catalogue.
(Qty)
£400 - 500
€470 - 590

34•
Six motor accessories publications, 1908-1914, comprising 'La Grippe' Motor Pedal Cover catalogue, patented '08; The SirenO Electric Horns catalogue, September 1910; ARCO 'Aids to Tyre Economy' catalogue, 1910; Sylverlytes for 1911 catalogue of lamps, lighting systems and horns; Castrol Motor Oil 'For the Highway and the Skyway' catalogue, 1913-14; and The Marvel Steam Vulcaniser, undated, American publication with alterations to price \$9.00 changed to 35 Shillings.
(6)
£100 - 150
€120 - 180

35•
A deluxe bound edition of 'Bentley - The Silent Sports Car' sales catalogue, October 1952, quarter-bound blue leather hard backed covers, 32pp, one tipped in colour illustration, with five illustrated specification sheets and price list in rear pocket, small 4to.
£300 - 400
€360 - 470

36•
Six early Motor Car catalogues and leaflets, comprising 30-35hp Napier Alpine Test Report, 1914; The Waverley catalogue, November 1913; The Rochet-Schneider Car catalogue, post 1908 undated; 1911 AGR 10/12 Hp 4 cylinder light-car catalogue (Ariel & General Repairs Limited); a Lookers Limited 'Refined Coachbuilding' catalogue (1 page detached); and a printed leaflet with list entitled 'Some Royal Owner's of "F.N." cars'.
(6)
£200 - 300
€240 - 360

37•
A quantity of assorted sales brochures, most in German text, including Mercedes-Benz, Bentley, Opel together with newspaper cuttings and other motoring related ephemera.
(Qty)
£100 - 200
€120 - 240

38•
A Daimler-Lanchester-BSA sales manager's portfolio, original portfolio of illustrations data and specifications for Daimler Straight-Eight, Light Straight-Eight, Twenty, Light Twenty, Fifteen, Lanchester 18, Light Six de Luxe, Light Six, 'Ten', BSA '10' and Light Six, including coachbuilt variants. Issued by the Daimler Company, bound in Simplicio faux leather portfolio, with embossed title to cover, over 140 pages, including superb colour and monochrome illustrations, in original delivery box from the printers W.W. Curtis Ltd of Coventry, 4to.
£500 - 600
€590 - 710

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

39•
A quantity of motor engineering books, relating mainly to pre-War, Vintage and Veteran cars including Arthur W Judge: The Modern Motor Engineer, Vols 1-5; H Thornton Rutter: Modern Motor cars, Vols 1-3, and Modern Motors - Their Construction, Management & Control, Vols 1-4; Paul Hasluck: The Automobile, Vols 1-3; Motor Repair and Overhauling, Vols 1-4, with charts supplement; Lord Montagu de Beaulieu: Cars & Motor-Cycles, Vols 1-3, Charles E Oliver: Motor Car and Coach Painting; A B Filson Young: The Complete Motorist (1st edition); and other later technical and maintenance literature.
(Qty)
£150 - 200
€180 - 240

40•

An interesting 1000 Miles Motor Vehicle Trial of 1900 21st Anniversary Commemoration Banquet brochure, held on May 12th 1921 at the Royal Automobile Club and presented by The Autocar, cream card covers, 20 pages, containing an account of the trial, vehicles, awards and other details, well illustrated with images of the event, pages loose but present, 4to.

£80 - 120

€100 - 140

41

A 1961 Silverstone British Empire Trophy Race programme signed by various drivers, signed in blue ball-point to Trophies and Awards page 13 by Stirling Moss, Jack Brabham, Fangio, Innes Ireland, Bruce McLaren and Graham Hill, together with a 1963 Monaco Grand Prix French race programme and flyer, and a Steering Wheel Club ceramic dish, with facsimile autographs of racing drivers.

(3)

£300 - 400

€360 - 470

Photographs & Art

42

A quantity of assorted pre-War motor racing photographs, approximately 50 original monochrome press and other photographs depicting various race images including Barnato and Benjafield in the Bentley Speed Six 'Old Number One' and the 4½ Litre respectively at Le Mans 1929, Nuvolari in Maserati at 1933 Italian Grand Prix, Caracciola after winning the Ulster TT 1929, and other photographs depicting drivers and race cars including Alfa Romeo, MG, Bugatti, and Maserati at various events including Brooklands.

£150 - 250

€180 - 300

43

A signed photograph of Juan Manuel Fangio, depicting the racing driver being interviewed, hand signed in blue ink by Fangio for the vendor in his home in Buenos Aires, mounted framed and glazed 30 x 20cm.

£250 - 350

€300 - 410

44

A signed Fangio 80th Birthday booklet and photograph, depicting the Mercedes-Benz W196, common mounted with a title card and photograph showing Fangio in a W196 at Monaco, together with a common mounted Graham Hill signed letter and photograph, and a signed Stirling Moss compliments slip with a photograph of Moss in conversation with Fangio, in three glazed frames.

(3)

£250 - 350

€300 - 410

45

A quantity of ERA pre-War motor racing photographs, in excess of 300 1930s original period press and other monochrome photographs and some re-prints, various sizes, depicting ERA cars including the E-Type, of race, pit, award presentation and other scenes featuring Prince Bira, Prince Chula, Raymond Mays, Earl Howe, Arthur Dobson, Dick Seaman, and other ERA drivers and personalities at various events including Sydenham, Coronation, Imperial, Nuffield, JCC International, JCC 200 Miles, Campbell and British Empire Trophies at Brooklands, Crystal Palace, Donington, and European events at Dieppe, Naples, Pescara, Nurburgring, Berne, Monte Carlo and Albi Grand Prix, and other images of workshop construction, repair, rebuilds, and engine details.

(Qty)

£400 - 500

€470 - 590

46

An 'Auto Union Seig' poster, replica, dated 9 Juli 1939, pasted to board, 100 x 70cm, framed, loose.

£100 - 150

€120 - 180

47

Sixteen motor racing posters, comprising Kyalami 1973, GP de L'ACF 1967, Imola F2, Imola Europeo GT 1972, Imola F2-2000, Montseny 76, Montseny 77, Silverstone GP 1971, Brands Hatch World Championship Victory Race, European F2 Thruxton 1972, Crystal Palace 1972, 1000km Monza, Zandvoort F2, GP Espana 1975, 500 km Imola Interseries and Imola Interseries 1973, unmounted, rolled, some old creases and wear to edges.

(16)

£300 - 400

€360 - 470

48

Two Monaco Grand Prix and Two 24 Heures du Mans posters, comprising Monaco 1971 and 1974 and Le Mans 1966 and 1972, each unmounted, rolled, the larger 44 x 63.5cm.

(4)

£200 - 300

€240 - 360

49

Two reproduction Monaco Grand Prix posters, comprising 16th May 1948 poster with artwork after Geo Ham, depicting racing car blasting through the streets of Monaco, together with another for 1950 with signatures of Roy Salvadori, Henry Taylor, Paul Frere and two others, some minor loss to left edge, each 100 x 68, unframed.

(2)

£100 - 150

€120 - 180



50



51

50

A large 'Cycles Griffon' advertising poster after Misti (Ferdinand Mifilez 1865-1923), full colour lithograph on paper circa 1900, 160 x 92cm, laid on linen.

£900 - 1,100

€1,100 - 1,300

51

A fine 'Beeston Tyres go by themselves!' advertising poster after John Hassall, 1896, full colour lithograph on paper by David Allen & Sons, laid on linen, 50 x 75cm.

£600 - 800

€710 - 950

52 - 53

No lots



60



62



63



64

54

A collection of drawings and photographs relating to Rolls-Royce Silver Cloud, technical illustrations from The Autocar, circa 1960, includes refrigerator system, dashboard, seat adjustment, together with coachwork photographs and prints by H. J. Mulliner & Co. Ltd., and a sales catalogue.

(Qty)

£100 - 150

€120 - 180

55

Michael Turner, 'Sunbeam Rapier Rally', an original artwork illustration, initialled 'MT', pencil on artist's paper, depicting the car speeding up the track, believed to have been reproduced in The Motor, 8 x 18cm, mounted, framed and glazed, together with two small reproduction prints after Montaut, both framed and glazed.

(3)

£80 - 120

€100 - 140

56

An autographed cartoon of Carlos Reutemann by Maul, dated 1975, signed by drivers and F1 personalities at the 1975 German Grand Prix, includes signatures of Stirling Moss, James Hunt, Jacques Lafitte, John Watson, and many others, on paper 30 x 40cm, some staining and folds, together with a 1971 BP Grand Prix wall chart and a Road & Track print depicting Jack Brabham at Zandvoort, both folded and worn with some loss.

(3)

£250 - 350

€300 - 410

57 AR

Michael Turner (1935-) British; '1955 Mille Miglia',

signed, pencil drawing on paper depicting Moss and Jenks on their way to victory in the Mercedes Benz 300 SLR, 24 x 31cm, mounted, framed and glazed.

£200 - 300

€240 - 360

58

A Minerva Coachbuilder's painting by P. Dumont,

signed, a side view study of a yellow and black Minerva, 52 x 74cm, mounted, framed and glazed.

£200 - 300

€240 - 360

59 ♦

Tony Upson, 'Ayrton Senna',

signed, acrylic on board, a portrait study of the legendary race driver, 210 x 115cm.

£500 - 600

€590 - 710

60 AR

John Ketchell (1944-), 'Porsche 911 turbo at Le Mans', signed, water colour and gouache, 66 x 75cm, framed and glazed.

£300 - 400

€360 - 470

61

Stuart Barraclough; 'Bentleys on the Road', a pair of motoring paintings,

signed by the artist, acrylic on canvas, each 60 x 90cm, framed, copyright retained by artist.

£300 - 500

€360 - 590

62

Craig Warwick, 'Takuma Sato Monaco',

signed, dated 2007, oil on canvas, 70 x 100 cm, framed.

£300 - 400

€360 - 470

63

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

£300 - 400

€360 - 470

64

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

£300 - 400

€360 - 470

65

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

£300 - 400

€360 - 470

66

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

£300 - 400

€360 - 470

67 AR

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

£300 - 400

€360 - 470

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

68 AR

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

£300 - 400
€360 - 470

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

69 AR

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

£300 - 400
€360 - 470

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

70 ♦

Tony Upson, 'Silver Arrows Victory', signed, painting on board, depicting a Mercedes W154 taking the chequered flag, 116 x 238cm.

£400 - 500
€470 - 590

71 ♦

Tony Upson: 'Le Mans 24 Hours' unsigned, painting on board, depicting 'Old Number 7' on its way to victory at the 1927 event as driven by Dudley Benjafield and Sammy Davis, 117 x 177cm, framed

£400 - 500
€470 - 590

72 AR

Nicholas A Watts, British (1947 -); '1939 German Grand Prix', signed, watercolour and gouache, depicting Rudolf Caracciola/ Mercedes Benz W154 driving to victory at the Nurburgring, 23 July 1939, 50 x 70cm, mounted, framed and glazed.

£600 - 800
€710 - 950

73

A painting of a 1930s American motor car by P. Dumont, signed, a side view study of a brown American motor car, 52 x 74cm, mounted, framed and glazed.

£200 - 300
€240 - 360

74 AR

Rodney Diggins (1937-), 'Fangio vs Hawthorn - Goodwood Trophy 1953', signed and dated '83, gouache on artists' paper, depicting Fangio in the BRM V16 Mk I tussling with Mike Hawthorn's Ferrari Thinwall Special, with Salvadori in the Connaught and Gould in the Cooper-Bristol following, 36 x 53cm, mounted, framed and glazed.

£120 - 180
€140 - 210



68



65



69



72



66



70



67



71



87

75 ◇
An Art Deco inspired sculpture of a Jaguar XK120, modern, cold-cast resin and aluminium composite, 70cm long.
£150 - 200
€180 - 240

76 ◇
A Ferrari Prancing Horse garage display emblem, modern, cold-cast resin and aluminium composite, 140cm high.
£250 - 300
€300 - 360

77 ◇
A hand-painted Ferrari garage display emblem, modern, fibreglass, featuring the Prancing Horse logo, 140 x 80cm.
£300 - 400
€360 - 470

78 ◇
An Alfa Romeo garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the script, 150cm long.
£300 - 400
€360 - 470

79 ◇
A Rolls-Royce garage display emblem, modern, cold-cast resin and aluminium composite, featuring the RR entwined logo, 100 x 60cm.
£250 - 300
€300 - 360

80 ◇
An Aston Martin DB5 garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the DB5 badge, 100 x 70cm.
£200 - 250
€240 - 300

81 ◇
A hand-painted Ferrari garage display shield, modern, fibreglass, featuring the Prancing Horse logo, 120cm high.
£300 - 400
€360 - 470

82 ◇
A Ferrari script garage display emblem, modern, cold-cast resin and aluminium composite, 140cm long.
£250 - 300
€300 - 360

83 ◇
A hand-painted Porsche garage display shield, modern, fibreglass, with design in relief, 120cm high.
£300 - 400
€360 - 470

84 ◇
An Aston Martin garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the winged badge, 140cm wide.
£300 - 350
€360 - 410

85 ◇
An Amilcar garage display emblem, modern, cold-cast resin and brass composite, lettering in the form of the marque script, 140cm wide.
£150 - 250
€180 - 300

86 ◇
A hand-painted Royal Endorsement Coat of Arms, modern, fibreglass, 70 x 70cm.
£150 - 250
€180 - 300



88

Tools & Garage Equipment

87
A Bentley running-board mounted locking toolbox, well made wooden construction by the Bentley Factory, with brass lock and hinges, the front of the box inlaid with boxwood marquetry 'Bentley winged B', the box 59 x 21 x 32cm.
£300 - 500
€360 - 590

88
An early 3 litre Petrol priming tap kettle, blue and white enamel-ware, with brass cap and turned wooden handle on steel bail, some loss to enamel.
£200 - 300
€240 - 360

89 ◇
Three glass petrol pump globes, comprising a Shell, red lettering, in the shape of a shell, 44cm high, 'Not for resale', circular, black lettering, 41cm high, both marked to underside of base 'Property of Shell-Mex & B.P. LTD. Returnable On Demand', and a Pink Paraffin, circular with emblem in red, 41cm high, each by Hailware, with small chips to base.
(3)
£200 - 300
€240 - 360

90 ◇◇
A CEX 'Automatic' model R11 visible petrolpump, French, 1930s, numbered 28811, finished in yellow and black, with 100 litre delivery dial and twin glass reservoirs, fitted with hose and nozzle, lacking lid and globe mounting point.
£1,500 - 2,000
€1,800 - 2,400

The CEX R11 petrolpump was first introduced to French motorists in 1934, the vendor believes this example dates from 1947.



90



91



92



93

91 ♦♦

A Themis model JB1 visible petrol pump, French, 1930s, with brass plaque numbered 10330 and dated 28-04-1939, finished in yellow and maroon, with polished brightwork, 100 Litre delivery dial and twin glass reservoirs, lacking hose and nozzle.

£1,500 - 2,000

€1,800 - 2,400

The Themis model JB1 pump first appeared in 1932. It used an electric motor to pump the fuel into the measuring cylinders, which were then gravity fed to the tap nozzle via a hose.

92 ♦♦

A Satam model MO4 visible petrol pump, French, 1930s, numbered 23974, finished in yellow and black, with 50 litre delivery dial and twin glass reservoirs, with lid and globe mounting point, lacking hose and nozzle.

£1,500 - 2,000

€1,800 - 2,400

93 ♦♦

A Scapi Allweiler model number 3 mobile fuel bowser, Belgian, 1930s, finished in BP colours yellow and green, the box fuel tank on two wheeled cart, mounted with Scapi hand-cranked pump fitted with two glass reservoirs, 50 litre delivery dial, hose and nozzle.

£800 - 1,200

€950 - 1,400

94 ♦♦

A 'One Gallon' Bowser hand-cranked petrol pump, English made, restored, mounted with Pratts High Test Anti-Knock Petrol brand plate & Pratts Guaranteed Sealed 1/4d per gallon price plate, with a Pratts Anti Knock compound petrol transfer on the pumping cylinder, fitted with one gallon trip meter, original bronze delivery filter unit, bronze nozzle and optic with polished brass fittings and burnished steel pump rack.

£950 - 1,400

€1,100 - 1,700

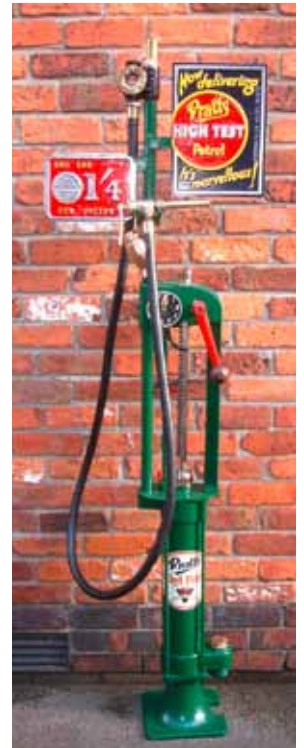
95 ♦♦

An unusual Bennett model 1500 hand operated petrol pump

in good order throughout, fitted with original canvas delivery hose with bronze fittings and bronze delivery optic, working 1 quart & 2 quart rack stop delivery bar together with a working gallon delivery trip meter and brass tabulator, restored in Shell livery with a Shell "The Well Balanced Petrol" brand plate and 1/6d decorative price flag, the pumping cylinder is fitted with a Shell Guaranteed Sealed Shell transfer, overall 202cm high.

£1,000 - 1,500

€1,200 - 1,800



94



95



98



99



100

Accessories & Spares

96 ♦

Assorted Alfa Romeo 8C Monza spares, including used pistons, valves, a silencer, springs, gears and other sundry parts.

(Qty)

£200 - 300

€240 - 360

97

A Bleriot model 140 self-generating acetylene headlamp, London & Paris, polished brass, stirrup mounted, with under-body cross mounted generator with side tap with complete internals, reservoir and drain tap, 2½ inch bulls-eye behind 6 inch diameter flat glass lens, 28cm high overall.

£600 - 800

€710 - 950

98

A pair of Bosch headlamps, electrically illuminated, in black, with 'Bosch' lenses, 20cm diameter, believed suitable for Mercedes-Benz S Type.

(2)

£600 - 900

€710 - 1,100

99

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

(2)

£600 - 800

€710 - 950

100

A pair of Phares Besnard headlamps, numbered 825, brass, some slight denting, fork mounted, 22cm diameter.

(2)

£300 - 600

€360 - 710

101

A pair of Lucas P100L headlamps from a Jaguar SS1, each pillar mounted chrome plated case, with tri-bar mount, partially frosted lens 11 inch diameter lens, enamel badge to rim, some wear and dents to cases, each fitted with mounting bracket.

(2)

£250 - 350

€300 - 410

102

Two four-trumpet warning signal horns, each with mouthpiece and single push-valve, comprising one nickel-plated horn, 48cm long, the other brass, by Martin, 40cm long, some dents in places.

(2)

£300 - 400

€360 - 470

103

A fine brass four-trumpet Testaphone, by Cicca, French, circa 1909, polished brass, with French Deposee stamp, patent stamps and numbered '12241' to chamber, ratchet and cog, lacking bulb, 55cm long.

£300 - 400

€360 - 470

104

A Lahassan exhaust whistle, French, 1932-34,

1¾ inch piping with sprung blanking plate and two polished brass square whistles, together with a Brevet d'Invention, dated 1er Mars 1934, and invoice and trade card depicting the 'L'Avertisseur'.

(4)

£200 - 300

€240 - 360

105 ♦♦♦

A Rolls-Royce 'Meteor' V-12 engine, engine number 28N51, described by the vendor as in 'very good condition', sold as viewed, inspection recommended.

£6,000 - 8,000

€7,100 - 9,500

Derived from the famous Merlin Aero engine, the Rolls-Royce Meteor (sometimes called the Rover Meteor) is a 27 litre V-12 600bhp petrol engine, designed for use in British tanks. The Meteor engine, lacking the supercharger and reduction gear of the Merlin, with a less complicated crankshaft, and components made from heavier and less expensive materials, it is regarded as the first British engine that supplied tanks with ample and reliable power. The Meteor was in production from 1943 to 1964. It was used in Cromwell, Comet, Centurion, Tortoise and Conqueror tanks.

The vendor advises us that this engine was purchased to fit a Bentley with manual gearbox type G, and would be suitable for use in a dirt track racer and/or hill-climbing special.



105

106 ♦♦

An Auto Carriers (1911) Limited single-cylinder air-cooled 6Hp engine, 1911-1917, number HWS 359, 648cc, bore 95 x stroke 100, finned cylinder head, with some loss to cooling fins, mounted with single sparkplug and priming valve, the engine with two large flywheels, period Bosch ZE1 magneto and later Amal carburettor, air intake detached. Engine turns with compression and is mounted on a simple frame stand.

£1,000 - 1,400

€1,200 - 1,700

107

A Bosch GE8ARS9 magneto, for 8 cylinder Mercedes-Benz 770 Grosser 1930-1937 type, sound cosmetic condition.

£1,000 - 1,500

€1,200 - 1,800

108 ♦♦

An Arnott '280' Supercharger with associated and other spares, model 280H/07, together with two supercharger drive belt jockey wheels with mounting brackets, a bronze supercharger elbow with pressure release valve, one bronze supercharger intake elbow, an aluminium supercharger intake elbow, various aluminium and bronze flanges, brackets and mounting plates, other steel and alloy pulleys, brackets and mounting plates, two Boost gauges 0 - 8. (Believed from Lancaster Bomber), a glass supercharger oil container and fittings, together with an Arnott 1 5/8" side-draft carburettor, a bronze body/float chamber SU 1 5/8" semi down-draft carburettor, a Fish 1 1/2" down-draft carburettor with electrical heater, an SU 1 3/8" down-draft carburettor, a pair of SU 1 1/4" semi down-drafts on an 'A' series manifold, two SU electric fuel pumps and mounting brackets and other assorted brackets, carburettor linkages and other parts, various condition.

(Qty)

£800 - 1,000

€950 - 1,200



106



107

Badges & Mascots

109

Two pre-war lapel badges and an assortment of 1970s Sebring memorabilia, comprising a 1930s Vanderbilt cup lapel badge, pin backed button type, and an Ashtray from Rene Drefus' Le Chanteclair restaurant in New York.

(Qty)

£150 - 200

€180 - 240

110

A collection of Der Deutsche Automobil-Club badges, comprising all metal cut-out badge 8cm diameter, a 'Faithful Service' painted metal badge, an enamel stick pin dated 1934, and a Summer 1939 DDAC map of Germany (swastikas coloured-in on covers), an NSKK (Nationalsozialistisches Kraftfahrkorps) car pennant flagpole finial, and a Stadt des KdF-Wagen badge.

(6)

£200 - 300

€240 - 360



112



114



113

111

Assorted Rolls-Royce badges and plaques, comprising two RREC, one RROC Phantom II Society, one embossed tin, one stick pin and one RR button-type cap badges, together with a 'Club Automoviles Clasicos 1965' plaque for a 1920 Silver Ghost.

(7)

£140 - 200

€170 - 240

112

A rare Les Vieux Du Volant enamelled badge, French, signed Perot, rubbed to the front but visible from the back, stamped Trusse-Demey on the reverse, numbered 4896, polished brass enamelled in red and blue, 10.3cm high.

£250 - 350

€300 - 410

113

An early Automobile Association member's badge, number 22, plated brass marked 'Stenson Cooke Secretary', stamped 22, 15.7cm high, later chrome plating and central hole drilled to mounting tab.

£500 - 700

€590 - 830

The original AA membership and badges numbered 21 and 22 were issued to Mr Hamilton Fletcher in 1906. They were made in hand cut brass by Nash & Hull. The brass number 22 was broken in an accident, but when Mr Fletcher tried to get an exact copy it was too late because the badge pattern had been changed to include the word 'Secretary' under the signature of Stenson Cooke on the front, and the phone and telegram numbers on the reverse. A later issued badge from 1909-10 was struck with the number 22 and issued as a replacement, it is that badge on offer today.



115

114

An early Automobile Association brass car badge, Number 81, issued to Michael Stephens, April 1906, hand-cut brass made by Nash & Hull stamped 'Stenson Cooke 81', drilled with two mounting holes, corners knapped, the badge 14.7cm high.

£550 - 750

€650 - 890

Badge number 81 was issued by the Automobile Association to Michael Stephens son of Henry Charles Stephens known as 'Inkie' after his company's famous Stephens Ink - Michael Stephens was the current owner's Great Step-Uncle and they inform us that the badge was last registered to a Brough Superior car.

115 †

A cased display set of 'Badges of the World's Great Motor Cars', comprising Twenty-Five motor car emblems for the National Motor Museum by Danbury Mint, each finely detailed cloisonne enamel badge, common mounted in wooden display case, fitted with protective Perspex 'title' sheet, the case 39 x 30cm, together with an information booklet.

£1,000 - 1,500

€1,200 - 1,800

116 ◇◇

**An important collection of Brooklands
Automobile Racing Club badges, 1907-1916
and 1920-1942,**

including boxed complete matching numbers
sets, and other Brooklands badges, comprising:

BARC BROOKLANDS BADGES

1907 Member & 1 Guest Matching
Numbers 479 Box 479
1908 Member & 2 Guests Matching
Numbers 494
1909 Member & 2 Guests Matching
Numbers 1188 Box 1188
1910 Member & 2 Guests Matching
Numbers 1297 Box 1297
1911 Member & 2 Guests Matching
Numbers 1515 Box 1520
1912 Member & 2 Guests Matching
Numbers 1611 Box 1611
1913 Member & 2 Guests Matching
Numbers 1477
1914 Member & 2 Guests (M174, G274, G881)
1915 Member & 2 Guests Matching
Numbers 850 Box 850
1916 Member composite material Number 85
1920 Member & 2 Guests Matching
Numbers 1274 Box 1274
1921 Member & 2 Guests Matching
Numbers 740 Box 740
1922 Member & 2 Guests Matching
Numbers 37A
1923 Member & 2 Guests (M207, G207, G764)
1924 Member & 2 Guests Matching
Numbers 16A
1925 Member & 2 Guests Matching
Numbers 792 Box 792
1926 Member & 2 Guests (M17A, G17A, G420)
1927 Member & 2 Guests Matching
Numbers 15A
1928 Member & 2 Guests Matching
Numbers 20A
1929 Member & 2 Guests Matching
Numbers 281
1930 Member & 2 Guests Matching
Numbers 23A
1931 Member & 2 Guests Matching
Numbers 24A
1932 Member & 2 Guests (M149, G149, G142)
Box 149
1933 Member & 2 Guests (M705, G705, G154)
Box 705
1934 Member & 2 Guests Matching
Numbers 1247 Box 1247
1935 Member & 2 Guests Matching
Numbers 987 Box 987
1936 Member & 2 Guests Matching
Numbers 1271 Box 1271
1937 Member & 2 Guests Matching
Numbers 1309 Box A 90
1938 Member & 2 Guests Matching
Numbers 245 Box 245
1939 Member & 2 Guests Matching
Numbers 805 Box 805
1939 Committee Member's Number 1
1940 Member's only Number 750
1941 Member's only Number 299
1942 Member's only Number 365



BROOKLANDS AERO CLUB BADGES

1933 Member's only Number 197
1935 Member's only Number 108
1936 Member's only Number 427
1937 Member's only Number 218
1938 Member's only Number 247
1939 Member's only Number 275

BROOKLANDS MAC SCFC CPFC (AERO)

1936 Member's only Number 735
1937 Member's only Number 657

OTHER BROOKLANDS BADGES

BARC Founder's silver badge hallmarked Sterling
silver, Birmingham 1907
BARC lapel badge Stamped 'PAT D1909'

Offered together with two standing brass
framed display cases.
(Qty)

£18,000 - 22,000
€21,000 - 26,000

It is understood that a majority of these badges
were formerly the property of Aston Martin
Works Driver, motoring author and book seller
Eric Thompson, and were originally on display
at the Steering Wheel Club in Brick Street.



123



124

117
A Two Greyhounds car mascot, British, 1920s, nickel-plated bronze, unsigned, finely detailed, depicting two greyhounds jumping a hurdle, 13cm long.
£500 - 600
€590 - 710

118
A late pre-War or early post-War Rolls-Royce kneeling Spirit of Ecstasy mascot, in original brass/bronze finish and without plating, stamped 'Reg US Pat Off' and 'Trade Mark Reg' under wings, 8cm high, mounted on a specially commissioned removable circular and stepped brass display base.
£500 - 600
€590 - 710

119
A Rolls-Royce Phantom I Spirit of Ecstasy mascot, 1922-29, signed Charles Sykes, with later chrome plating over nickel, stepped base type, 16cm high, mounted on a radiator cap.
£200 - 300
€240 - 360

120
A pair of Rolls-Royce and Bentley mascots and other related collectables, the mascots mounted on wooden display bases, together with a musical decanter in the shape of a Rolls-Royce radiator, cufflinks, badges, sales brochures, books and other Rolls-Royce and Bentley collectables.
(Qty)
£200 - 300
€240 - 360

121
A replica 'Whisper' mascot, after an original design by Charles Sykes, cast alloy, depicting the draped female, 16cm high, mounted on a marble display base.
£100 - 150
€120 - 180

122
A Felix the Cat 'Felix Kept on Walking' mascot after A E Lejeune, nickel-plated, dark patina, engraved Copyright AEL on the base, mounted on a radiator cap, 12cm high overall.
£500 - 700
€590 - 830

123 †
A 'Winged Icarus' mascot by F Gordon Crosby, British, 1920s, signed, nickel-plated bronze, 14.5cm high, on a turned wooden base.
£1,000 - 1,500
€1,200 - 1,800

124 †
An unusual 'Golfer' mascot, 1920s, the 'fly' old golfer carrying the spoils of victory, nickel-plated brass, mounted on a dimpled golf ball above a radiator cap on a wooden stand, 21.5cm high overall.
£2,000 - 2,500
€2,400 - 3,000

125 †
A 'Leaping Gazelle' mascot by Casimir Brau, French, circa 1925, signed, nickel-plated, 15cm high, on a marble display base.
£1,000 - 1,500
€1,200 - 1,800

126 †
A 'Dancing Nymph' mascot by Maxime Le Verrier, French, signed 'Le Verrier', nickel-plated bronze figure of a draped female nude, 16cm high, mounted on a turned wooden display base.
£800 - 1,200
€950 - 1,400



125



126



127



129



131



136

127
A good Hassall 'Aviator' car mascot, British, 1930s, signed, chrome plated bronze with spinning propeller and spring mounted ceramic head, 12cm high.
£400 - 500
€470 - 590

128
A Chained Bulldog mascot by Marvel, French, circa 1921, bronze, stamped 'EG' and '126' to right side of base, chain replaced, 15cm long.
£300 - 500
€360 - 590

129
A fine 'Princess Mangbetu' mascot by Alexandre Caron (1857-1932), French, circa 1925, signed, well detailed bronze bust commemorating the Citroen 'Croisiere Noir' expedition in 1924-25, marked 46 to the rear, 11.5cm high, mounted on a two tiered marble display base.
£1,600 - 1,800
€1,900 - 2,100

130
A 'Bird in Flight' glass mascot retailed by Red Ashay, British, circa 1930, clear frosted glass, wingspan 22cm, base chipped.
£200 - 300
€240 - 360

131 †
A 'Mickey Mouse' glass mascot by The American Cut-Crystal Corporation, Italy, produced under licence for Disney, moulded to rear of base 'Walt Disney Productions', depicting the cartoon character with arms out by his side, in nickelled mount above an early radiator cap, 15cm high overall.
£800 - 1,200
€950 - 1,400

132
A 'Squirrel' glass mascot retailed by Red Ashay, British, circa 1930, clear frosted glass, 13cm high, base chipped.
£200 - 300
€240 - 360

133
A Warren-Kessler Dove mascot, frosted glass, maker's mark under tail feathers, 18cm long.
£200 - 300
€240 - 360

134
A Rene Lalique 'Tete de Coq' glass mascot, French, introduced 3rd February 1928, signed on the base 'LALIQUE FRANCE' (with double tailed Q), underside of base ground flat to lower edge of feathers, 17cm high.
£700 - 900
€830 - 1,100

135
A Rene Lalique 'Tete de Coq' glass mascot, French, introduced 3rd February 1928, signed on the base 'LALIQUE FRANCE' (with double tailed Q), underside of base ground flat to lower edge of feathers.
17cm high.
£500 - 700
€590 - 830

136 †
A Rene Lalique 'Coq Nain' glass mascot, French, Introduced 10th February 1928, in frosted clear glass, with claws intact, 20cm high.
£500 - 700
€590 - 830



139

137 †
A Rene Lalique 'Faucon' glass mascot,
French, Introduced 5th August 1925,
in clear glass with light amethyst tint, moulded
'R LALIQUE', depicting a perched falcon, some
loss to beak and minor chips to breast, perched
on a circular wooden base, 19cm high overall.
(2)

£600 - 800

€710 - 950

138
A Rene Lalique 'Faucon' glass mascot,
French, introduced 5th August 1927
set on a circular base, stamped 'R LALIQUE'
(with double tailed Q) wheel-cut France,
16cm high.
£600 - 800
€710 - 950



140

139 †
A Rene Lalique 'Sirène' glass mascot,
French, introduced 1920,
engraved signature under the base, moulded R
Lalique (with double tailed Q) on her tail, clear
frosted glass, 10cm high.
£1,500 - 2,000
€1,800 - 2,400

140 †
A Rene Lalique 'Chrysis' glass mascot,
French, Introduced 21st March 1931,
etched 'R LALIQUE FRANCE' to underside
of base, in frosted clear glass depicting a
backwards leaning kneeling female nude with
her hair flowing behind her, 18cm long, on a
circular wooden base.
(2)
£2,000 - 3,000
€2,400 - 3,500



141



142



143



145

Luggage & Picnic Sets

141 ♦

A four person picnic set by Coracle, British, 1920s, black Rexine covered case with nickel plated handles, catches and lock (locking tab and button removed), lid and fall front opening to reveal wicker caged interior, fitted with kettle and burner, food boxes, glasses (one replaced), butter and preserves jars, bottles, flasks and other accessories, ceramic cups and saucers (one chipped and repaired), square enamel plates, the lid fitted with cutlery, the case 61 x 30 x 22cm, some travel wear.
£800 - 1,200
€950 - 1,400

142 †

A leather-cased set of Bartholomew's road maps for England, circa 1909, the leather case fitted with measuring device, the body in three compartments housing the maps, numbers 1-12, 13-25, 26-37, (number 30 absent, number 31 duplicated), the case 37cm wide.
£800 - 1,200
€950 - 1,400

143 †

A leather-cased set of Bartholomew's road maps for Scotland, 1912, the case retailed by Edward Stanford, London, brown leather, the lid with tab for storage of measuring device, the base in two sections housing maps 1-14 and 15-29, and a 'Contour' Road Book of Scotland, dated 1912, the case 28cm wide.
£500 - 800
€590 - 950

144 ♦

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.
£100 - 150
€120 - 180

145 ♦

A limousine Roof-Trunk by Moynat of Paris, Edwardian, in tan leathercloth with leather edging and side handles, brass rivets, corner reinforcers, lock and catches, designed with curve to base to fit onto the roof of a car, 120 x 54 x 25cm, some travel wear, the inside of the lid fitted with decorative maker's label and 'KDW Automobil Material' patch.
£400 - 600
€470 - 710

In 1904 Moynat patented 'trunk glides' which raised the curved trunk off the roof of the limousine and prevented the build up of moisture between trunk and car. They already had four other patents concerning roof luggage at that time.



146



147

151



148



149

146 ♦

A Louis Vuitton trunk, numbered 148459, running board mounted type, black leather covered, 125 x 50 25cm.
£600 - 800
€710 - 950

147 ♦

A Louis Vuitton motoring trunk for Rippon Bros, Edwardian, number 151714, with brass rivets, lock and catches, black leathercloth covered case with wooden base frame, curved back and brown leather handle to front, the interior lid with orange 'Made Specially For Rippon Bros.' label, 75 x 48 x 19.5cm, some travel wear.
£600 - 800
€710 - 950

148 †

A leather-cased travelling cocktail set, for six persons, by James Dixon, British, comprising a nickel cocktail shaker with lid and built-in strainer, packed inside with six stacking tumblers, mounted in a cylindrical honey leather carrying case with three curved spirits flasks, engraved GIN, FRENCH, ITALIAN, the case 20cm high.
£1,500 - 2,000
€1,800 - 2,400

149 † ♦

A leather-cased 'En Route' picnic set for two persons, by Drew & Sons, circa 1905, brown leather case with carrying strap, nickelled lock, the lid and fall-front opening to reveal interior fitted with wicker-handled kettle with ornate burner, enamel based food box, two smaller food tins, bone china cups and saucers by Royal Crown of Derby, two rectangular enamel plates and vesta case, the case measuring 31cm wide.
£500 - 700
€590 - 830



153



155



150

150 † ◇

A six-person picnic set by Scott & Sons, circa 1920, brown leather suitcase type, end handles and double retaining straps, polished brightwork rivets and catches, lid opening to reveal wood lined interior fitted with double burners, kettle and tea-pot, food boxes, nests of glasses, condiments jars, ceramic cups and saucers, the suede lined lid fitted with cutlery, circular enamel plates and vesta case, the case 76cm wide.
£2,000 - 2,500
€2,400 - 3,000

151 ◇

A four person picnic case by Coracle, 1920s, brown leather case initialled W A H, the lid opening to reveal wicker cased fitted interior, the plate retainer bearing plaque engraved 'WAH from RGM as a memento of 10-9-27', one food box, two glasses, one knife and one fork missing, lid of butter jar with some loss to rim, a useable case or suitable for spares, the case 49cm wide, some travel wear.
£250 - 350
€300 - 410

152

A Drew & Sons 'En Route' travelling kettle and burner, circa 1925, black Rexine covered case with geometric pattern to sides and front, with lid and fall front opening to ornate stand, burner, flask and kettle, the case 28 x 22 x 22cm, with lock and key.
(Qty)
£250 - 350
€300 - 410

153 ◇

A Coracle cased picnic set for four persons, by G W Scott & Sons, 1920s, green leather case with nickelled handles, lock and catches, the lid bearing 'C' monogram with 7-point coronet emblem, opening to reveal interior with wicker framework fitted with Thermos flask, two wicker covered drinks bottles, a smaller bottle, two enamel based food boxes with lids also bearing coronet emblem, ceramic butter and preserves jars, Williamson's Blue china cups and saucers, and glasses, with cutlery and rectangular enamel plates housed behind leather straps in the lid, 59cm wide overall.
£800 - 1,000
€950 - 1,200

154 ◇

A six person wicker cased picnic set, by G W Scott & Sons, London, wicker handles, the lid opening to reveal brown canvas interior and wicker framework fitted with accessories including copper kettle and stand, two wicker-cased glass drinks bottles, wicker cased salt and pepper shaker, ceramic butter dish, Coracle sandwich box, two food tins, Bisto ceramic teacups and saucers, with enamel plates and cutlery housed behind leather straps in the lid, 60cm wide.
£400 - 600
€470 - 710

155 † ◇

A Veteran leather-cased sandwich and tea-set for two persons, by J C Vickery, honey leather case with leather handle, brass lock and catch, opening to reveal green leather interior fitted with Thermos flask, small glass milk bottle, food tin, two bone china cups by Bisto, salt jar and two other small nickelled condiments jars, Bisto saucers, tea-spoons and knife housed behind leather straps in the lid, one strap for saucers fragile, the case measuring 28cm wide, the lid with branded monogram 'P.B.W.'.
£500 - 700
€590 - 830



159



166



168



160



157

Miscellaneous Automobilia

156

A Jarno Trulli promotional suit, signed by the driver, in Renault racing livery, signed to the front, in good clean condition, offered together with a 1994 British Touring Car championship calendar.

(2)

£200 - 300

€240 - 360

157

A set of Team Bentley overalls by Stand 21, size 4 in green and silver/grey, with Union Flag and Dunlop embroidered on each arm, other Team Bentley and Stand 21 logos embroidered on back and front, some scorching to right side, worn.

£200 - 300

€240 - 360

158

A signed Damon Hill Renault visor, tinted with Renault elf logo strip, signed by Hill in black marker, together with Certificate of Authenticity.

(2)

£100 - 150

€120 - 180

159

A Nigel Mansell signed steering wheel from the Portuguese GP 1984.

by Momo, black suede covered. the metal hub applied with plaque and signed Nigel Mansell 'Red 5', display mounted on a stack of gearbox cogs, 38cm high overall.

£500 - 700

€590 - 830

160

A Michael Schumacher signed steering wheel,

by personal, dark blue suede covered in glazed Perspex display, mounted with label "Michael Schumacher's personal blue suede steering wheel, as used during the 1995 Australian practice and Grand Prix, where he qualified third but retired during the race", the case 36cm wide.

£600 - 800

€710 - 950

161 ♦♦

A large, signed Renault Williams F1 map of Silverstone Race Circuit, 1995, featuring the drivers of Renault powered cars, framed & Perspex glazed and signed to Perspex by Damon Hill and David Coulthard in black marker, after briefing sponsors about how the Silverstone circuit flows, on the morning of the British Grand Prix, 120 x 180cm.

£350 - 450

€410 - 530

162

A pair of miniature cold-cast bronze busts of Charles Stewart Rolls and Frederick Henry Royce, 1979, after William McMillan, commissioned by Rolls-Royce Motors Limited to commemorate the 75th Anniversary of the 1904 meeting of Rolls and Royce, pair number 68, 22cm high, with certificate.

(3)

£200 - 300

€240 - 360

163

A Rolls-Royce radiator decanter, by Ruddspeed,

chromed, in the form of a Rolls-Royce radiator, with enamel badge, 20cm high, in original lidded box.

(2)

£250 - 300

€300 - 360

164

A Bugatti radiator decanter,

chromed, in the form of a Bugatti radiator and with badge, 19cm high, in lidded box (damage to one corner).

(2)

£250 - 300

€300 - 360

165

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

chromed surround, red enamel badge and black grille, with 'radiator cap' stopper, 20cm high overall.

£250 - 350

€300 - 410

166

A 1931 AvD Series II Grosser Preis von Deutschland trophy, 19 July 1931,

lidded vase marked Wingberg, for the event at the Nurburgring, the trophy 26cm high overall.

£300 - 500

€360 - 590



170



171

167

A Royal Automobile Club International Tourist Trophy Race medal awarded to R S Witchell, 1914,

cast bronze, the front signed Herkomer 1908 depicting Skill and Invention, the reverse with Laurel and Oak garland, the centre engraved with presentation details and the name below, the edge engraved 'Fourth Straker-Squire Isle of Man', the medal 7.6cm diameter in original John Pinches presentation case.

(2)

£300 - 400

€360 - 470

168

A Malcolm Campbell Dunhill Lighter, 1930s, the Dunhill 'Giant' engraved with Campbell's autograph to the front and 'Byron House London' to the back, 10.5cm high.

£400 - 600

€470 - 710

169

A Herbert Johnson racing helmet

an early post-war helmet, shellac-composition, cork lined shell with reinforced canvas side and neck protection and adjustable leather strap fixtures, original-painted white, with detachable peak fitted with leather & celluloid wrap-around visor, all with signs of wear.

(3)

£400 - 600

€470 - 710

170

An Edwardian era motoring deskpiece, plated pewter, in the form of large Edwardian touring car, the rear tonneau opening to reveal inkwell, the bonnet opening to reveal storage spaces for stamps, 38cm long.

£750 - 1,200

€890 - 1,400



167

171

A silver SS Jaguar 'trophy', hallmarked Birmingham 1935,

by the Birmingham Medal Company, hexagonal form, central SS badge above silver Jaguar lettering on black enamel ground, the edge with undeciphered engraved letters (possible signature), 9cm high overall.

£800 - 1,000

€950 - 1,200

172 - 173

No lots



174



176



175



235A



235B



179



180

174

A Heuer coated stainless steel manual wind 1/10th second chronograph timepiece

Circa 1960

Jewelled manual wind movement, black dial with which Arabic numerals, red outer 1/5th second divisions with Arabic five second markers on white ground, white pointed baton hands and red centre chronograph hand, subsidiary dials at 6 and 12 for running seconds and 30 minute recording, round black coated case with snap on back, start/stop button at 11, Heuer sticker to case back, *together with associated box, case, dial and movement signed* (2)

£600 - 800

€710 - 950

175

An Omega coated manual wind chronograph timepiece

Olympic, Movement No.3179555, Circa 1972

Jewelled manual wind movement, black dial with white Arabic numerals and outer minute divisions, black outer 'racing' 1/5th second divisions and Arabic numerals, white stepped baton hands and red centre chronograph hand, subsidiary dials at 6 and 12 for running seconds and 30 minute recording, coated round case with snap on back, personal engraving to case back, start/stop button at 11, *together with fitted Omega box, case, dial and movement signed*

£800 - 1,200

€950 - 1,400

176

A Longines chrome plated manual wind 1/10th second chronograph timepiece with fitted box and neck strap

Ref:8350, Case No.P50918210, Circa 1960

Jewelled manual wind movement, white dial with black Arabic numerals and outer minute divisions, raised white outer Arabic second divisions on black ground, black pointed baton hands and orange chronograph hand, subsidiary dials at 6 and 12 for running seconds and 30 minute recording, polished round case with snap on back, start/stop button at 11, *together with fitted Longines leather covered case with buttons to actuate functions and neck strap, case, dial and movement signed.*

£1,000 - 1,500

€1,200 - 1,800

177

Two scale motorcar models,

comprising a Alfa Romeo 158 Alfetta, painted hollow-cast metal alloy body, turned metal parts with rubber tyres, 40cm long and a 1:12 scale model 1992 Jaguar XJ220 by Maisto, boxed, die-cast with moulded plastic and metal parts, rubber tyres, 40cm long.

(2)

£160 - 200

€190 - 240

178

A model of a Reynard Formula 3 single seat racing car,

in the style of a late 1980s car, cast resin body, metal and plastic parts, rubber tyres, finished in a red livery, lacking decals, 51cm long, detachable rear wing and roll bar.

£300 - 400

€360 - 470

179 ◇

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

€360 - 470

180 ◇

A superb 1:7 scale customized remote-control Citroen B14 Limousine by Brepson, 1985,

the Brepson model based upon the original 1924 Jouet Citroen displayed at the Musee de Compiègne, painted pressed medal bodywork, in brown over tan, with black roof and running boards, nickelled brightwork and alloy running boards, 54cm long overall. The interior has been beautifully custom fitted at a later date replicating a 1920s interior with wooden dashboard, black leather seats, material lined interior with machine turned alloy foot plates at the base of each door. The vehicle has battery powered working headlights, interior light and one tail light. The batteries also power remote control servos that operate forward and reverse drive and the steering, remotely controlled by a Futaba T2ER control handset. Offered with a purpose built transport crate, and a typed set of instructions.

(2)

£1,500 - 1,700

€1,800 - 2,000

181



182



The following two lots are models from the collection of the Comte de Boisdaphin.

181 Ω ◇

A 1:8 scale model of Bugatti type 35 Grand Prix de Lyon 1924 by Art Collection Auto, France, number A 119, finely detailed with bonnet opening to reveal engine, 49cm long, on metal display stand in Perspex display case fitted with engraved brass plaque.
£1,500 - 2,000
€1,800 - 2,400

182 Ω ◇

A rare 1:12 scale model of a 1930 8 Litre Bentley by Fulgurex, Swiss, 1972, model number 12531, very well detailed metal model of this classic racing car, 40cm long, 16cm wide, 12cm high, mounted in a mirror-based glazed wooden display case, top panel cracked, together with certificate, catalogue of models, a sales letter, instructions to convert the model into a rolling chassis display, a Fulgurex envelope and two Fulgurex prints of the 8 Litre Bentley.
(Qty)
£6,000 - 8,000
€7,100 - 9,500

Other Properties

183 ◇ ◇ ◇

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.
£2,000 - 2,500
€2,400 - 3,000

184 ◇ ◇ ◇

An MG Midget 'Trials Special' child's car, custom-built project, robust model with steel box section chassis and formed steel bodywork, 14" diameter pneumatic tyres on wire wheels, bodywork painted dark green with cycle-wings and black interior. Brake to the rear wheel, opening bonnet and mock slab petrol tank. With chain drive to rear wheels this is an unfinished project which requires a form of propulsion (either electric motor or pedal) to complete the work. 153cm long, 71cm wide, 61cm high.
£1,000 - 1,500
€1,200 - 1,800



189



185



186



188



183



184

185 ♦♦

A 'Mobo' AA Patrol Jeep child's pedal car, by Sebel & Co Ltd, pressed steel, finished in yellow with 'AA' decal to grille, complete with steering wheel, some scratches to body in places, 75cm long, together with remains of original card box.

(2)

£200 - 300

€240 - 360

186 ♦♦

A Tri-ang T.45 'Bermuda' child's pedal car, pressed steel, finished in orange with white grille, bearing decals to sides of body, complete with steering wheel and dashboard decal, 85cm long, in seemingly good order but windscreen partially detached and requiring repair or replacement, offered with remains of original card box.

(2)

£200 - 300

€240 - 360

187 ♦♦

Land Speed Record die-cast models, 1:43 scale, including Golden Arrow (2), Silver Bullet, Dinky Speed of the Wind, Thunderbolt (2), Fiat Mephistopheles, Dinky MG, Railton Mobil Special, Auto-union, Spirit of America Sonic 1, boxed Mercedes-Benz C111/3 by Western Models, Thrust 2, and others.

(Qty)

£200 - 300

€240 - 360

188 ♦♦

A Tri-ang T.45 'Fire Service Truck' child's pedal car, pressed steel, finished in red with yellow grille, bearing decals to sides of body, complete with steering wheel, dashboard decal, hose-reel with hose and bonnet-mounted siren, 95cm long overall, together maintenance sheet and remains of original card box.

(3)

£250 - 350

€300 - 410

189 ♦♦

A Tri-ang 'Grand Prix Racing' child's pedal car, pressed steel, of a single seat race car finished in blue, with Tri-ang decal and wearing number '6' to bonnet, complete with steering wheel but lacking seat, 118cm long, together with remains of original card box.

(2)

£400 - 500

€470 - 590



170

Aviation Art & Aeronautica

Please note that none of the lots of Aviation Art & Aeronautica offered in this auction are from the collections of the RAF Museum.

190 ♦

A 1:24 scale model of a Hawker Hurricane, by Douglas Bone, resin model with metal detailing, of the fighter finished in RAF camouflage pattern, 50cm wingspan, displayed on a green felt covered wooden base and with Perspex display case.
£500 - 600
€590 - 710

191 ♦

A 1:24 scale model of a Hawker Tempest, by Douglas Bone, resin model with metal detailing, of the fighter finished in RAF camouflage livery, 53cm wingspan, displayed on a green felt covered wooden base and with Perspex display case.
£500 - 600
€590 - 710

192

'Flight Of Eagles', after Robert Taylor, print, signed by Adolf Galland and the artist, 38 x 52cm, mounted and framed, with a certificate of authenticity.
£80 - 120
€100 - 140

193 ♦

Three aviation artworks and assorted prints, including three original artworks comprising Anon, 'Gloster Javelin', unsigned, monochrome, gouache on artists' paper, 43 x 73cm, G A Perrott, 'Baltimore Mk IV', signed, watercolour on paper, 26 x 36cm, and Barry Wallond, a montage of pencil drawings of various aircraft, signed and dated 89, 40 x 56cm, together with a montage of photographs of artwork by Roy Nockolds depicting bi-planes, and other aviation prints, museum display items and four postcards, majority framed and glazed.

(17)

£80 - 120
€100 - 140



209

194 AR

Thijs Postma, Dutch, (1934-), 'RAAF Boomerangs in flight', signed, watercolour and gouache, depicting a flight of five Commonwealth Aircraft Corporation aeroplanes from number 5 Squadron, 26 x 68cm, framed and glazed.
£150 - 250
€180 - 300

195 AR

Rens Biesma, Dutch, (1944-), 'Savoia-Marchetti S-79', signed and dated '99, watercolour and gouache, depicting a flight of three bombers near Valetta, 35 x 50cm, framed and glazed.
£150 - 250
€180 - 300

196 AR

Thijs Postma, Dutch, (1934-), 'Short S-23 Canopus', signed, watercolour and gouache, depicting the flying boat landing on a moonlit river, 37 x 55cm, mounted, framed and glazed.
£200 - 300
€240 - 360

197 AR

Thijs Postma, Dutch (1934-), 'The Spring of 1941', signed, watercolour and gouache, depicting Curtiss P-40 Hawk of 81A-2 AVG in China 'The Flying Tigers' in a dog fight with a Japanese Nakajima Ki-12 OTSU, 1st Chutai, 50th Chentai, over the AVG base at Kwelin, 53 x 74cm, framed and glazed.
£200 - 300
€240 - 360



169

198

'Operation Jericho - The Jail Breakers', after Gerald Coulson, limited edition 50th anniversary print, numbered 535/850, signed by the artist and 18 of the 'Jail Breakers', 70 x 90cm, framed, together with a set of nine black and white photographs, seven taken during the raid, one of the sand tray model they used for planning and one by aerial reconnaissance after the raid, framed and glazed, 65 x 70cm overall.
(2)
£200 - 300
€240 - 360

On the 18 February 1944, Mosquitoes of Number 140 Wing of the RAF Second Tactical Air Force, led by Group Captain Percy Charles Picard, flew a daring low level precision bombing attack on Amiens Prison, freeing 258, 12 of whom were on death row, due to be executed the following day. Of the 717 French Resistance and Political prisoners, 72 were injured and 102 were killed. Number 140 Wing of the RAF Second Tactical Air Force, was based at RAF Hunsdon in Hertfordshire, and was selected to carry out the raid using Mosquito FB Mk VIs. The Wing comprised 18 Mosquitoes from No. 464 Squadron RAAF, No. 487 Squadron RNZAF, and No. 21 Squadron RAF.

199 ♦

Peter Kettle, 'Lancaster', signed and dated 1977, mixed media on paper, 50 x 72cm, mounted, framed and glazed, together with eight prints depicting bomber and transport aircraft, including Lancaster, Blenheim, Mosquito, Halifax and Sunderland, together with two framed and glazed press cuttings relating to bomber aircraft.
(11)
£200 - 300
€240 - 360



203

200 ♦

Twelve assorted aviation prints, including 'Duxford Eagles' after Nicolas Trudgian, limited edition (22/550), depicting P-51D Mustangs, 'Ploesti' after William Phillips, limited edition (428/850), depicting B24 Liberators, and others depicting B17 Flying Fortress, B26 Marauder, B25 Mitchell, F16 Falcon, Boulton Paul Defiant, Western Lysander, Spitfire, and Hurricane, each framed and glazed.

(12)
£200 - 300
€240 - 360

200A ♦♦

Eighteen prints depicting post-War RAF aircraft, depicting Hercules, Lightning, Vulcan, Harrier, Buccaneer, Tornado and Jaguar, various sizes, each framed and glazed, together with an RAF Diamond Jubilee print after Michael Turner, limited edition (76/850) depicting aircraft from the first 60 years of the Royal Air Force.

(19)
£250 - 350
€300 - 410

200B ♦♦

Eleven prints and framed displays of bomber aircraft, including 'Towards Victory' after E A Mills, limited edition (58/500), depicting a Halifax, 'Green On Go' after Robert Taylor (26/400) depicting Lancaster Bombers ready to take off on the Dams Raid, and other prints depicting Wellington, Mosquito and Blenheim.

(11)
£200 - 300
€240 - 360



217

201 ♦♦

Assorted aviation prints, including 'On Wings and a Prayer' after William S Phillips, depicting Spitfires, 'Far East Spitfire' after E A Mills, signed limited edition (26/50), remarqued to lower margin, also signed by Squadron Leader J H Lacey, four other prints depicting Spitfires, three depicting Hawker Hurricane, a framed display of photographs depicting artwork by Roy Nockolds, two photographs of Winston Churchill, two prints after J G Keek depicting and signed by Group Captain Leonard Cheshire VC, and Wing Commander R A B Learoyd V C, with framed citations and five framed 1st Day covers.

(21)
£200 - 300
€240 - 360

202 AR

Rens Biesma, Dutch, (1944-), 'Alfa vs Alfa', signed and dated '99, watercolour and gouache, depicting a race between an Alfa Romeo 8C 2300 and an Alfa Caproni CA 100 biplane, 35 x 50cm, mounted, framed and glazed.

£200 - 300
€240 - 360

203

'Operation Chastise (The Night They Breached The Dams)', after Robert Taylor, signed by the artist and 12 Dambuster aircrew, limited edition print, number 26/400, together with another after Robert Taylor, 'Broken Silence' depicting de Havilland Mosquitoes, signed by the artist and three great wartime pilots, numbered 324/1250, the larger 62 x 82cm.

(2)
£200 - 300
€240 - 360

204 AR

Thijs Postma, Dutch, (1934-), 'Close Formation', signed, watercolour and gouache, depicting four Gloster Meteor F8 aircraft in line abreast, 48 x 70cm, framed and glazed.

£200 - 300
€240 - 360



218

205

In the Manner of Roy Nockolds, 'Hurricane', unsigned, watercolour and gouache on artists' board, depicting the lone fighter above the clouds, 37 x 49cm, double-mounted, framed and glazed, together with two other aviation paintings, G A Perrott, 'Tornado 617 Squadron' and 'Phantom', both signed, watercolour, both 25 x 36cm, mounted, framed and glazed.

(3)
£200 - 300
€240 - 360

206

'Peenemunde', a signed limited edition print after Frank Wootton, numbered 654/850, depicting a night-time bombing raid on the Nazi "V" weapons, signed by the artist and seven members of the surviving crews, 65 x 78cm, framed and glazed, together with 'The Sinking of the Turpitz', a limited edition print (23/850) after the same artist, signed by five surviving members of 617 Squadron, 49 x 62cm, mounted, framed and glazed.

(2)
£200 - 300
€240 - 360

207 AR

Thijs Postma, Dutch, (1934-), 'Fokker D XVI', signed, watercolour and gouache, depicting a pair in flight over a Dutch landscape, 53 x 74cm, framed and glazed.

£200 - 300
€240 - 360

208 AR

Thijs Postma, Dutch, (1934-), 'Saab 29 - The Flying Barrel', signed, watercolour and gouache, depicting the Swedish Airforce turbo-jet, used from 1950 to 1976, 37 x 55cm, mounted, framed and glazed.

£200 - 300
€240 - 360



221

209

Jaroslav Horejc (1886–1983): 'The King of the Air', a memorial bust of famed Czechoslovakian pilot instructor Frantisek Novak (1902-1940), bronzed effect terracotta, signed on shoulder, titled 'In Memoriam MJR. FR. Novak' 38cm high.

£250 - 350

€300 - 410

210 AR

Rens Biesma, Dutch, (1944-), 'Alone in the Sky'

signed and dated '97, acrylic on canvas, depicting a De Havilland Mosquito high above the clouds, 50 x 100cm, framed.

£250 - 350

€300 - 410

211 AR

Rens Biesma, Dutch, (1944-), '110 Squadron Bristol Blenheim Mk.IV in Malta',

signed and dated '97, acrylic on canvas, depicting mechanics, armourers and crew preparing the bomber for a mission at their base in Luqa, 50 x 70cm, framed.

£250 - 350

€300 - 410

212 AR

Rens Biesma, Dutch, (1944-), 'Defence of Malta',

signed and dated '97, acrylic on canvas, depicting a Spitfire coming in to land near St Paul's Cathedral at Mdina, 50 x 65cm, framed.

£250 - 350

€300 - 410

213

'Escort for the Straggler' after Robert Taylor,

signed, limited edition print, 591/600, depicting Avro Lancaster UL-M2, which completed 140 operational sorties, signed by six pilots, 63 x 82cm, together with two others limited edition prints after Robert Taylor, 'Strike and Return', 69/400 and 'Return of the Belle', 1241/1250, both signed by the artist and aircrew, all framed and glazed.

(3)

£250 - 350

€300 - 410



222

214

'Return to Duxford - Winter of '44', a signed limited edition print after Robert Taylor,

numbered 676/950, depicting P-51 Mustangs of 78th Fighter Group, signed by the artist and six P-51 pilots, 47 x 70cm, together with two other prints after the same artist, comprising 'Top Cover' limited edition (327/600), depicting Spitfires of 610 Squadron escorting a Halifax, signed by the artist and two pilots, 37 x 57cm, both mounted, framed and glazed, and 'Winter's Welcome', limited edition (10/1250), depicting B-17 Fortress, signed by the artist and four members of USAAF B-17 aircrew, 62 x 86cm, framed and glazed.

(3)

£250 - 350

€300 - 410

215

Rens Biesma, Dutch, (1944-), 'Photographic Reconnaissance Spitfire MK IV',

signed and dated '98, acrylic on canvas, with patched repair, depicting AB300 over Sicily on 19 September 1942, 50 x 60cm, framed.

£250 - 350

€300 - 410

Supermarine Spitfire Mk IV number AB300 lost engine power on a photo recce mission over Sicily and was abandoned near Agrigento on 19-9-42.

216

Three aviation paintings by Philip M Sharpe,

each signed oil on canvas comprising Hawker Hurricanes 35 x 45cm, Supermarine Spitfires 50 x 60cm and Hawker Tempests 50 x 75cm, each framed, together with a photoprint of a Hawker Hurricane after work by Tony Woollett, 20 x 25cm, signed on the mount and dated '88 by the artist, framed and glazed.

(4)

£300 - 400

€360 - 470



223

217 AR

Thijs Postma, Dutch, (1934-), 'Fairey Firefly Patrol',

signed, watercolour and gouache, depicting a pair of clipped-wing Mk 4 fighter/reconnaissance Fireflies of the Netherlands Naval Aviation Service circa 1952, 55 x 75cm, mounted, framed and glazed.

£400 - 600

€470 - 710

218 AR

Thijs Postma, Dutch, (1934-), 'Fokker D.XXI',

signed, watercolour and gouache, depicting ski-mounted Fokker aircraft from the Finnish Air Force dogfighting with a Russian Tupolev SB-2 bomber in 1942, 54 x 74cm, mounted, framed and glazed.

£400 - 600

€470 - 710

219 AR

Thijs Postma, Dutch, (1934-), 'Corsair',

signed, watercolour and gouache, depicting a Vought A-7A Corsair II of VA 147 Argonauts, preparing for take off from USS Ranger, 53 x 73cm, framed and glazed.

£400 - 600

€470 - 710

220

'Thunderbolt Strike' after Robert Taylor,

signed by the artist and three members of the US ninth Air Force, limited edition print, numbered 4/1250, together with three others after the same artist, including the twin print, 'Marauder Mission' from the same series entitled, number 4/1250 with three signatures, 'Operations On' signed by Marshall of the Royal Air Force Arthur Harris, numbered 663/850, and 'Typhoon Attack', signed by Squadron Leader 'Bee' Beaumont, each framed and glazed.

(4)

£400 - 600

€470 - 710



225

221 AR

Rens Biesma, Dutch, (1944-), 'Dogfight over Malta',

signed and dated '98, acrylic on canvas, depicting Messerschmitt Bf 109s duelling with Hawker Hurricanes over Fort St Elmo in Valetta, 60 x 90cm, framed.

£400 - 600

€470 - 710

222 AR

Thijs Postma, Dutch, (1934-), 'McDonnell Douglas F-4B Phantom',

signed, watercolour and gouache, depicting secured engine testing aboard the USS Ranger in 1968, 52 x 74cm, mounted, framed and glazed, together with a framed and glazed photograph of the painting.

(2)

£400 - 600

€470 - 710

223 AR

Charles J Thompson GAvA (1930-), 'Hawker Tempest',

signed and dated 89, oil on canvas, 59 x 90cm, within a wooden frame.

£500 - 600

€590 - 710

224 ♦

'Return of the Few', a signed limited edition print after Robert Taylor, numbered 6/1000, depicting Spitfires over the English coastline, signed by the artist and four RAF fighter aces, and with pencil sketch remarque by the artist to lower margin, 50 x 69cm, together with seven other signed limited edition prints after the same artist comprising 'Hurricane Scramble' (583/1000), 'Hurricane Force' (151/1250), 'Summer Victory' (151/1250), and 'Eagle Attack' (157/1250) some foxing, each 67 x 93cm, and two smaller prints, 'Hurricane' and 'Spitfire Scramble', each framed and glazed, six signed by both the artist and members of associated aircrews.

(Qty)

£600 - 800

€710 - 950

225 ♦

Michael Turner PFGAvA (1934-): 'Over Beachy Head',

signed and dated, oil on canvas, depicting two Hurricanes from 605sqn engaging a Junkers 88 over Beachy Head on 28th September 1940 during the Battle of Britain, 61 x 76cm,

£6,000 - 7,000

€7,100 - 8,300

226

Literature and photographs relating to The Schneider Trophy,

including two official Schneider Trophy programmes for 1929 and 1931, 10 period photographs including some depicting Flight Lieut. Webster winning the 1927 event in the Supermarine Napier S5, and other books and ephemera relating to the Schneider races.

(Qty)

£100 - 150

€120 - 180

227♦♦♦

A quantity of aviation books and literature, including Gordon Mitchell: R J Mitchell: World-Famous Aircraft Designer; Arkady Fiedler: Squadron 303; David Ross: Richard Hillary: The Definitive Biography...; and other books relating to Battle of Britain, World War II fighters, bombers, missions, pilots, and squadrons, RAF, aviation art, and other aeronautical subjects, together with assorted aviation magazines (a lot).

(Qty)

£200 - 300

€240 - 360

228♦♦♦

A quantity of aviation books and literature, including Ross, Blanche & Simpson: The Greatest Squadron of Them All, Volumes I & II; Michael Harrison: Airborne at Kitty Hawk; Jules Roy: Return from Hell; and other books relating to Battle of Britain, World War II fighters, bombers, missions, pilots, and squadrons, RAF, and other aeronautical subjects, together with assorted aviation magazines (a lot).

(Qty)

£200 - 300

€240 - 360

229♦♦

Five volumes of Jane's All The World's Aircraft; 1942 to 1948, bound in blue publisher's bindings, an excellent reference for military and commercial aircraft of the period, together with 12 World War II period Aircraft Identification booklets for recognition of Allied and Axis fighters, bombers and other aircraft.

(17)

£200 - 300

€240 - 360



231

230 ♦♦

A quantity of aviation books and literature, including Kaplan & Collier: The Few; James McCudden: Five Years in the Royal Flying Corps; S F Walker: Aviation; and other books relating to Battle of Britain, World War II fighters, bombers, missions, pilots, and squadrons, RAF, and other aeronautical subjects, together with assorted aviation magazines (a lot).

(Qty)

£200 - 300

€240 - 360

231 •

Five aircraft sales catalogues and other Aviation publications, the catalogues comprising:- Nieuport and General Aircraft Company Limited 1919, 54 numbered pages with many illustrations and photographic images, 4to; 1919 Breguet, 37 printed pages, with 1 tipped in colour plate, and other photographic plates, French text, 4to; 1930s, De Havilland Fox Moth DH83, 12 numbered pages, with additional loose page, small 4to; 1930s De Havilland Tiger Moth, DH82, 16 numbered pages, some loose, staples rusted, hole punched, small 4to; and circa 1930, De Havilland Gipsy Moth DH60G fold out poster leaflet, small 4to when folded, together with assorted aviation books and a bound Volume of Vlieg-Wereld 1937, Dutch text.

(Qty)

£300 - 400

€360 - 470

232

An Air Ministry issued Azimuth Circle No 4, 6A/890, as used by WWII navigators in Bomber Command, type P8, number 166862, 14cm diameter, in wooden box with instructions pasted inside lid.

£40 - 60

€50 - 70

233

An alloy McCauley twin-blade propeller hub, truncated blades, with six radial holes to hub, stamped with specification details, 61cm long.

£50 - 80

€60 - 100



239

234

A 1991 Gulf War RAF Flight Lieutenant's overalls, by Ghulam Mohammed of Bahrain, tan with Flt Lieutenant stripes to epaulettes, maker's label hand-written 'Flt Lt Bob'.

£60 - 100

€70 - 120

235

An Irvin RAF sheepskin flying jacket, brown with leather belt closures, zippered cuffs and underarm ventilation grommets.

£80 - 120

€100 - 140

235A

A Molniga PVD coated manual wind chronograph MIG aircraft cockpit timepiece Ref:ACS-1, Circa 1992

Jewelled manual wind movement, black dial with white Arabic numerals and outer minute divisions, luminous filled cathedral hands and white centre seconds, subsidiary dials at 6 and 12 for 60 minute and 12 hour recording, protruding knobs at 4 and 8 for time setting and timer activation, together with a fitted box.

(2)

£300 - 400

€360 - 470

235B

A Molniga PVD coated manual wind chronograph MIG aircraft cockpit timepiece Ref:ACS-1, Circa 1992

Jewelled manual wind movement, black dial with white Arabic numerals and outer minute divisions, luminous filled cathedral hands and white centre seconds, subsidiary dials at 6 and 12 for 60 minute and 12 hour recording, protruding knobs at 4 and 8 for time setting and timer activation, together with a fitted box.

(2)

£300 - 400

€360 - 470



240

236

Nine limited edition Aviation themed ceramic plates, by Royal Doulton, each decorated with image of a British World War II fighter or bomber, comprising three large plates with artwork after Brian Knight, 26cm diameter, and six smaller plates after Michael Turner, 21cm diameter, featuring Hawker Hurricane, Spitfire, Lancaster, Bristol Beaufighter, Mosquito and other aircraft, together with another similar plate.

(10)

£100 - 150

€120 - 180

Please Note, these plates are for display purposes only.

237

Eight Aeroplane toys and models, including painted Hawker Hurricane on stand, a brass Avro Lancaster (one propeller spinner and blades missing), two metal models of Fokker DR1 and Avro Triplane IV on wooden display bases with plaques, two tinplate toys, a painted metal biplane and Froissair deskpiece mounted with a model DC3.

(8)

£200 - 300

€240 - 360

238

An Air Ministry issued 'Time of Trip' clock by Carley & Clemence Ltd, Swiss movement, bronzed dial, 8-day clock with time/trip/fly back and chrono, No 1679-37, ref no 6A/676M, marked 'AM' on back, circa 1937, together with another 'Air Ministry' aircraft instrument.

(2)

£250 - 350

€300 - 410

239 ♦♦

A custom-built child's pedal aeroplane 'Alphen' number 003, named 'Tweety', painted yellow with blue nose, metal chassis with tricycle 'undercarriage', metal skinned fuselage, tail, elevators and stub wings, pedal crank power to front wheels, joystick steering to tail wheel, left wheel support with makers plaque, 175cm long, used with some playwear.

£400 - 500

€470 - 590



241

240

John Leeming Challenge Trophy: A silver two handled cup by Walker and Hall, Sheffield 1929

oval body flanked by leaf capped scroll handles upon a waisted foot, height 20cm, diameter 15cm, weight 23oz.

£400 - 500

€470 - 590

John Leeming was a well known celebrity in the aviation world. Leeming was a developer in early aviation, founded the Lancashire Aero club as well as serving in World War II. He is also known for winning the King's cup trophy, an aerial race in the 1930's.

The Liverpool and District Aero Club was formed in 1928, at Heaton Aerodrome, Heaton, Cheshire.

Inscribed 'John Leeming Challenge Trophy' 'Liverpool and District Aero Club' upon a turned wooden base, bearing inscription of winners from 1929 - 1931



242

A Mouldsdales 16.2.1929

M Brooking 1.6.1929

E H Williamson 28.9.1929

W G Eills 11.1.1930

T P Gleave 26.7.1930

W G Eills 14.2.1931

R L Lowndes 14.3.1931

D Warner Bond 25.5.1931

W Greenhalgh 29.9.1931

241

A Merlin Engine spark-plug tester,

cased, heavy cast unit fitted with magneto, air pressure gauge, spark plug spanner and gap tester, the front of the case fitted with wooden tube housing Rolls-Royce Ltd Merlin Aero Engine gap tester by Chesterman, with 'blades' for Tappets, Magneto Contact Breaker and Sparking Plug. The wooden case lid marked AVRO-TYPE-46.

£400 - 500

€470 - 590

242 ♦♦

A pioneer aviator bust by J. Martel,

signed to the reverse, terracotta with painted verdigris bronze-effect patina, 30cm high, mounted on wooden base.

£600 - 800

€710 - 950

243

A silver presentation plaque, 'The London Aerodrome Trophy'

by Elkington & Co, Birmingham 1912

Circular form, the electrotype scene of a classical figure laying a wreath over an airfield featuring a plane and signal tower, signed 'G. HALLIDAY', on a wooden mount, raised on three brass studs, 'Presented to Mrs C de Beavoir Stocks as a souvenir of her flight on Ladies Day, July 6th 1912', diameter 19.5cm.

£800 - 1,000

€950 - 1,200

Cheridah de Beavoir Stocks (1887-1971) was only the second British woman to gain a Royal Aero Club aviator's licence in 1911, passing her test using a Farman biplane at Hendon. Following a crash during an airshow at Hendon in 1913 she was unconscious for six weeks and her recovery was closely followed by the newspapers of the day. Stocks never flew again.



243



244



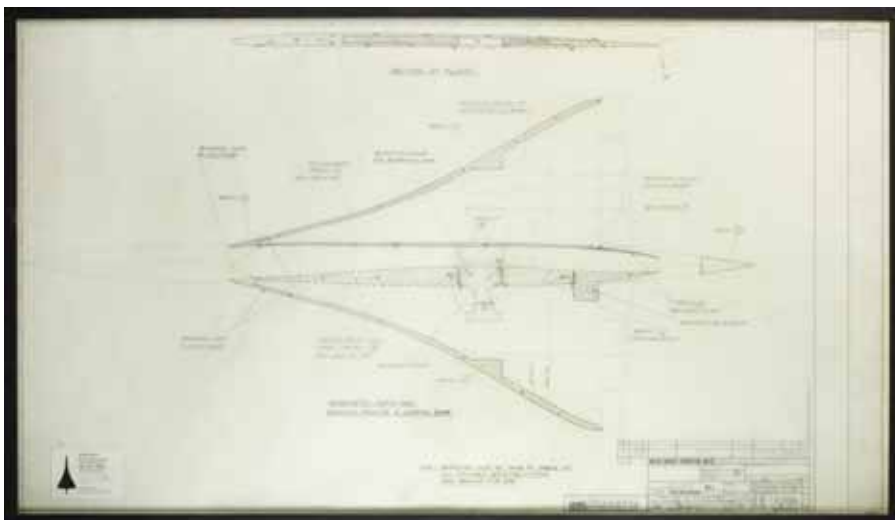
245



246



249



250



251



251

244 ♦♦

An Airspeed Oxford fixed-pitch metal twin bladed propeller by Fairey-Reed Airscrews, circa 1950, cast alloy, one edge of the hub engraved FR33711, 244cm long.
£800 - 1,000
€950 - 1,200

The Propeller Division (Fairey-Reed Airscrews) of Fairey Aviation Company Limited was located at the Hayes factory, and used designs based on the patents of Mr Sylvanus Albert Reed.

245 ♦♦

A two bladed wooden propeller for 150Hp Hispano Suiza by Levasseur, French, circa 1917, the hub marked B DG AB273, D 2 45, P 1 85, HP 150 H SUIZA, LEVASSEUR, 4524, the flat fixing surface marked 1206 73 1 2, with five AID (Aeronautical Inspection Department) stamps to rear, 245cm long.
£900 - 1,200
€1,100 - 1,400

246

An RAF sector clock, the painted dial with Arabic numerals, some fading to colours, with brass bezel and correct Astral movement, 45cm diameter overall, complete with key for maintenance door, brass pendulum (detached) and winding key.
(4)
£3,000 - 4,000
€3,500 - 4,700

247

Four 'Silhouette' aircraft recognition models, comprising a 1/80 scale Venom and Canberra B.Mk2 by Rowley Workshops, a Sea Venom N.F.Mk20, cracking along fuselage and 1/72 scale Avro Vulcan by James Walker, cracking to underside Ltd, each with fitted box.
(4)

£200 - 300
€240 - 360

248 ♦

A desk model of a Messerschmitt Bf 109, cast composite with polished metallic finish, spinning propeller, wingspan 45cm, with detachable base.
£200 - 250
€240 - 300

249

A Dunlop right-hand windscreen wiper actuating arm and blade assembly from the prototype Concorde GBSST, the actuating arm serial number ARN26738 part number 66-190-229-00 and the blade assembly 66-190-202-00, with Concorde parts cards and release documents, the arm received in 1968, fitted on 31-8-1972 used for 61.52 operating hours and removed on 18-12-1972, together with a later Concorde luggage label and a small Concorde chocolate box.
(Qty)
£300 - 400
€360 - 470

250 ♦

An original Concorde design drawing, late 1960s, entitled *Definition Of Compartment Boundaries, Ventilation & Drainage*, No. D73.5050 and dated 10.9.68, graphite on design paper, with original auction sticker signed by test pilot Brian Trubshaw, framed, 53 x 30 inches (135 x 76cm)
£1,000 - 1,500
€1,200 - 1,800

Originally sold Sotheby's London, 16th March 1995, The Concorde Archive From The Haydon-Baillie Naval And Aircraft Museum.

When the Concorde Prototype 001 first took to the air in Toulouse on 2nd March 1969, it represented the achievement of the best part of a decade of collaboration between the British and French aircraft industries. The thousands of design drawings generated from that partnership represented the last such to be produced entirely by human hand, without computerisation, for a leading aircraft project.

251

A Concorde 'Nose Mounted Pitot Static Head' tube, the head of the tube main tube marked 'MODEL 855BD SER. NO: 014, 115 VOLTS 5 AMPS MAX, 66.799.031.00 mod 2, Rosemount Eng. Co. Ltd.', the tip with 'heat coloured' banding, 68.8cm .ong overall.
£2,000 - 3,000
€2,400 - 3,500

252 - 300
No lots

End of Automobilia Sale

Motor Cars

2pm

Further images of each
lot can be found at:
[bonhams.com/20926](https://www.bonhams.com/20926)







301

Left-hand drive

1970 FIAT 500L Saloon

Registration no. SUF 970H

Chassis no. 110F2577365

Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension. Carried at the rear, the half-litre engine was an air-cooled overhead-valve twin. The basic 500's austerity was not well received however, prompting the introduction of a revised and better equipped version endowed with refinements such as hubcaps, wind-down windows, upholstered rear seat and column-mounted switchgear stalks. This process of step-by-step improvement would continue throughout the 500's life. Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring a new instrument panel, seats and floor covering. This left-hand drive 500L was imported into the UK from Italy in 2003 and since its arrival has had only two former keepers, covering a couple of thousand kilometres in this country. 'SUF 970H' is described by the vendor as in generally very good condition, benefiting from a new full-length sunroof and new seat coverings. The car is offered with a file of bills and expired MoT certificates, current road fund licence, MoT to October 2013 and Swansea V5C document. A total of 35,600 kilometres is currently displayed on the odometer.

£5,000 - 7,000

€5,900 - 8,300



302

1988 TVR 'S' Roadster

Registration no. E688 EEO

Chassis no. SA9DS28P7JB019156

Engine no. D0635

An immensely important introduction for the Blackpool company, the TVR 'S' previewed at the 1986 Motor Show and commenced production in the second half of 1987. The model's introduction marked TVR's return to a lower price bracket, broadening the marque's appeal, and although it looked similar to the old 3000S convertible of the late 1970s, was virtually all new as far as its body and chassis were concerned. Beneath the nostalgically familiar exterior was a new, tubular, independently suspended frame incorporating a semi-trailing-link rear axle, while the fuel-injected Ford 2.8-litre V6 engine and five-speed gearbox were carried over from the existing 2.8i model. The stylish newcomer proved an immense success from the start, boosting TVR's annual production past the 700 mark for the first time in 1988 when three out of every four models sold was an 'S'. This example of the popular TVR 'S' was purchased by the current owner in October 2011 and benefits from servicing (including a new battery) by a former TVR dealer undertaken in June 2012. A total of 47,200 miles is displayed on the odometer and the car's condition is described as 'average for age'. 'E688 EEO' comes with sundry bills, MoT to 14th June 2013 and Swansea V5 document, and is taxed until the end of October.

£2,000 - 4,000

€2,400 - 4,700

No Reserve

303

One owner from new

**1957 Bedford CA Dormobile Camper Van
Coachwork by Martin Walter**

Registration no. UUU 746

Chassis no. CAV8933

Nowadays an ever-present part of the British motoring scene, the motor home or camper van can trace its current popularity back to the Dormobile of the early 1950s. The Dormobile conversion for light commercial chassis was the work of Martin Walter Ltd of Folkestone, Kent, a long established coachbuilding firm that specialised in providing 'standard' bodies for a variety of motor manufacturers throughout the 1930s. After WW2 the firm began offering motor caravan conversions of the Bedford Utilicon before launching the definitive Dormobile on the Bedford CA chassis in 1954. There had been similar conversions in the past but the Dormobile's elevating roof was an inspired breakthrough. The 'Dormobile' title was also applied to conversions of Austin, Standard and Vauxhall estate cars and was later adopted as the company name. The current owner bought this example at the 1957 Motor Show and used it up to approximately 1978. It was then taken off the road because the brakes had developed a tendency to pull to one side, a fault that he never got around to remedying. Kept in a heated garage, 'UUU 746' has covered only 56,000-or-so miles from new and is offered for re-commissioning/restoration. Perfect for visiting the Goodwood Revival and other historic motoring events, this charming 1950s camper van is offered with the original purchase invoice, (copy) old-style logbook, a quantity of expired MoT certificates and Swansea V5 document.

£3,000 - 5,000

€3,500 - 5,900

No Reserve



304

**1961 Standard Vanguard Luxury Six
Automatic Saloon**

Registration no. 759 NOU

Chassis no. W3766DLBG

Engine no. W3249HE

A sensation when launched in 1947, the Vanguard owed its American looks to the Plymouth, and for a few years was the only model that Standard produced. One of the last models to carry the Standard name, the Luxury Six was based on the Vanguard Vignale. Introduced in 1960, it was powered by a new 2.0-litre overhead-valve six that would later be used in the Triumph 2000, Vitesse and GT6 models. With 80hp on tap courtesy of its smooth, twin-carburettor engine, the Luxury Six was good for a top speed of 90mph. This rare Vanguard Luxury Six is believed to be the only survivor of the relative handful produced with automatic transmission. It was voted 'Best Vanguard' at the Standard Motor Club's International Rally in 2011, and in 2012 won the award for 'Best Original Post-war Standard'. Featured in *Triumph World magazine* (February/March 2012 edition), the car comes complete with its rally display stand and a suede-lined history folder. We are advised that the engine and Borg-Warner automatic gearbox were fully reconditioned in 2012 (bills available) and that the car is in generally very good condition. Finished in two-tone Lichfield Green/Nimbus White with Phantom Grey/Smoke Grey interior, '759 NOU' comes with MoT/tax to June 2013 and Swansea V5 document. Four new whitewall tyres and a windscreen cowl are the only notified deviations from factory specification.

£8,000 - 10,000

€9,400 - 12,000





305

1971 Volvo P1800ES Sports Estate

Registration no. MBJ 189K

Chassis no. 127

Engine no. 143



Introduced in 1960 and popularised by *The Saint* television series, starring Roger Moore, Volvo's pretty P1800 sports coupé, although no hairy-chested tyre-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Lacking a sports car in its range, Volvo had started the project back in 1957, the man chiefly responsible being an engineering consultant, Helmer Petterson, who had designed Volvo's PV444. Carrozzeria Frua built the first three prototypes and it was intended that Karmann would undertake production, though this idea was vetoed by Volkswagen, Karmann's biggest customer.

Based on the 121 saloon, the P1800 was built initially by Jensen Motors in West Bromwich and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form. Breathing through twin carburettors, this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes. Production of the P1800 was transferred to Sweden in 1963.

A capacity increase to 1,985cc was followed by the adoption of fuel injection in 1969, maximum power increasing to 130bhp, with four-wheel disc brakes standardised at the same time. By the end of the 1960s, the model was beginning to look dated but the introduction of the Reliant GTE-influenced P1800ES sports estate version extended its lease of life. Production of the P1800ES ceased in 1973 after 8,078 units had been built.

This P1800ES has had only five keepers from new and benefits from extensive restoration carried out between 2009 and 2012 by the owner's personal mechanic, including a new gearbox. 'MBJ 189K' is finished in green with beige vinyl interior and is described by the private vendor as in generally good condition. The car is offered with copies of old registration documents (including the buff logbook), numerous invoices for parts, current MoT/tax and Swansea V5 document.

£9,000 - 12,000

€11,000 - 14,000



306

1951 Land Rover Series I

Registration no. NGV 616

Chassis no. 26100855

Engine no. 192570

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 corrosion resistant 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.

Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance.



Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today. 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.

Originally an RAF vehicle, this Series I Land Rover was sold into private ownership in 1959 and subsequently restored by apprentices at a Rolls-Royce dealership. The present owners purchased 'NGV 616' from Rolls-Royce/Bentley specialist Harvey Wash of Kelvedon, Essex in 2006. Restored by marque specialist Paul Vince soon after acquisition, the vehicle is described as in generally good condition and offered with old-style logbook, current road fund licence, recently expired MoT (22nd September 2012) and Swansea V5C document.

£12,000 - 16,000

€14,000 - 19,000



307

1985 Porsche 911 Carrera 3.2-Litre Cabriolet

Registration no. MIL 6873
Chassis no. WPOZZZ91ZF5151491
Engine no. 63F05326



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained but the 911 switched to unitary construction for the bodysheet and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 litres and, in turbo-charged form, put out well over 300 horsepower.

Porsche's first take on a 911 convertible had been the Targa model of 1965, a 'halfway-house' design chosen because of fears that a genuine soft top would not meet US Federal safety regulations. By 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-litre form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar while its speedily raised/lowered hood featured a detachable, zip-fastened rear window.

The Cabriolet continued when Porsche revived the Carrera name - previously used for the competition orientated versions of the preceding 356 - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the evocative title to all 911 models, co-incidentally with the introduction of the 3.2-litre engine, from 1984. Not merely enlarged, the new engine was also extensively revised and produced 231bhp, 27 horsepower up on its predecessor. The 911 Carrera's top speed was now 152mph, with 100mph reachable in a breathtaking 13.6 seconds.

This Carrera Cabriolet has been in dry storage since 2006 and has covered fewer than 2,000 miles in the last ten years. 'MIL 6873' benefits from a recent mild overhaul and service, and comes with full Porsche main dealer and specialist service history together with an apparently complete run of expired MoTs. Finished in blue with black leather interior, the car is described by the vendor as in generally very good condition, with un-welded chassis, straight body panels and an above average interior. A total of 123,000 miles is displayed on the odometer. Accompanying documentation consists of the aforementioned service history, sundry invoices, current MoT/tax and Swansea V5 document. BBS alloy wheels - a rarely seen option - are a particularly noteworthy feature.

£15,000 - 18,000

€18,000 - 21,000



308

1971 Ford Escort RS1600 Mexico Sports Saloon

Registration no. to be advised
Chassis no. BFATLU17106
Engine no. NC00463

It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968, when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. In 1970 the Ford Twin Cam engine was replaced by a Cosworth BDA 16-valve unit to create the definitive Escort rally car - the RS1600 - though the engine was, in fact, homologated at 1,601cc to enable future enlargement up to the 2-litre class capacity limit.

The first full 2.0-litre engines were homologated in 1972 and in works trim produced 235-240bhp. In this ultimate form the Escort RS1600 proved good enough to win the RAC Rally three times on the trot between 1972 and 1974, as well as a host of other World Championship events. There was also a closely related 'spin off' variant: the overhead-valve Kent-engined Mexico, which was intended to cater for those that wanted the RS1600's style but had no need for its stupendous performance.



We are advised that this RS1600 was in fair condition when it was discovered in storage in 2008 by a Mr Hodgkin, a Ford 'RS' enthusiast. Mr Hodgkin undertook its restoration to a high standard with the intention of giving the Escort to his son as an 18th birthday present. As it happened, father and son agreed that the car was far too good to use as an 'everyday driver' and so it was driven to only a handful of events before being returned to storage.

Works carried out during the course of the 2008 restoration included a full engine rebuild; stripping and dipping the bodyshell; renewing some body panels; rebuilding the gearbox and drive train; and rewiring the electrics. The gearbox, suspension and engine were upgraded at the same time, the latter being fitted with larger-than-standard valves. Finished in white with black interior, this rare and highly desirable 'Performance Ford' is offered with sundry restoration invoices, current MoT/tax and Swansea V5 registration document.

£16,000 - 18,000
€19,000 - 21,000



309

Property of a deceased's estate
1929 Crossley 20.9hp Tourer

Registration no. TH 3070

Chassis no. 41229

Engine no. 41229

Previously a manufacturer of proprietary engines, Crossley Brothers Limited, of Manchester, built their first motor car in 1904. The first Crossley to make any impact was the A W Reeves-designed 20hp, introduced in 1910. The model was taken up by the military in World War I, seeing service as a staff car, ambulance, and light truck. In the post-war years the company continued to concentrate its efforts on transportation for the middle classes, a policy helped considerably by the marque's popularity with British royalty.

Unlike many rival manufacturers of up-market cars, Crossley continued to favour four-cylinder sidevalve power units for all its models until the advent of the 18/50 in 1926. The 18/50 featured a 2.6-litre, six-cylinder, overhead-valve engine, which was stretched to 3.2 litres in 1928 for the broadly similar 20.9hp model. Mechanically akin to the smaller Crossley 2-Litre, the 20.9hp was built on a 125"-wheelbase chassis, and came with a right-hand change four-speed gearbox. Available in saloon, fabric saloon, and tourer variants, the model lasted until Crossley's demise as a motor manufacturer in 1937.



This 20.9hp Crossley is known to have started life as a limousine and saw service as an ambulance before WW2. Previously belonging to Tom Lloyd of Cawdor Garage, Newcastle Emlyn (from 1947) 'TH 3070' was acquired by the late Jack Gillam in the early 1980s and treated to a 'no expense spared' painstaking rebuild to concours standards with all mechanical aspects thoroughly checked and overhauled as required. The coachbuilt seven-seat tourer body with 'Widney' occasional seat and Auster rear screen is finished in deep maroon livery complementing the aluminium bonnet. Comprehensive equipment includes wire wheels, Rotax lighting, radiator stone guard, running board-mounted Klaxon and tool box, glass ashtrays to front and rear, cocktail cabinet and drinks tray, luggage grid and fishtail. The interior is upholstered in brown leather with leather-bound carpets, and there is full weather equipment.

The Crossley was acquired by the late owner from Malcolm Barber on 22nd May 1993 at the RAF Museum, Hendon sale (Lot 290) during the penultimate year of his Sotheby's career. Thus the Crossley is being re-offered nearly 20 years to the day from the very venue where it was acquired. A magnificent and practical touring car, 'TH 3070' is offered with correspondence, current road fund licence, Swansea V5 document, fresh MoT and some past issues of the Crossley Register Journal.

£28,000 - 34,000

€33,000 - 40,000



310

1933 Riley 14/6 Kestrel Sports Saloon

Registration no. UG 3427

Chassis no. 44T 317

Engine no. L963

First introduced in 1926, Percy Riley's 9hp twin-cam four was an outstanding engine design by any standards, various developments powering Rileys until 1957. Looking to all intents and purposes like a twin-overhead-camshaft design, the Nine's cross-flow cylinder head featured hemispherical combustion chambers and valves inclined at an included angle of 90 degrees. The twin, gear-driven camshafts were mounted high in the block, operating the valves via short pushrods.

Riley's 9hp engine was one of the most advanced of its day so it can have caused little surprise when the Coventry manufacturer created its first six by, in effect, adding a pair of cylinders to the existing design. Hailed as 'The Wonder Car Plus Two', the first 14hp, 1.6-litre six-cylinder models duly appeared in 1929, followed by 12hp, 1.5-litre versions in 1933. Clothed in stylish coachwork by Stanley Riley, the marque's pre-war offerings were among the world's finest small-capacity sporting cars, the 'airline'-bodied Kestrel sports saloon - available on both the four- and six-cylinder chassis - being a prime example. In six-cylinder form the Kestrel was available in a choice of wheelbase lengths and engine sizes: 12hp, 14hp and 15hp.



This Kestrel 14hp 'Short Six' was purchased by the current owner circa 1971/72 from one Larry Philpott, who lived near Maldon in Essex. The Riley had been involved in a minor collision with a Land Rover in North Wales and the results are still visible: a bent front wing plus damage to door and running board. The engine (not original to the chassis and a 12/6 unit) was removed at time of purchase and comes with the car. Garage stored since acquisition, 'UG 3427' is a potentially most rewarding restoration project, being almost complete apart from a few minor items.

The chassis is described as straight and solid, and the aluminium body panels are all present, as is the original interior. The transmission is complete and the brakes and steering are functional. Offered for restoration and sold strictly as viewed, the car comes with old-style continuation logbook, Swansea V5 document and a tax disc and MoT certificate, both of which expired in 1968.

£4,000 - 6,000

€4,700 - 7,100

No Reserve



311

1969 Lotus Elan S4 Drophead Coupé

Registration no. JLG 6G

Chassis no. H5/8698

Engine no. L179208

An Elite-type glassfibre monocoque having proved insufficiently rigid when applied to an open car, Lotus boss Colin Chapman came up with a simple but effective steel backbone frame for the company's new Elan sports car. The Elan's engine was a highly-modified 1,498cc (later 1,558cc) Ford Cortina unit topped with Lotus's own twin-camshaft cylinder head, and Ford also supplied the gearbox and differential.

As development progressed the Elan became more civilised, the final Series 4 - introduced in March 1968 - benefiting from dashboard fresh-air vents and improved interior trim and fittings. The bodyshell was slightly thinner - and lighter - than the S3's and featured flared wheelarches accommodating wider wheels, side repeaters and larger Plus 2-style rear lights. Adequately powerful, light in weight and endowed with exceptional roadholding and handling, the Elan proved an immense commercial success for Lotus, slightly fewer than 9,000 being produced by the time production ceased in 1973. Even today there are few more rewarding driver's cars around.



This Elan S4 had enjoyed two owners before coming into the possession in 1978 of one David Hayward, from whom it was purchased in November 1996 by the lady vendor's late husband, a Lotus enthusiast who kept the car in good condition and had it serviced by a marque specialist. A United States resident, he was only able to enjoy the Elan, which was kept from the time of its acquisition in professional dehumidified storage at Tigastor, during occasional visits to the UK to undertake scientific research. 'JLG 6G' passed to the lady vendor in 2001 when her husband died and has continued in storage at Tigastor where it has been regularly maintained and MoT'd, though seeing hardly any use. In September 2009 the vendor's son visited the UK and wished to use the Lotus.

In preparation for this the car was serviced and a new battery and new Rotaflex couplings fitted. On 23rd December 2009 the Elan was returned to Tigastor and its regular quarterly maintenance recommenced. Finished in red with black interior, the car is offered with the 2009 service receipts, Swansea V5C document and a quantity of MoTs (14 in total) showing the mileage increasing from 60,621 in October 1997 to 65,071 when the most recent was issued on 6th February 2013.

£15,000 - 20,000

€18,000 - 24,000



312

1959 Austin-Healey Sprite 'MkI' Competition Roadster

Registration no. 137 KTF

Chassis no. AN5/20031

Engine no. 9CUH/19372

This 'Frog Eye' Sprite comes with an old-style continuation logbook showing that it was registered to Cockers Garage Ltd in July 1962. Four further owners are recorded (one a motor dealer) the last of whom, Angus Exley of Huddersfield, acquired the car in September 1969. Mr Exley is recorded as previous keeper on the accompanying Swansea V5C.

In 1968, while was owned by one Thomas Moncaster of Luddendenfoot, the Sprite was rebuilt using all new components. The engine was rebuilt to 'full race' specification by BRT Developments of Rochdale and the gearbox, transmission, suspension, brakes and steering extensively modified and up-rated for competition.

A detailed specification listing is available (perusal recommended). Modifications to the bodywork include de-seaming and brazing the joints; fire proofing the rear bulkhead; fitting a single-hoop rollover bar; and Waxoyling the internal box sections. The car comes with the standard soft-top and frame together with a matching glassfibre hardtop in white.



'137 KTF' has been used for occasional hill climbing and sprinting over only four seasons: 1968, 1969, 1970 and 1978 (approximately 20 events in total) and has been dry stored for the last 32 years in a dehumidified garage. Its long-term storage has been undertaken with care and the engine has been turned over on a regular basis with the bores oiled and the clutch kept free. We are advised that the engine has run for approximately 30 hours in total and has had one rebuild.

The current owner acquired the Sprite on 14th February 2004 and has used it to the present day for enjoyment in good weather, describing it as 'a beautiful car and so thrilling to drive.' Only 7,987 miles have been covered from new and the car is described as in generally very good/ excellent condition.

A single-axle car transporter trailer is included in the sale (its wheels are the Sprite's originals) and the car also comes with several boxes of parts removed during the course of the 1968 rebuild (detailed list available). Works carried out prior to the sale include servicing, tuning, lubricant checks, greasing all round and under-body Waxoyling. The car is offered with current road fund licence, Swansea V5C document, and starting procedure and bonnet opening instructions.

£10,000 - 15,000

€12,000 - 18,000

313

No Lot



314

1970 Morris Minor 1000 Traveller

Registration no. UWG 143J
Chassis no. MAW5D1280778F
Engine no. MGM0106/12C275



Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show and by January 1961 had sold one million units to become the UK's most successful post-war car to date. The first new post-war Morris design, the unitary-construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering and a four-speed synchromesh gearbox. A pair of two-door models was offered initially: a saloon and a convertible. A four-door saloon arrived in 1950, estates and commercials following later. The Traveller estate version first appeared in 1953.

Powered initially by the company's existing 918cc sidevalve four, the Minor received an 803cc overhead-valve engine in 1953. In 1956 the Minor 1000 with 948cc A-Series engine appeared and the model received a further capacity boost (to 1,098cc) in 1962 together with an improved synchromesh gearbox. The styling too was revised progressively: the headlamps moving from the radiator grille to the wings on the Series II; the split front screen being superseded by a curved one-piece windscreen on the Minor 1000; and flashing indicators replacing the original semaphore trafficators.

Despite the many updates the final Minor remained recognisably the same car as the 1948 original. After 1962 the Minor remained virtually unchanged until the last model - a Traveller - rolled off the production line in April 1971, by which time more than 1.5 million Minors of all types had been sold. The practical Traveller remained popular right to the end, and today the model enjoys an affectionate and enthusiastic following.

This special Minor 1000 Traveller was lovingly restored between 2005 and 2012 with no expense spared. We are advised that the engine is a new, unleaded compatible unit and that the floor panels are new Heritage-supplied replacements. In addition, 'UWG 143J' has been upgraded with alternator electrics, electronic ignition, halogen headlights, servo-assisted Morris Marina disc brakes, Spax shock absorbers, driver's instrument panel, windscreen washers and a stainless steel exhaust system. Described as in generally very good/excellent condition, the car is offered with restoration invoices, current MoT/tax and Swansea V5 document.

£8,000 - 12,000

€9,400 - 14,000



315

1986 Porsche 911 Carrera 3.2-Litre Supersport Cabriolet

Registration no. C692 OTW
Chassis no. WPOZZZ91ZGS151257
Engine no. 63G03721

Porsche revived the Carrera name - previously used for the competition orientated versions of the preceding 356 - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the evocative title to all 911 models, co-incidentally with the introduction of the 3.2-litre engine, from 1984. Not merely enlarged, the new engine was also extensively revised and produced 231bhp, 27 horsepower up on its predecessor. The 911 Carrera's top speed was now 152mph, with 100mph reachable in a breathtaking 13.6 seconds. Known as the 'Type 930', this new Carrera exemplified the original 911 concept in its final form, the subsequent Carrera 2/Carrera 4 models being almost entirely different.

Recognising that many customers admired the Turbo model's aggressive 'wide body' appearance but had no need of its enhanced performance, Porsche offered the 'Supersport Equipment' package. Also known as the 'Turbo Look', it not only consisted of the Turbo's distinctive extended wheelarches and front/rear spoilers but also its upgraded brakes, suspension, wheels and tyres.



This option had been introduced in response to the many independent specialists offering such conversions, and also enabled Porsche to offer a Turbo lookalike in the United States market where emissions legislation had forced the Turbo's (temporary) withdrawal from sale. In Porsche nomenclature the Supersport Equipment package was known as option 'M491', though factory records do not provide a breakdown of how many cars were completed with it.

We can be reasonably certain though, that few right-hand drive M491-equipped 911 Carrera Cabriolets were sold in the UK, making this example a rare beast indeed. A matching-numbers car, it features Type 965 front and rear bumpers and also side skirts. Other noteworthy features include electric seats, space-saver spare wheel, tonneau cover and a stainless steel exhaust system. 'C962 OTW' has had nine registered keepers and comes with extensive history consisting of its Porsche-stamped service booklet, sundry invoices and a substantial quantity of MoTs. Finished in red with red-piped black interior, this rare 911 variant is offered with the aforementioned history, current road fund licence, MoT to January 2014 and Swansea V5C document. A total of 95,600 miles is currently displayed on the odometer.

£17,000 - 22,000
€20,000 - 26,000



316 1975 MGB GT V8 Coupé

Registration no. LEG 20P
Chassis no. to be advised
Engine no. to be advised



'Effective combination of proven MGB GT and superb Rover 3500 V8. Good performance with remarkable economy. Smooth fuss-free engine with good torque but little engine noise.' – *Autocar*.

MG enthusiasts have Kent-based engineer Ken Costello to thank for the existence of the V8-engined MGB. In 1970 Costello began selling cars converted to take the 3.5-litre Rover V8, their favourable reception prompting British Leyland to follow suit. The inner wheelarches and front bulkhead were altered to accommodate the V8 unit, which was set well back giving virtually the ideal '50/50' weight distribution. As the aluminium-alloy V8 weighed only a few pounds more than the cast-iron four it replaced, little re-engineering of the existing suspension was called for. Both transmission and brakes were up-rated though, the original gearbox being swapped for a modified MGC manual-plus-overdrive unit, and thicker, larger-diameter front discs fitted. A Lockheed brake servo was now standard equipment and the V8 model was easily distinguishable from the ordinary 'B' by virtue of its stylish Dunlop wheels.

Considerably quicker than the four-cylinder model, the V8 could reach 60mph in around eight seconds and had a top speed of 125mph, respectable figures even today. Introduced in August 1973 and built only in GT form, the MGB V8 was supplied exclusively to the UK market. A total of just 2,591 cars was manufactured before the model was withdrawn in 1976, making the MGB V8 one of the rarest and most sought-after of post-war MGs.

Restored many years ago, this MGB GT V8 has not been run since a collision inflicted minor damage on the near-side front corner bodywork approximately three years ago. The vendor advises us that 'LEG 20P' was in generally good condition in all respects before being taken out of use. The car is offered with Swansea V5 registration document.

£5,000 - 7,000
€5,900 - 8,300



317

c.1968 Jaguar 420G Saloon

Registration no. TRC 809G

Chassis no. to be advised

Engine no. to be advised

'For spacious and silent, high-performance motoring, Jaguar now present the 420 "G" – a luxury saloon with every conceivable refinement and many new interior and exterior styling features.' – *Jaguar Cars Ltd.*

Introduced in October 1966, the 420G was the final development of Jaguar's MkX luxury saloon, which has been launched back in 1961. The Jaguar Mark X was technically more advanced than preceding Jaguar saloons, featuring independent rear suspension similar to that of the E-Type sports car and the tried-and-tested XK 3.8-litre six-cylinder engine. Combining a comfortable ride with excellent handling, this new suspension system ingeniously used lower wishbones with the driveshafts functioning as the upper links. For a car weighing around two tons the 120mph Mk X was impressively quick and, like all Jaguar saloons, its interior was exceptionally well appointed and comfortable.



The Mk X was being built with the torquier 4.2-litre engine, an all-synchromesh gearbox and Marles Varamatic power-assisted steering among numerous other improvements by the time the face-lifted 420G (for 'Grand') version arrived. Apart from indicator repeater lights and a reshaped front end, presaging the looks of the yet-to-be-announced XJ6, there was little to differentiate the newcomer externally. Within the cabin there were improved seats and a revised dashboard that is surely one of the most attractive ever to grace a prestige automobile. These alterations would be among the last made to the 420G, which was dropped in June 1970, its place as the company's flagship saloon having been taken by the newly introduced XJ6.

This automatic transmission 420G is finished in blue with pale grey leather interior. Restored by the previous owner and described by the vendor as in generally good condition, the car comes with Swansea V5 registration document and comprehensive service history including all previous MoT certificates.

£8,000 - 10,000

€9,400 - 12,000



318 1934 Daimler 15hp Saloon

Registration no. BPC 593
Chassis no. to be advised
Engine no. to be advised

One of the founding firms of the British motor industry, Daimler was part of the expanding BSA group by 1911. By this time the adoption of the refined 'Silent Knight' sleeve-valve engine had done much to turn around the company's fortunes and establish Daimler as a marque committed to engineering excellence, a policy which continued in the 1920s with the introduction of the 'Double-Six' - Britain's first V12. A range of overhead-valve sixes was phased in during the 1930s and the ageing sleeve-valve replaced by a new overhead-valve straight eight, a move that enabled Daimler to maintain its place in the front rank of suppliers to the carriage trade.

The 'eight' maintained the standards set by its predecessors and, when mated to Daimler's fluid flywheel transmission, the result was a manner of progress unmatched for smoothness of take-off and silent running. These traditional Daimler characteristics had long endeared the marque to the nobility, and indeed, throughout the 1920s and 1930s the company's products were preferred by the Royal Family to those of rivals Rolls-Royce.



For the owner-driver yearning for something a cut above the average, Daimler offered the smaller, lighter and cheaper overhead-valve engined range, commencing with the 15hp model of 1933. Daimler's BSA parent had acquired Lanchester in 1931, and the new Fifteen's engine was effectively a six-cylinder version of the Laurence Pomeroy-designed four powering the Lanchester Ten.

The Fifteen's 1,805cc six drove via the traditional fluid flywheel transmission and worm-drive rear axle, while other chassis features included a mechanical fuel pump, push-on handbrake and servo-assisted hydraulic brakes. Revamped with a 2.0-litre engine for 1935, the Fifteen remained in production until the end of 1936, by which time around 6,000 cars had been sold, making it the most successful Daimler to date. This handsome owner-driver Daimler was restored by the vendor some 10-plus years ago, though there are no bills relating to the work. The car is described as in generally excellent condition and offered with Swansea V5 registration document.

£12,000 - 14,000

€14,000 - 17,000



319

1970 Jaguar E-Type Series 2 2+2 Coupé

Registration no. VRY 578H
Chassis no. to be advised
Engine no. to be advised

The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements.

The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase.



Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new 'family orientated' 2+2 came with improved visibility thanks to an increased glass area, more headroom, improved heating and ventilation, additional luggage space and – for the first time in an E-Type – the option of Borg-Warner automatic transmission.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles. This Series 2 2+2 Coupé was purchased from the USA and has been converted from left- to right-hand drive. An automatic transmission model finished in blue with cream leather interior, 'VRY 578H' benefits from a stainless steel exhaust system and is described by the vendor as in generally good condition. The car is offered with Swansea V5 document.

£16,000 - 20,000

€19,000 - 24,000



320 1978 Jaguar XJ6C 4.2-Litre Coupé

Registration no. UVO 970S

Chassis no. to be advised

Engine no. to be advised



'Jaguar's introduction of the XJ6 transformed the standing and repute of the make, and in contrast with the days when it used to cost about £500 in instant depreciation just to put a new Jaguar on the road, it became one of Europe's most wanted cars. Demand gave it lasting value; indeed for the first few years, much more than the new cost had to be paid for second hand ones.' – *Autocar*.

Launched to much acclaim in 1968, the XJ6 refined concepts embodied by previous Jaguar saloons to create a car rivalling the best offered by Mercedes-Benz. The six-cylinder XK engine was available in either 2.8-litre or 4.2-litre forms initially, the latter capable of propelling Jaguar's luxuriously appointed flagship to a top speed of 120mph-plus. 'In its behaviour it gets closer to perfection than any other luxury car we have tested, regardless of price,' enthused *Motor* magazine. There was a choice of either four-speed manual (usually with overdrive) or three-speed automatic transmission.

In 1975 the range was extended by the introduction of two-door XJ6C and XJ12C models. Built on the shorter of the two available wheelbase lengths, the newcomers boasted a single door each side that was some 4" longer than the front door of the four-door model. Both the door and side windows could be wound down, resulting in a most attractive pillar-less look. However, the prohibitive expense of getting its two-door bodysell to meet United States safety regulations meant that the Coupé version never went on sale in the USA. Consequently the model is one of the rarest of the XJ family, being produced between 1975 and 1977 only.

One of only 6,505 4.2-litre Coupés built, this automatic-transmission example was completely restored by the previous owner, though there is no supporting documentation. Finished in blue with beige leather interior, the car is offered with Swansea V5 registration document. A rare opportunity to acquire a good example of this appreciating modern classic.

£14,000 - 16,000

€17,000 - 19,000

Various Properties



321

1959 Jaguar MkIX Saloon

Registration no. 175 FYC

Chassis no. 772948DN

Engine no. NC6165-8



Work on Jaguar's new advanced saloon had been interrupted by the war, and it was not until 1950 that the design saw the light of day as the MkVII. A considerable improvement on what had gone before, the cruciform-braced chassis featured torsion-bar independent front suspension and all-round hydraulic brakes. The 3.4-litre six-cylinder engine had already demonstrated its prowess in the XK120 and proved capable of propelling the MkVII's not inconsiderable bulk past 100mph.

Developed and refined through Marks VIIM and VIII, the last word in Jaguar's large, separate-chassis saloons - the MkIX - appeared in 1958, by which time the 220bhp version of the 3.8-litre XK six was standard equipment together with power-assisted steering and all-disc braking. There was a choice of manual or automatic transmissions, the latter being the more popular. *Motor* magazine wound its test MkIX up to 114mph and was equally impressed by the performance of the car's disc brakes.

'Should the driver wish to pass any other road user travelling at 100mph he can do so with a margin of some 15mph and should he wish to get down from 100mph to 30mph he can do so infallibly within 15 car lengths on a dry road.' Production of the MkIX ceased in 1961.

Kept by its second owner for over 20 years, this MkIX has been completely stripped and fully restored over the last six years. The engine has been fully restored by a Jaguar specialist; the interior renovated with new wood veneers and new carpets; all the brightwork re-chromed and some £22,000 spent on bodywork alone (with Harpenden Classics). All bills are available. A desirable manual/overdrive transmission model, '175 FYC' is finished in Carmen Red with matching leather interior and is described as in generally good/excellent condition. The car is offered with the aforementioned bills, current MoT/tax, Swansea V5 document and all expired MoT certificates relating the previous and current periods of ownership.

£25,000 - 30,000

€30,000 - 35,000



322

1986 Bentley Turbo R Sports Saloon

Registration no. D5 RRM
Chassis no. SCBZS0T01HCH20033
Engine no. 6004L410IT/8

Introduced at Geneva in 1985, the Turbo R continued the modern 'Blower Bentley' theme but with the added refinement of suspension better suited to the car's increased performance. Outwardly the R differed from the preceding Mulsanne Turbo by virtue of its cast-alloy wheels shod with low-profile Pirelli tyres, while inside the cabin there was a revised fascia with rev-counter included among the comprehensive instrumentation. In a break with factory tradition, power figures were made public, revealing that the 6.75-litre V8 engine produced a 320bhp and a staggering 475lb/ft of torque. Few cars were - or are - better suited to fast long-distance touring. This example has the Bosch fuel injection system introduced for the 1987 model year and is finished in Royal Blue with Parchment hide interior. The car has covered circa 88,000 miles, only 5,000-or-so in the last three years, and is described as in generally very good condition - smooth, comfortable and driving well. Serviced and MoT'd in January 2013, it comes with service history from H R Owen, Douglas Daniels and Ghost Motors to circa 70,000 miles, together with 15 MoT certificates supporting the recorded mileage. Carrying the cherished registration 'D5 RRM', the car is offered with handbooks, tool kit, current road fund licence, MoT to January 2014 and Swansea V5 document.

£7,000 - 9,000

€8,300 - 11,000



323

1989 BMW 327i Alpina Sports Saloon

Registration no. 12534 (Guernsey)
Chassis no. WBAAA12040AE53598
Engine no. 21174664

In 1982 BMW's successful 3-Series was face-lifted (code E30) and given improved rear suspension; four-door models arrived at the same time and customers could also opt for versions tuned by the German tuning firm of Alpina, which had first offered modified 3-Series BMWs in 1976. Founded by Burkard Bovensiepen, Alpina began producing tuned versions of BMW models back in the 1960s, before the Bavarian company's own Motorsport Department launched its now famous 'M' range. A close collaborator with BMW from its earliest days, Alpina enjoys motor manufacturer status in Germany and can take much of the credit for establishing BMW's high performance image thanks to a succession of sensational road cars and countless race-track victories. With the introduction of the E30 range, Sytner BMW was granted an exclusive licence to market Alpina-converted cars in the UK. We are advised that various modifications have been made to this right-hand drive, Alpina-converted E30 model: lowered suspension, altered coil springs, removed roof lining and a Unichip, the latter installed by Bexley Motor Sport in June 2002 (bill on file). The car is offered with two service/maintenance invoices, current MoT and Swansea V5 registration document. Although currently Guernsey registered the vendor will pay all necessary import duties for the vehicle and it is hoped it will be UK registered by the time of sale.

£6,000 - 9,000

€7,100 - 11,000

324

1979 MGB GT Coupé

Registration no. HLL 600V
Chassis no. GHD-491736G
Engine no. 30846

This MGB GT had been in the hands of the then owner (its fourth) for some 13 years when it was sold by Brooks at their Olympia sale on 7th December 1999 (Lot 953). At that time the mileage appears to have been just under 19,000, a figure which, although it cannot be guaranteed, seems to be supported by numerous expired MoT certificates on file. The purchaser retained the MG until the current vendor bought it in November 2006 at 24,600 miles, an increase of under 6,000 miles in seven years. The vendor has added fewer than 4,000 miles to the total since acquisition. At some time the car has been embellished by the addition of many stainless steel and chromium plated items such as sills, air filters and the rocker cover, while other noteworthy features include the overdrive gearbox, a stainless steel exhaust system and Webasto sunroof. A number of 'extras' come with the vehicle, including a tailored cover, front-end muffler, chromium headlamp guards, etc. The vendor has fitted a new battery and new tyres all round. We are advised that the car drives beautifully and it is only the opportunity to purchase an early MGB roadster that has prompted the owner to sell. Finished in black with matching interior, 'HLL 600V' is offered with current road fund licence, MoT to October 2013, Swansea V5 document and an extensive history file.

£3,500 - 4,500

€4,100 - 5,300



325

1993 Mitsubishi Sigma Sports Saloon

Registration no. K169 DPP
Chassis no. JMASRF16APY000127
Engine no. 6G72XK8249

A six-light version of the four-light Diamante, the Mitsubishi Sigma was a new introduction to the UK market in 1990. It was styled like the Japanese manufacturer's rally-winning Galant model but was larger, although still with front-wheel drive. Like Mitsubishi's other top-of-the-range models, the UK-market Sigma was powered by a 3.0-litre 24-valve V6 engine producing 199bhp and was aimed squarely at the market sector contested by similar sized offerings from BMW and Mercedes-Benz. Claimed top speed was 140mph. Production of the Mitsubishi Sigma in its original form continued until 1995 when the second-generation Diamante arrived. Relatively few Sigmas were sold in Great Britain and the model is a rare sight nowadays. Finished in Charcoal Grey with matching full leather interior, this example features automatic transmission and comes fully equipped with electrically adjustable seats, electric sunroof, electric windows, air conditioning, alarm system, adjustable sports suspension, etc. Maintained to a high standard throughout its life, 'K169 DPP' has covered circa 102,000 miles and is described as very clean and tidy, driving and handling well. Taxed at time of writing, the car is offered with MoT to February 2014, Swansea V5 document and a complete set of MoTs and tax discs.

£1,000 - 1,500

€1,200 - 1,800



326

One of only 479

1955 Jaguar XK140 Drophead Coupé

Registration no. 174 YNY

Chassis no. 807164

Engine no. G3940-8

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

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



Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

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

One of only 479 XK140 drophead coupés made in right-hand drive configuration, '174 YNY' is well known to the Bonhams team, having been handled by us twice in the 1990s under the Brooks banner.

Prior to the immediately preceding ownership, the car had been owned by the 9th Earl of Chichester and during the period 1991 to 1993 was the subject of a painstaking and extensive restoration by P & K Thornton of Nottingham. Work carried out is detailed in a substantial file of restoration photographs and invoices totalling circa £40,000. The car has been carefully cherished since restoration, seeing little use, though it has been started regularly and MoT'd. Equipped with the desirable overdrive gearbox and chromed wire wheels, '174 YNY' is finished in maroon with biscuit leather interior and is described by the vendor as in generally excellent condition. Potentially a front-runner on the Concours d'Élegance lawns or indeed on competitive road events, the car is offered with the aforementioned file, purchase invoice (1989), photocopies of old MoT certificates, various SORNs and Swansea V5 document.

£80,000 - 100,000

€94,000 - 120,000



Photo credit: Simon Clay



327

1956 Rolls-Royce Silver Wraith Touring Limousine Coachwork by H J Mulliner

Chassis no. ELW79
Engine no. L78E

Rolls-Royce's first post-war model, the Silver Wraith employed a chassis similar to that of the MkVI Bentley, though with a 7" longer wheelbase. The Wraith however, was only offered with traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork.

Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with aluminium cylinder head featuring overhead inlet and side exhaust valves. A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1952, at which time the engine was enlarged to 4,566cc and a long-wheelbase version introduced. Production ceased in 1959, by which time 1,780 chassis had been completed.

The last word in motoring luxury in its day, this automatic-transmission Silver Wraith has the 4.9-litre engine introduced in 1954. Long-wheelbase chassis number 'ELW79' was completed with touring limousine coachwork by H J Mulliner (body number '5841' to design number '7356') and sold new to Harry L Dowsett of Dowsett Holdings Ltd. The car was originally registered 'HLD 1'.



Engineer Harry Dowsett was born in 1907 in New Zealand where his physicist father was involved in establishing the Southern Hemisphere's first Marconi wireless communications facility. In 1940 he acquired the Lowestoft shipyard founded by John Brooke and changed the company's name to 'Brooke Marine'. Harry Dowsett's business interests would eventually extend well beyond the Suffolk coast, with Dowsett Holdings Ltd and Dowsett Engineering (Australia) Pty Ltd being formed to oversee international subsidiaries involved in a diverse range of enterprises.

Collector Hans Bezemer had been interested in the ex-Dowsett Silver Wraith for a long time when the car was offered for sale via the Paradise Garage in Clapham Old Town, London SW4. An accompanying copy of the original logbook shows that the Dowsett family owned the car at that time. After almost two years of negotiation with the Dowsetts, Hans Bezemer and the Paradise Garage came to an agreement and since 1992 the car has been registered in the Netherlands.

'ELW79' is still presented in its original Velvet Green, a very dark shade that in shadow looks almost black, while the interior is original Beige leather, which has never been re-coloured or repaired. We are advised that the engine benefits from a recent service and the Silver Wraith comes with all its tools.

£25,000 - 35,000
€30,000 - 41,000



328

1961 Mercedes-Benz 300d Saloon

Registration no. GSW 523
Chassis no. 18901022002647
Engine no. M189980K2892

One of Mercedes-Benz's first all-new designs of the post-war era, the 300 debuted at the Frankfurt Auto Show in 1951 and would succeed in re-establishing the Stuttgart firm in the front rank of prestige car manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

The 300's cross-braced, oval-tube chassis followed the lines of the 170S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel final drive, dynamically balanced wheels and remote electrical control of the rear suspension ride height. Initially developing 115bhp, the 3-litre, overhead-camshaft, six-cylinder engine - used in fuel-injected form in the 300SL sports car - was boosted in power for the succeeding 300b and 300c models, finally gaining fuel injection in the re-styled 300d of 1957. Other improvements along the way included larger brakes (with servo-assistance from 1954), optional power steering (on the 300d) and the adoption of three-speed automatic transmission as standard on the latter.

Custom built by Mercedes-Benz's most experienced craftsmen, the 300 was luxuriously appointed and trimmed with materials of the highest quality.



Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. It was the car of choice among West German government officials, and throughout Europe and the USA was widely favoured by businessmen, financiers and politicians. Indeed, 'Adenauer' became the 300 saloon/limousine's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer.

This car is a rare, right-hand drive, automatic transmission example of the 300d featuring that model's revised, pillar-less coachwork and fuel-injected engine. It was ordered at the 1961 London Motor Show for Sir Robert McAlpine with ownership being transferred to Thomas McAlpine in 1962. In 1969 the Mercedes was sold to the current owner's father. Last started around 15 years ago, it will require re-commissioning before returning to the road. The car is finished in grey with red leather interior, while an 8-track cassette player and a specially commissioned stainless steel exhaust system (fitted circa 1975) are the only listed deviations from factory specification. Offered with old-style logbook and Swansea V5, 'GSW 523' represents a rare opportunity to acquire an example of Mercedes-Benz's much sought after 1950s flagship at a most affordable price. A total of 98,590 miles is currently displayed on the odometer.

£7,000 - 10,000
€8,300 - 12,000

329

800 miles from new, Ferrari Classiche Certified

2004 Ferrari Enzo Berlinetta Coachwork by Pininfarina

Registration no. PL54 URZ

Chassis no. ZFFCZ56B000136073



'In 1999 we won the manufacturers' championship; in 2000 we added the drivers' championship for the first time in 21 years. We won the last championship of the 20th Century, and the first of the 21st Century. I wanted to celebrate this with a car very much like a Formula 1. After honouring Modena and Maranello, we felt this was the right car to honour the name of our founder.' – Luca di Montezemolo, President of Ferrari.

Fortuitously, the Enzo's announcement in mid-summer 2002 coincided with Michael Schumacher clinching that year's Formula 1 drivers' championship for Ferrari, his third in a row for the Italian manufacturer. Indeed, the German superstar had been instrumental in the Enzo's development, contributing much valuable input to the refinement of its driving manners.

Formula 1-derived technology abounded in the Enzo. Its electro-hydraulic six-speed manual transmission had already been seen in other Ferraris and was further refined, changing ratios in a lightning-fast 150 milliseconds, while the steering wheel with its plethora of buttons, lights and switches was guaranteed to make any F1 driver feel at home.

Carbon brake discs had been standard F1 equipment for many years, but the Enzo's carbon-ceramic rotors represented a 'first' for a production road car. Double wishbone suspension, or variations thereof, is to be found on virtually every modern supercar, but the Enzo's incorporated pushrod-operated shock absorbers all round, just like a racing car's. In one important respect Ferrari's new sports car was superior to its F1 cousin, incorporating Skyhook adaptive suspension, a type of technology banned from the racetrack since the late 1990s. Constructed entirely from carbon fibre and Kevlar, the monocoque chassis tub was immensely stiff, a necessary requirement of the adaptive suspension.

It may not look like a Formula 1 car but the Enzo benefited from aerodynamic developments made in motor sport's premier category, enabling it to dispense with the rear wing of its F40 and F50 predecessors, employing a state-of-the-art under-body diffuser instead. Harking back to another landmark Ferrari - a Group 5 sports-racer this time - the doors opened upwards and forwards, just like those of the Tipo 512 of 1970. Although not as stark as that of an out-and-out competition car, the Enzo's interior was more functional than that of previous Ferrari road cars, boasting a mix of red leather trim and carbon-fibre panelling. There was not even a stereo system, the (optional) air conditioning being just about the only concession to creature comforts.



Photo credit: Tom Wood

The heart of any car though, and especially of a Ferrari, is its engine; that of the Enzo being a 60-degree V12, a configuration long associated with the Italian marque and so the natural choice for a model bearing the name of the company's founder. Deploying four valves per cylinder, variable valve timing and variable length intake trumpets (the latter another Formula 1 spin-off) this 6.0-litre unit produced a mighty 660bhp, 33 horsepower more than its BMW-powered McLaren F1 rival.

Unleashing all this power in a straight line produced acceleration figures of 0-100km/h (62mph) in a little over 3.5 seconds, with 200km/h (124mph) achievable in 9.5 seconds. Yet applying the brakes hard enough could bring the Enzo back to a standstill in only an additional 5.7 seconds - impressive stuff. The top speed? A little over 350km/h (218mph). Hitherto, Ferrari had shied away from providing 'driver aids' on this type of car but perhaps not surprisingly given this level of performance, opted to fit traction control, anti-lock brakes and power-assisted steering to the Enzo.

A mere 349 examples of this 'legend in the making' were scheduled for production at a price of around \$650,000 (approximately £450,000) apiece. As it happened, Ferrari ended up making 400 and, needless to say, had no trouble whatsoever in selling them all, one going to His Holiness Pope Benedict XVI.

Testing an Enzo at Ferrari's Fiorano track soon after its announcement in 2002, *Car* magazine's Mark Walton enthused: 'On the move, the Enzo is something else. It sounds absolutely unbelievable – so loud and crisp I can imagine farmers three miles outside Maranello looking up from their fields. It doesn't scream like an F1 car; it howls and bellows like a big-capacity Group C racer...' and that was before he had even sat in the car. Once out on the track, it did not disappoint: 'The Enzo lunges forwards so violently that it feels like it could cause brain damage – a big, muscular punch that makes your stomach lurch and your head reel with blood loss.' As if that crushing power wasn't enough, the steering is unbelievably light, yet still pointy and full of feel. It feels so willing, so utterly in your control as you turn in...' Clearly, the next owner of the pristine example offered here has much to look forward to.



Left-hand drive chassis number '136073' was delivered new via Ferrari North Europe (Paris) and is recorded as having had one previous owner. The car has covered a genuine 800 miles from new and remains in totally original and absolutely stunning condition in every respect. Equipped with the optional air conditioning, the Enzo is finished in Rosso Corsa (what else?) while the interior features full leather racing seats in black, factory fitted 4-point harnesses in red and instrument panel dials in the same colour.

The car is Ferrari Classiche Certified and comes with all documentation including full Ferrari service history, invoices, receipts, etc. It was last serviced by Lancaster Ferrari in August 2012 and is offered with current MoT/tax and Swansea V5C registration document. A tailored car cover, luggage and accessories are included in the sale.

£800,000 - 900,000

€940,000 - 1,100,000





330

1969 Austin Mini Cooper 'S' Sports Saloon

Registration no. AWU 591G
Chassis no. C-A2SB/1300889-A
Engine no. 9F-XE-Y/53433



Considered by automobile historians to be one of the most important and influential designs ever, the Austin/Morris Mini was in production for 40 years and today remains the most enduring icon of the British motor industry.

To many - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. The Mini Cooper soon established its credentials as a rally and race winner, and the stage was set for even faster versions.

The first of these - the 1,071cc Mini Cooper 'S' of 1963 - took engine development a stage further and provided the basis for the 971 'S' and 1275 'S' of 1964. The ultimate Mini of its day, the 1275 'S' pumped out 76bhp while remaining exceptionally flexible and was good for a genuine 100mph - an astonishing performance at the time.

This 1275 'S' was purchased by the current (third) owner in 1975, the second owner being the foreman of a garage in Dorking, Surrey. 'AWU 591G' was treated to a major overhaul in 1980/1981, in the course of which the red part of its livery was re-sprayed, while in 2003 the engine was rebuilt and converted to 'unleaded' compatibility. Period-correct modifications include Dunlop wheels, BMC Special Tuning seats, Yale locks and a Weathershield sunroof, the latter probably fitted from new. Offered with sundry bills, current road fund licence, MoT to February 2014 and Swansea V5, this lovely Cooper S, although not fast by modern standards, it is still just about as much fun as you can have on four wheels.

£12,000 - 16,000

€14,000 - 19,000



331

1979 MGB Roadster

Registration no. HWR 951T
Chassis no. GHN5-483414G
Engine no. 29222

A desirable overdrive-equipped model, this MGB roadster was originally registered 'DDD 469T' on 2nd February 1979. Its first keeper's name is not known but on 30th March 1980 the car passed to the second, Michael Law. On 3rd October 1981 the last (third) owner purchased the MGB, which had suffered accident damage to the passenger's side. A new wing and door were fitted and the colour changed from original Glacier White to Damask Red, the original 'deckchair' patterned seating material being changed to black leather at the same time. The 'B' returned to the road on 6th August 1982 and was used as a second car for the owner's wife to drive.

A quantity of MoT certificates on file shows the recorded mileage rising from 5,234 in August 1982 to 32,155 (the current odometer reading) in January 2013. During this time the car was laid up in heated storage for two periods: January 1987 to August 1992 and October 1999 to 2012, on the latter occasion because of the owner's wife's deteriorating health.



In 2012 it was decided to sell the MGB, which was re-commissioned and reregistered 'HWR 951T' in February 2013. There are copies of bills on file totalling £1,000 for parts used in the re-commissioning.

'HWR 951T' is described as in generally good condition, benefiting from a chassis Ziebart rust-proofed from new and Waxoyled regularly since then. The carpets, engine mounts and clutch are new and the engine, which has been fitted with AccuSpark ignition, is said to start and run well, registering good oil pressure. The overdrive works as it should. Well cared for and used sparingly for the last 30-plus years, the car is offered with aforementioned expired MoTs, a quantity of old tax discs and SORNs, old-style logbook, MoT to January 2014 and Swansea V5 registration document.

£4,500 - 5,500
€5,300 - 6,500



332

1983 Rolls-Royce Silver Spirit Saloon

Registration no. RYK 545Y
Chassis no. SCAZS0000DCH07681



'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,' - *Motor*.

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-instatement 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 the US's *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.'

We are advised that this Silver Spirit has had effectively one owner, a consortium, as evidenced by two registered keepers at the same address. Finished in green with beige leather interior, 'RYK 454Y' comes with service bills totalling £14,852 and is described by the vendor as in generally good condition, currently displaying a total of circa 49,000 miles on the odometer. The car is offered with MoT to 13th June 2013 and Swansea V5 document.

£10,000 - 12,000

€12,000 - 14,000



333

1956 Bentley S1 Saloon

Registration no. 470 APG (see text)

Chassis no. B231BC

Engine no. BB240

'The Bentley 'S' Series is a very attractive car with superb lines, appearance and finish. It costs a lot of money, but to the connoisseur who must have the best it is worth every penny. This will still be a glorious car in 45 years' time, just as my own 1911 Silver Ghost is today.' - John Bolster, *Autosport*, 1956.

Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Series (retrospectively the 'S1') were introduced early in 1955. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping. Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the traditionally undisclosed power output of the dependable inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. Automatic transmission was now standard equipment, with manual transmission a Bentley-only option up to 1957. Fast - 100mph-plus - relatively economical and cheaper to maintain than the successor V8-engined versions, the classically elegant S1 is arguably the most user-friendly of all post-war Bentleys.



This Bentley S1 was first owned by a Mr John Stroyan from Sunningdale, Berkshire, who kept the car until 1977 when it was sold to a Roger Haywood. Around 1985 the car was sold by a Mr Saito (in the UK) to Dick Goeken in Texas, USA. Around 1997 the Bentley was offered for sale by marque specialists Hofmann's of Henley and in 1998 was sold to the Hans Bezemer Collection. The original UK registration plates '470 APG' that were supplied and fitted by the factory (as can be seen on the chassis card details) are included in the sale.

'B231BC' is finished in its original colour scheme of two-tone grey with blue leather interior. Currently insured, registered and driven regularly in the Netherlands, the Bentley is described by the vendor as in lovely, original, rust free condition and comes with a fully documented history including an old-style logbook, numerous invoices and correspondence between former owners. We are advised that the car has been fully serviced and is fault free. A genuine total of only 41,161 miles is displayed on the odometer.

£22,000 - 26,000

€26,000 - 31,000

334

Left-hand drive

1952 Jaguar XK120 Roadster

Registration no. to be advised

Chassis no. 672363

Engine no. W5072-8



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

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



Photo credit: Simon Clay

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

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

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising. The XK120 was produced until 1954 and would prove to be the most popular of the XK series, with 12,078 examples built.

Originally despatched to Jaguar's New York agent, Max Hoffman, this left-hand drive XK120 roadster was imported into the UK earlier this year (taxes paid). The car had already been restored (in 2000, bills available) when works carried out included a re-spray in black and re-trimming the interior in red leather, while refurbishment undertaken in November 2011 included an engine rebuild by a Jaguar specialist and the installation of a complete new braking system and new starter ring gear. Other noteworthy features include Lucas driving lamps and 'tripod' headlights. Taxed, MoT'd and registered by time of sale, this beautiful XK120 roadster is ready for European touring holidays and rallies.

£60,000 - 65,000

€71,000 - 77,000





335

c.1932 Ford Model B Saloon

Chassis no. XDF519517

Engine no. 519517

The replacement for the ubiquitous Model T, the Model A went on sale in December 1927 following a six-month shutdown of the Ford production lines. A more complex car than its predecessor, the 'A' was also more powerful, its 200.5ci (3.3-litre) four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding-gear transmission replaced the T's planetary gears; there was coil-and-battery instead of magneto ignition and at last a brake for each wheel. The T's ungainly styling was abandoned and the eagerly awaited Model A's up-to-the-minute good looks, choice of colours (!) and, needless to say, competitive pricing, helped ensure its success. With the introduction of the new V8 for 1932, the four-cylinder Ford became the Model B, sharing the eight-cylinder car's chassis and body style, and for its final year of production in 1933 was marketed as the Model 40. The Model B was also produced in the UK from 1932 to 1935 with engines of either 2,043cc or 3,285cc. Currently resident in Waterford in the Republic of Ireland, this right-hand drive Ford Model B saloon has participated in numerous rallies in recent times. The car has been kept in storage in a heated and dehumidified garage and is described as in generally good condition and very solid. It is not registered in the UK.

£7,000 - 9,000

£8,300 - 11,000



336

1958 Mercedes-Benz 180a Saloon

Registration no. PFF 459

Chassis no. 1200108506015

Engine no. 1219238506112

A more rigid, platform-type chassis distinguished the Mercedes-Benz 180 from its 170 predecessor. As well as greatly increasing rigidity, the new design reduced noise, and was otherwise notable for carrying the entire engine, transmission, steering, and front suspension assemblies on a detachable rubber-mounted sub-frame. The 1.8-litre four-cylinder engine of the 170S was retained, as was the proven double-jointed swing axle rear suspension, but the newcomer sported altogether more modern coachwork of greater roominess and much-improved visibility. A four-speed manual gearbox was the only transmission available. In September 1957 the original model was superseded by the 180a, which came with a more powerful 1.9-litre engine but was otherwise virtually identical. The subsequent 180b and 180c variants incorporated further mechanical refinements. A measure of the 180's success may be gained from the fact that it remained in production for some nine years, disappearing from the range in October 1962. This right-hand drive 180a saloon has been in storage since it was last taxed for the road in 1993. Serviced and fitted with a new battery, it is described as in generally good/excellent condition, running well, and will have been driven to the sale. Finished in blue with beige fabric interior, the car is offered with its original owner's handbook, service book, old-style logbook, old MoT and tax disc, and Swansea V5 registration document.

£7,000 - 10,000

£8,300 - 12,000



337

1937 Opel Kadett Convertible

Registration no. VAS 399

Chassis no. to be advised

Engine no. to be advised

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. Restored many years ago, this very attractive Kadett convertible has been in long term storage in garage showrooms. 'VAS 399' is said to start and drive well, the brakes having received attention recently, though we are advised that the steering still requires some work. Sold strictly as viewed, the car is offered with German-language owner's manual and Swansea V5 document.

£12,000 - 15,000

€14,000 - 18,000



338

1977 Rolls-Royce Silver Shadow II Saloon

Registration no. RIL 467

Chassis no. SRH32190

Engine no. 32190

'To most people, a Rolls-Royce is the ultimate status symbol: you can aspire to nothing higher. Until you drive or even ride in one it is difficult to appreciate how much lies behind the name. There are quieter cars, there are quicker cars but none cossets its occupants in quite the same manner, none insulates them from the outside world quite so effectively, to the point where rush-hour traffic jams, inclement weather and the other irritations of day-to-day living no longer seem to matter. On top of all this is the immeasurable pleasure offered by sheer unadulterated luxury of the sort that stems only from the use of the very best materials by the very best craftsmen. That is what the Silver Shadow is about.' - *Motor*. Thirty-plus years after the last example left the Crewe factory, the Rolls-Royce Silver Shadow remains an imposing and highly desirable motor car. Incorporating all the 'Series II' improvements, the most significant of which were power-assisted rack-and-pinion steering and split-level air conditioning, the example offered here has had only three owners from new and currently displays a total of 110,000 miles on the odometer. Finished in Mason's Black over white with black leather interior, the car is described as in generally good condition and offered with current road fund licence, MoT to February 2014, Swansea V5 document and bills totalling some £30,000.

£6,000 - 8,000

€7,100 - 9,400



339

1952 Jaguar XK120 Roadster

Registration no. 547 YUM

Chassis no. SABTVRO372B268757

Engine no. W6989

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

Told by the post-war Attlee government to 'export or die', the British motor industry responded valiantly, none more so than Jaguar Cars, soon to become the UK's biggest US-dollar earner thanks in no small measure to the success of its XK120 sports car. Ironically, the XK120's creation had only come about because delays in the gestation of the MkVII saloon had forced Jaguar to find an alternative method of bringing its new XK six-cylinder engine to public attention. Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning looking roadster caused a sensation.

Its striking appearance notwithstanding, the XK120 was conventional enough beneath the skin, being built on a separate chassis - in essence a shortened and narrowed MkV frame - featuring independent front suspension by means of wishbones and torsion bars, a live rear axle, and drum brakes all round. The fact that the major mechanical components were already in existence meant that development centred on the body. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the latter was conceived as a coachbuilt aluminium structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

Although conceived as a low-volume model, the XK120 proved considerably more popular than expected, the resulting demand for what was then the world's fastest production car taking its maker by surprise.



It was immediately obvious that the ash-framed alloy coachwork – hand built in the best vintage tradition – would have to go and the XK120 was re-engineered in steel after 240 cars had been completed. The new all-steel panelled body had been developed in conjunction with the Pressed Steel Fisher Company and retained the fabulous looks of the coachbuilt original while differing in minor external details. The steel car's underlying structure was entirely different and it would take some 20 months of development before manufacture could begin.

The car's heart was, of course, the fabulous XK engine. Conceived in wartime and intended for Jaguar's post-war range-topping saloon, the 3.4-litre six embodied the best of modern design, boasting twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings, and a maximum output of 160bhp. When installed in the lightweight XK120, the result was a car with a phenomenal power-to-weight ratio and blistering performance. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949 on the Jabbeke to Aeltre autoroute in Belgium, an example with its hood and side screens in place recorded a speed of 126.4mph, and 132.6mph minus its weather protection and equipped with an under-tray!

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed and for customers who found the standard car too slow there was the Special Equipment package, which boosted power from the stock 160 to 180bhp.

With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising. From launch until the end of production in the autumn of 1954 the XK120's popularity never slackened, especially in overseas markets that took over 85 percent of total output. The XK120 would prove to be the most popular of the XK series with 12,078 examples built.

Purchased as a restoration project by the retired owner in 2009, this XK120 roadster has been fully restored by his personal mechanics and converted from left- to right-hand drive in the process. The accompanying Jaguar-Daimler Heritage Trust certificate reveals that the car (chassis number '673343') was despatched to the distributor Hoffman in California, USA in January 1953. It was the owner's intention that the car should drive perfectly so the original, bent chassis was replaced with a new one supplied by marque specialists A1XK's of Stoke Golding, Leicestershire (hence the DVLA-issued chassis number).

Both the interior and electrics were renewed during restoration, and the chassis upgraded with disc brakes, wire wheels and Koni telescopic shock absorbers. Finished in Old English White with red leather interior, '547 YUM' was completed in 2012 and is described by the private vendor as in generally excellent condition. The car is offered with numerous parts invoices, (copy) old-style logbook, a quantity of expired MoT certificates and Swansea V5 registration document.

£60,000 - 70,000

€71,000 - 83,000

Photo credit: Simon Clay

340

1931 Lagonda 2-Litre Low Chassis T2 Tourer

Registration no. RX 8493

Chassis no. OH9900

Engine no. OHL2 1073

Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. The latter abandoned the firm's traditional in-unit gearbox in favour of an amidships-mounted transmission, but of greater technical interest was the engine. Designed by Arthur Davidson, the 2-litre 'four' featured twin camshafts, mounted high in the block, operating inclined valves in hemispherical combustion chambers.

Power output of this advanced design was a highly respectable 60bhp. For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors. The Speed Model had resulted from the factory's Le Mans effort of 1928, when the 2-Litre 'high chassis' driven by Andre D'Erlanger and Douglas Hawkes had finished 11th overall in the 24-Hour endurance classic. A classic example of racing improving the breed, the 'low chassis' 2-Litre possessed markedly superior handling characteristics courtesy of its lower centre of gravity.



For all its virtues, Davidson's engine was limited by its tortuous induction tracts and in 1930 a supercharged version was introduced to overcome this deficiency. The 'blower' was mounted vertically in front of the engine, which was fitted with a stronger crankshaft, while a 3-Litre rear axle beefed up the transmission. A Powerplus supercharged was specified at first, but most 'blown' 2-Litres came with a Cozette. Thus equipped, a 'low chassis' 2-Litre was capable of up to 90mph. Overheating though, could be a problem, and many owners ended up removing the blowers.

Known as 'Persephone', this particular low chassis 2-Litre carries the factory's Weymann-type, fabric-covered open tourer coachwork. The bodywork had already undergone restoration (in the early 1980s) when the car was acquired by the current owner in 1988 from one Stephen Lewis, who had owned it for five years. The vendor had a lot of fun with his 2-Litre for the next 12 years and then in 2000 decided to have the engine fully rebuilt, a process that has taken another 13 years to complete.

Undertaken by the Vintage Carriage Company of Lingfield, Surrey, the engine rebuild was finished earlier this year, as were overhauls of the dynamo and magneto, while the clutch was rebuilt in 2012. Some 32 hours of static testing have been completed but the engine will require further careful running in. The special tools manufactured to assist with rebuild are included in the sale. Departures from factory specification include the oil filter system, an electric fuel pump (original Autovac with car) and SU carburettors. The latter were fitted prior to acquisition (replacing the original twin Solex arrangement). The engine rebuild cost almost £198,000 (not a misprint!) as evidenced by numerous supporting bills, detailed work sheets and a photographic record running to several hundred images, all in bound files.

'RX 8493' is finished in British Racing Green/black with green leather interior and comes complete with side screens (new in 1987 and virtually unused). The car is taxed/MoT'd to March 2014 and is offered with Swansea V5 document and the aforementioned restoration records. A rare survivor of this desirable Lagonda model, 'RX 8493' represents an opportunity to acquire a well preserved example one of the finest British sporting cars of its day, fresh from a total, no-expense-spared engine rebuild.

£60,000 - 80,000

€71,000 - 94,000





341

Jaguar D-Type Replica

Chassis no. 301299BW

Engine no. ZA4083-8



'This 190mph technical masterpiece, designed, built and prepared totally within Jaguar, was to achieve a hat-trick of spectacular Le Mans victories in the 1950s.' - Paul Skilleter, *Jaguar: The Sporting Heritage*.

Jaguar's multiple Le Mans wins in the 1950s - twice with the C-Type and three times with its D-Type successor - as well as numerous victories in the other great classic endurance events, have ensured a continuing healthy demand for replicas of these rare and exotic sports-racers.

This particular replica of Jaguar's legendary Le Mans-winning D-Type uses a body/chassis kit supplied by Realm Engineering, this being the name of the company that developed the highly acclaimed LR Roadsters RAM replicas of the AC Cobra as well as its own versions of the Jaguar C-Type, D-Type and XKSS. Based almost exclusively on Jaguar running gear, unlike some of its rivals, the RAM LM was described by *Kit Cars & Specials* magazine as having 'undisputed mechanical integrity,' and was reckoned 'one of the most desirable replicas we have yet laid our hands on.'

The factory claimed a performance, depending on engine tune, of 0-60mph in approximately 5.9 seconds and a maximum speed in overdrive top approaching 150mph, stunning figures even by today's standards. Constructed around a tubular-steel backbone spaceframe chassis, the LR Roadsters D-Type featured steel-braced glassfibre bodywork in the long nose, long fin, passenger-carrying style with full-width windscreen first seen on the works Le Mans cars in 1955.

Purchased from a deceased's estate around one year ago the replica is powered by a 4.2-litre XK six, which is coupled to a Jaguar Mk2 overdrive gearbox. All the mechanical work has been done and the body painted, leaving the electrical wiring and interior trim still to do. The engine has not been run since it was rebuilt at a cost - we are advised - of £5,000. Left uncompleted because of its owner's advancing years, the car is offered with sundry restoration paperwork, no registration document and sold strictly as viewed.

£10,000 - 12,000

€12,000 - 14,000



342

c.1967 Ford Mustang Convertible

Registration no. NOY 83E
Chassis no. 27 023 7103A212222

'The Mustang can be tailored to be anything from a gentle in-town ladies' car to an impressive 130mph highway performer. Undoubtedly its almost infinitely variable personality is one of the car's chief attractions...' - William S Stone, *'The Ford Mustang'*.

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Brainchild of Lee Iacocca - subsequent saviour of the Chrysler Corporation - the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. This remarkable debut was followed by a staggering 524,791 sales in 1965, earning Ford a fortune.



The secret of the Mustang's success was a broad appeal that extended beyond the target market thanks to a great value-for-money package combining sporty looks, decent economy and brisk performance. Mustangs could be ordered in specifications ranging from six-cylinder 'economy' to V8-powered luxury, while customers could choose from an extensive range of factory options, with the result that seldom are two Mustangs identical.

This V8-engined Mustang convertible is highly unusual in so far as it is of right-hand drive configuration. Ford USA did not build any RHD Mustangs but it is known that Ford of Australia imported a limited number in the mid/late 1960s and converted them using locally made Falcon/Fairlane components. In more recent times various specialists have offered conversions, Desert Classic Mustangs of Scottsdale, Arizona being one such. It is not known who was responsible for this particular car, which was already RHD when it came into the current owner's possession some 25 years ago. Restored at that time by the current vendor, it has remained in storage ever since and is described as in generally serviceable condition, with excellent paintwork benefiting from a partial re-spray. This vehicle is offered with a Swansea V5 document.

£16,000 - 20,000
€19,000 - 24,000



343

Left-hand drive

The ex-World Cup Rally, British Army Team, works 1970 Trident Venturer Coupé

Registration no. VAD 30H
Chassis no. TBL-144-709-MR
Engine no. A000/114/301

The unique Venturer coupé offered here was purpose built by the Trident works to compete in the 1970 London to Mexico World Cup Rally and driven on that event by a British Army team. The Trident Venturer was a development of the Clipper that had started out as a Trevor Fiole styling exercise commissioned by TVR and first exhibited at the Geneva Salon in 1965. When the Blackpool-based sports car maker went through one of its many financial crises the Clipper project was sold to Bill Last, one of its dealers. Early Clippers used the TVR Grantura chassis before Last switched first to the Austin-Healey 3000 frame and then to that of the Triumph TR6 for the related Venturer and Tycoon models. Ford's 3.0-litre 'Essex' V6 engine was used in the Venturer and the 2.5-litre fuel-injected Triumph TR6 unit in the Tycoon. It is estimated that Trident built approximately 225 cars of all models between 1967 and 1978.

'VAD 30H' incorporates a number of special modifications including a strengthened chassis and an impressive roll cage that serves as an integral part of the car's reinforced chassis/body assembly. Trident also equipped the car with suitably 'beefed up' suspension (coil and wishbone front, semi trailing arm rear), dual circuit brakes and increased ride height, all of which, together with left-hand drive, were considered prerequisites for the 16,000-mile adventure ahead.

'VAD 30H' was entrusted to Captains Marriott and Dill of the 21st Lancers and Royal Green Jackets respectively, both of whom were veterans of the 1968 London to Sydney Marathon. This car is known in rallying circles as 'The Flying Picasso' for its multi coloured paintwork depicting the World Cup and various footballers, painted on a green base.



However, the night before the race there were worries that green may be unlucky and so Bill Last's wife hand-painted over it in white. Despite a promising start and good progress through mainland Europe, the car was damaged by a rock in Yugoslavia and, like many of the competitors, never made it to Mexico. Forced to turn back, the intrepid Army officers maximised their duty free allowance by filling the large washer bottles with gin before heading home!

The Venturer faded into obscurity after the race and was rediscovered a few years later in an East Anglian farmyard, minus its engine and gearbox. It was later restored and given a thorough mechanical overhaul, fitted with a Ford RS 3.1-litre V6 (incorporating Powermax pistons and gas-flowed cylinder heads) and a five-speed gearbox. Rewired and its brakes refurbished, the car was given a clean bill of health. Left untouched cosmetically, it retains both its original, though somewhat scruffy, interior and distinctive multi-coloured 'World Cup' livery.

Crewed by famed navigator Rodney Carter and driver George Holt, 'VAD 30H' later participated in the 2004 Monte Carlo Winter Challenge in which it finished 5th in Class 9 despite being handicapped by a wheel bearing failure early in the event. Running well and sounding awesome, this unique and historic 'works' rally car will be driven to the Hendon sale. It is offered with history file, sundry paperwork, MoT to July 2013 and Swansea V5 document. A spare set of rally wheels shod with snow tyres is included in the sale.

£18,000 - 22,000

£21,000 - 26,000



344

1955 Alvis TC21/100 'Grey Lady' Mulliner Saloon

Registration no. OOR 353

Chassis no. 25900

Engine no. 25900

A replacement for the preceding TA21, the 1953 launched Alvis TC21 sports saloon employed the same 2993cc capacity straight six ohv engine. Although with twin SU carburettors, improved cylinder head design with 7.1:1 compression ratio and more efficient manifolding, power output increased to 93bhp at 4000rpm. While Tickford produced the drophead coupe, Mulliners of Birmingham built the 4-light, 4-door, 4/5-seat saloon version, production only coming to an end in Coventry in 1955, when Mulliners were exclusively contracted by Standard-Triumph.

Automobile engineering genius Alec Issigonis, who had joined Alvis from Morris, helped develop the high performance TC/100 version of the 3-litre saloon, which was marketed as 'The Grey Lady' with Dunlop wire wheels and special paintwork. With higher 8.0:1 compression ratio, the '100' was rated at 100bhp, enabling it to run a 3.77:1 final drive, rather than the 4.09:1 standard ratio, and achieve 0-60mph in 15.4sec and a 100.1mph top speed when road tested by *Motor* magazine.

Alvis Owners Club records confirm that 25900 was not only one of the 452 Mulliner Saloon TC21/100s, but was also the 8th chassis from the end of production in 1955, when originally supplied with heater, but without air scoop on the bonnet and on steel wheels with hubcaps to first owner and Alvis Director William Edward Harcourt MP. The second Viscount Harcourt became Economic Minister at the British Embassy in Washington, Chairman of Morgan Grenfell and UK Executive Director of the International Monetary Fund.



Inevitably therefore, with such an impressive portfolio of directorships to manage, the Hampshire registered 'OOR 353' was mainly driven by Harcourt's chauffeur John Sturney, who regularly drove it to Alvis for servicing.

On Harcourt's death in 1979 at 37,000m, ownership passed to another politician, Sir Michael McNair-Wilson MP, who reportedly only drove the Alvis during the summer months, storing it in the House of Commons heated underground car park in winter. Following his demise, by when the mileage had risen to 53,500, marque specialists Red Triangle sold the car to third owner Paul Crick, whose son Adam Crick inherited it in 2003 with 63,100m displayed and sold it on to fifth owner Gordon Boyes in 2005 with 64,300 mileage. When the most recent MOT test certificate was issued in December 2012, almost certainly the total mileage from new was recorded as being 81,430.

The previously restored car presents well with panels, paint in originally supplied maroon with gold coachlining and chrome all in excellent order, engine and ancillaries extremely clean and tidy, and while headlining and carpets have been renewed and woodwork refreshed, the acceptably patinated seat leather in fawn would appear to be original. Two leather bound history files, containing original Alvis 3-Litre instruction manual, spare parts catalogue and OC chassis records, are also exceptionally well stocked.

£17,000 - 22,000

€20,000 - 26,000



345

1969 MGC GT Coupé

Registration no. WFD 202H

Chassis no. GCD1/4915G

Engine no. 29GRCH3283

Conceived as replacement for the ageing Austin-Healey 3000, the MGC debuted in 1967 powered by a new 2,912cc, six-cylinder engine designed for the Austin 3-Litre saloon. Compared to the Austin-Healey six, the new seven-bearing unit was both lighter and shorter but nevertheless represented a significant increase in bulk over the MGB's 1.8-litre, four-cylinder unit.

Persuading the larger engine into the existing MGB bodyshell resulted in a number of significant changes, not the least of which was the adoption of a new front cross member and torsion bar springing for the front suspension, while the bonnet was given its characteristic bulge. Synchromesh was added to the four-speed manual gearbox's first gear and there was also the option of Borg-Warner automatic transmission.



Although somewhat less agile than the lighter MGB, the 'C' nevertheless excelled as a Grand Tourer, its high axle ratio and lazy engine - 100mph equates to just 3,750rpm in overdrive - making for effortless high-speed cruising. The overdrive-equipped example that *Autocar* had on test in 1967 also proved significantly more accelerative, reaching 60mph in 10.0 seconds, some 3 seconds quicker than the 'B'. Better appreciated now than in its heyday, the MGC lasted for just two years, production ceasing in 1969 after around 9,000 cars had been built.

This MGC GT was purchased from a Mr Simon Wood of Millbrook, Southampton in 2011. Unfortunately, the history file is said to have been mislaid during a house move and the only documentation available consists of two expired MoT certificates and a service bill from December 2008. Nevertheless, we are advised that the recorded mileage of 52,000 is believed genuine. 'WFD 202H' has been re-sprayed because of faded paintwork but retains its original interior, the latter preserved in exceptional condition. The car is offered with current MoT and Swansea V5 document.

£6,500 - 7,500

€7,700 - 8,800



346

1990 Lister Jaguar XJ-S 7.0-Litre Le Mans Cabriolet

Registration no. H969 GGM

Chassis no. 073LJ01LMC

Engine no. LP125/70LSC

One of the most illustrious names in sports car racing history, the Lister-Jaguar, designed by Brian Lister, swept almost all before it during its first full racing season in 1957, and in recent years cars bearing the Lister name have been a major force in GT racing worldwide. From the early 1980s the name has also graced some of the world's fastest road cars, after an agreement first with BLE Automotive and then WVP Automotive saw highly modified XJ-S models marketed as Lister-Jaguars.

This Lister Jaguar is the first of only five that were manufactured in 1990 using brand new XJ-S Convertibles as the basis. The car is powered by a Lister-converted 7.0-litre V12 engine equipped with twin Albrecht mechanically driven superchargers. Its stupendous power – 604bhp – is transmitted via a Ferrari clutch and a five-speed manual transmission to oversize (335x30x18) Goodyear F1 tyres. Almost certainly the most powerful British passenger car at the time of its construction, the Lister cost a staggering £167,000 when new, getting on for five times the price of the donor XJ-S!



'H969 GGM' has featured in various motoring journals including *Autocar* and *Jaguar Quarterly* while the Lister's 200mph top speed also earned it a place in the *Guinness Book of Records*. The car spent the first five-or-so years of its life with the first private owner, during which period the engine was changed, and then in January 1996 returned to Lister, whose proprietor Laurence Pearce used it as his own for a while. The next listed owners are David Stewart of Wimblington, Cambridgeshire, during whose ownership the car was featured in *Jaguar Driver* (July 2000 edition) and Hans Glaser of Fiddington, Gloucestershire, who acquired it in May 2002. The current (sixth) owner acquired the Lister in December 2008.

Re-sprayed last year, the Lister is finished in blue with blue-piped cream Connolly hide interior, the latter featuring Recaro seating and '200mph' speedometer. This rare British supercar is offered with old-style logbook, service booklet, DVLA owners list, sundry invoices, some expired MoT certificates, Swansea V5C document and current MoT. Currently displaying a total of only 23,961 miles on the odometer, 'H969 GGM' represents an exciting opportunity to acquire a unique car possessing an exceptional specification and some very special features, as well as a direct link with one of the greatest of Jaguar exponents.

£18,000 - 22,000

€21,000 - 26,000



347

1949 Triumph Roadster 2000 Convertible

Registration no. RAS 221

Chassis no. TRA1985

Engine no. V8275



Thanks to its use by TV's fictional Jersey detective Jim Bergerac, few post-war classics are as instantly recognisable as the Triumph Roadster. A landmark model in the history of the Coventry firm, the 1800 Roadster was one of the first post-war designs to bear the Triumph name. Standard was already supplying Jaguar with a 1,776cc overhead-valve engine and four-speed gearbox for the latter's 1½-Litre saloon, and these were chosen for the new car. The chassis - an all-new design featuring independent front suspension - comprised two large-diameter steel tubes joined by cross braces.

Styled by Standard's Frank Callaby, the Roadster's elegant alloy-panelled body was unusual in retaining the dickey seat that had been a feature of the pre-war Triumph Dolomite Roadster Coupé. Launched in March 1946 alongside its sister car, the 1800 Saloon, the Roadster was not revised until 1948 when it received the 2.1-litre engine, three-speed gearbox and rear axle of the newly introduced Standard Vanguard, which would also be used in Triumph's TR sports cars. When Roadster production ceased the following year a total of 4,501 of these characterful cars had been built.

Previously registered 'GUY 54', this Roadster 2000 was owned from March 1978 to at least July 2001 by Guy Talbot, whose fascinating account of his time with the car is on file (perusal recommended). The obviously very enthusiastic and fastidious Mr Talbot evidently spent to a lot of time bringing the Triumph up to scratch, including having a new radiator core made (1998), overhauling the braking system (1999) and having the engine rebuilt twice, most recently in 1999 when a new crankshaft was installed. He also replaced many incorrect parts, carried out extensive cosmetic improvements and had the interior refurbished.

In more recent times the Triumph has formed part of a private collection in the Republic of Ireland. The car is offered with Irish registration papers, some old MoT certificates and a copy of its Swansea V5 document. The DVLA has confirmed that it is still registered, and a new V5C is expected to be available at time of sale. Described as in generally good condition, this delightful Triumph Roadster affords the prospect of enjoyable summer motoring in not inconsiderable style.

£22,000 - 26,000

€26,000 - 31,000



348

1961 Austin Mini Seven Saloon

Registration no. 478 TPE
Chassis no. AA2S778868
Engine no. 8AMU66867

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 enabled Issigonis to create a trend-setting masterpiece of automotive packaging.

BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. 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.

This early Mini was purchased new from Comerford's of Thames Ditton by a Mr Hampton, passing in 1988 to the second owner, who registered the car at his own address but under his brother-in-law's name.



He used the Mini for around six months before having two new wings and a floor pan welded in and the car fully re-sprayed by Chamberlain's Coachworks of Surbiton, Surrey. Parked outside for around 12 months following the re-spray, '478 TPE' was subsequently kept garaged and used only once or twice annually. A total of only 64,000 miles is recorded on the odometer.

The car was purchased by the current vendor at Bonhams' Harrogate sale in November 2012 (Lot 502) and since acquisition has been re-sprayed in its original grey livery and re-trimmed using the correct material supplied with it, while all brightwork and missing parts have been replaced. New carpets have been fitted, interior fittings replaced as required and the engine bay detailed. Now restored to its former glory, this delightful early Mini comes with its original warranty card, workshop manual, current road fund licence, MoT to March 2014 and Swansea V5 registration document.

£6,500 - 7,500
€7,700 - 8,800

349

Believed circa 12,100 miles from new
1941 Lagonda V12 Sedanca de Ville
Coachwork by Thrupp & Maberly

Registration no. JPH 575

Chassis no. 16046

Engine no. 16046

'In making an evaluation of the better British cars, the Lagonda V12 certainly must be considered an excellent design and one that contributed to raising the state of the art - not forgetting, of course, that it probably should be considered W O Bentley's masterpiece.'
- *Road & Track*, October 1978.

A quite remarkable piece of automotive engineering, the W O Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100mph in standard tune. Not only that, but the magnificent, 4.5-litre, V12 engine produced sufficient torque to endow the car with a walking-pace-to-maximum capability in top gear.

First seen in 1936, the Lagonda V12 did not commence deliveries until 1938 and only 189 had been built before the coming of WW2 ended production. The advanced chassis employed double-wishbone independent front suspension and was available with a varied choice of coachwork, including limousine. As usual, the short-chassis Rapide roadster provided even more performance.

An imposing sight from any angle, 'JPH 575' wears sedanca de ville coachwork by the respected London-based firm of Thrupp & Maberly, a concern noted for a succession of coachbuilding innovations during the 1920s and 1930s.



Thrupp & Maberly could trace its origins back to the 18th Century and was responsible for some of the earliest motor car bodies built in England. It became part of the Rootes Group in 1925 but continued to build bodies for Rolls-Royce, Bentley and Humber chassis.

Erected on the medium (11' 0" wheelbase) chassis, 'JPH 575' was first registered by Lagonda Motors on 13th March 1941, passing immediately to the first owners, Jack Olding & Co Ltd whose business during the Second World War was the modification of tanks and tractors. Thereafter it passed into the hands of dealers Jack Barclay Ltd before moving on to another member of the trade, Warwick Wright Ltd of 150 New Bond Street, London. The next entry in the logbook is almost a year later when the Lagonda moved to what is believed to be another trade owner, Frank Cowley of Deansgate, Manchester.

Soon after, in May 1947, the V12 found a permanent home with Margaret Walker of Accrington. It was here that the car caught the attention of its late owner, who worked for the same company and was able to purchase 'JPH 575' from his senior colleague in June 1969, keeping it until his recent death. Entries in the original logbook suggest that the Lagonda has had only three private owners from new, with the rest being members of the motor trade.

The odometer reading of circa 12,100 miles is believed to be correct, although there is no direct documentary evidence for the figure. After purchase by the late owner, 'JPH 575' seems to have enjoyed only limited use for a few years before being laid up (possibly around 1972). In 1984, in order to use the Lagonda for a family wedding, the owner decided to re-commission the car and it was passed to a local specialist for the required work, which cost over £8,000 (invoices on file). Items receiving attention included the water pump, one cylinder head, exhaust system and brakes, while the fuel tank was renewed and windscreen washers installed to meet MoT requirements. The car successfully completed not only this first family wedding but also a further two, and remained in limited use until 2000 when it was again laid up in dry storage.

The 1984 re-commissioning also included refinishing a small area of paintwork, while in 1988 the front seat squabs were re-covered and the windscreen replaced (bills on file). The aforementioned work apart, this magnificent Lagonda V12 remains in remarkably original condition. Accompanying documentation comprises the aforementioned original logbook, 12 old tax discs, sundry invoices, miscellaneous paperwork and Swansea V5C registration document. 'JPH 575' is presently on SORN and will require re-commissioning before returning to the road.

£40,000 - 60,000

£47,000 - 71,000



350

1929 Bentley 4½-Litre Tourer

Registration no. VM 6475

Chassis no. FB3324

Engine no. XF3513



W O Bentley proudly debuted the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-litre 'Silent Six', led to the introduction of the '4½'.

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-'head' architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre.

Bentley Motors lost no time in race-proving its new car. It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's Grand Prix d'Endurance at the Sarthe circuit. The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up.



The 4½-Litre was produced for four years, all but nine of the 665 cars made being built on the 3-Litre's 'Long Standard', 10' 10"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required. The car offered here - chassis number 'FB3324' - was despatched from the Cricklewood works late in 1928 bound for coachbuilders Freestone & Webb where it was bodied as a Weymann-type all-weather saloon. On completion the Bentley was registered 'VM 6475' on 8th January 1929.

Factory records held by the Bentley Drivers Club afford a fascinating insight into the comprehensive warranty offered by Bentley Motors, which included replacing this car's chassis later in 1929. As was typical at the time, this sporting Bentley was subjected to energetic use in its early life and onwards into the 1930s and '40s.

By the time 'VM 6475' was 20 years old the body was completely worn out and so was removed, the chassis being re-bodied in Vanden Plas 'Le Mans Replica' style. The BDC has photographs taken around this time of the car being used in competition.

Soon afterwards, the original engine ('RL3427') was removed and replaced with a 3-Litre unit ('SR1407'). The car was still in this configuration when it was offered for sale by Jack Bond Vintage Autos and purchased by the current vendors in November 1960. Some ten years later a correct 4½-Litre engine ('XF3513') was acquired and it was decided to undertake a complete strip-down and rebuild. The chassis was sent to Messrs Rubery Owen for restoration and the steering gear and rear axle were completely reconditioned. Then progress slowed and in 1976 the task was entrusted to specialist restorer, Ian Lock, who at that time was working at Fergus Engineering near Spalding in Lincolnshire.

Completed in 1976, the comprehensive rebuild included fabricating a new body in the style of the preceding one but to a very much higher standard. Since then, only running repairs have been necessary. These have included relining the clutch, rebuilding the water pump and overhauling the magnetos. 'VM 6475' has been used regularly for the last 36 years, including various VSCC rallies in recent times, but has not covered a huge mileage and remains in generally very good/excellent condition, nicely patinated and running perfectly. MoT exempt, this most delightful '4½' is offered with old-style logbook, sundry restoration invoices, current road fund licence and Swansea V5 registration document.

£350,000 - 400,000

€410,000 - 470,000



Photo credit: Simon Clay



351

Left-hand drive

1971 Jaguar E-Type Series 2 4.2-Litre Roadster

Registration no. MRD 895J

Chassis no. 2R13621

Engine no. to be advised



'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.'

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed.



Photo credit: Simon Clay

The 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 preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 'family friendly' 2+2 coupé variant on a longer wheelbase. With the increased length and rear seats came greater headroom, more luggage space, improved heating/ventilation, and optional automatic transmission.

Changes to US safety and emissions legislation prompted the revised Series 2 of 1968. The headlight fairings were deleted and enlarged side and rear lights adopted, while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column, and rocker switches in place of the earlier toggles.

This left-hand drive E-Type roadster served as a demonstrator at British Leyland Motors of Leonia, New Jersey and comes with its original bill of sale. The car was purchased from the original owner, who had used it very little during his ownership, and imported into the UK in 2012. It comes with the original owner's letter and stamped Jaguar Service Record verifying the recorded mileage of only 35,000. Re-sprayed in the 1990s, the car still presents well today and drives superbly.

Finished in Primrose Yellow with black leather interior, the latter showing wear commensurate with age and mileage, this very well preserved and highly original E-Type roadster is offered with the aforementioned documentation, current road fund licence, MoT to February 2014 and Swansea V5, and comes complete with owner's manual, lubrication charts, tools and jack.

£50,000 - 55,000

€59,000 - 65,000





352

1960 Morris Mini Minor De Luxe Saloon

Registration no. XFU 200
Chassis no. MA2S4/39812
Engine no. 8AUH-48175

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. 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.



By the time production ceased in 2000 a total of 5,387,862 Minis of all types had been built worldwide making it the most successful British car of all time. At the turn of the millennium the Mini was voted 'European Car of the Century', only losing out to the Ford Model T for the 'World' title.

Manufactured in August 1960, this beautiful Morris Mini has just undergone a painstakingly detailed restoration to former glory, a process that began in 2010 and was only completed in January of this year. The car retains a large percentage of its original parts, including the voltage regulator complete with factory sticker, and is much the same now as when it rolled out of the Cowley works more than half a century ago. With all work completed, including rebuilds of the engine and gearbox, all there is left for the fortunate new owner to do is enjoy the car.

We are advised that 'XFU 200' has covered a genuine 59,537 miles from new and has a true joy to both drive and own. Finished in Cherry Red with red/grey interior, the car is offered with restoration invoices, current road fund licence, Mot to April 2014 and Swansea V5 registration document.

£9,000 - 12,000

€11,000 - 14,000



353

Current ownership since 1964

**1938 MG Midget TA Drophead Coupé
Coachwork by Tickford**

Registration no. MSJ 892

Chassis no. TA 2610

According to information provided by the Tickford Register, this TA Midget was first registered to the Axminster Laundry Company as 'DVB 269'. After extensive enquiries, the vendor succeeded in tracing the original owner who was by then into his 80s but remembered the car clearly. He had ordered it at the London Motor Show and clearly remembered the exterior - blue with a silver-grey hood - because it always attracted attention. He also recalled that he had the green faced instruments changed for black ones. The owner and his wife thoroughly enjoyed using the MG for a year or so until he was called up for military service. By that time his wife was expecting their first child and so the car was put on blocks for the duration.

When he returned, the Midget proved too small for his enlarged family so it was advertised and sold to a motor trader from London's Warren Street. The car's history is unknown from 1946 until 1963 when it was bought in Hemel Hempstead by Robert Knight, a friend of the current vendor. The latter purchased the MG from Mr Knight in 1964 and by late 1965 had returned it to roadworthy condition.



The MPJG engine was not the original unit and while it took the Midget around the British Isles for two years, could never be described as 'sporting'. It was also unreliable, frequently overheating, so in late 1967 was replaced with the superior 1,250cc XPAG engine from a 1952 YB (also fitted to the subsequent T-series Midgets). The crankshaft was re-ground, the internals lightened and balanced, and the engine tuned. The tuned XPAG transformed the car, making it much more fun to drive. More importantly, it proved outstandingly reliable, running beautifully for well over a quarter-century, usually carrying two or three children all around the UK and Europe, often towing a large camping trailer.

Known as 'Teufel' (devil), the car has never broken down since the XPAG's installation and over the years has attended many International MG Car Club meetings. Photographs of it carrying the registration '2 EVE' were featured in the 2006/9 copies of the Tickford TA/TB Registry Book.

'MSJ 892' has been extensively rebuilt to a high standard, including chassis refurbishment by marque specialists Brown & Gammons and the installation of a Shorrock supercharger. The bulk of the work has been done and numerous parts accumulated (detailed list available, perusal recommended). However, other projects and a recent health issue have made the vendor decide to sell the car for someone else to complete and enjoy. Offered with sundry bills and Swansea V5.

£17,000 - 20,000

€20,000 - 24,000



354

Left-hand drive

1957 Jaguar XK150SE 3.4-Litre Coupé

Registration no. 325 YUT

Chassis no. S834046BW

Engine no. V1068-8



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster not appearing until the following year. At 190bhp, the engine's maximum power output was the same as the XK140's so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively.

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

A sought after 'Special Equipment' model fitted with the automatic gearbox, this left-hand drive XK150 coupé was imported from the USA in 2012 and is a 'black plate' California car (that is to say, it was sold new in that State). Partly restored when acquired, it has been completed by the vendor and presents well, though the paintwork could be improved with further detailing. A new interior has been fitted including new seats, headlining, door cards and carpets. Driving well, the auto 'box making for relaxed progress, this refined XK150 could be used 'as is' or treated as a solid basis for further improvement. The car is offered with sundry restoration invoices and Swansea V5 document.

£24,000 - 26,000

€28,000 - 31,000



Photo credit: Simon Clay

355

Left-hand drive

1970 Porsche 911T 2.2-Litre Coupé

Registration no. KRX 869H

Chassis no. 9110100359

Engine no. to be advised

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 litres and, in turbo-charged form, put out well over 300 horsepower.

The first of countless up-grades came in 1966 with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp, the increased urge raising top speed by 10mph to 135mph. A lengthened wheelbase introduced in 1969 improved the 911's handling, and then in 1970 the engine underwent the first of many enlargements - to 2.2 litres.



The 911T (Touring) had been introduced as a new base model in 1967, initially with the 2.0-litre engine in 110bhp form before gaining the 2.2-litre unit, along with the rest of the range, in 1969. The T's power output then was 125bhp, increasing to 130bhp with the introduction of the 2.4-litre engine for 1972. Tenacious adhesion, responsive steering, very good flexibility, superb brakes, meticulous finish and a solid, unburstable feel were just some of the virtues praised by *Motor* magazine in its test of a Porsche 911T in 1973. The model was discontinued that same year.

A left-hand drive model equipped with the desirable and rare four-speed manual gearbox, this restored 911T was imported into the UK in 2012 and first registered in this country in January 2013. The car benefits from a recent engine top-end overhaul (completed in March 2013) and is described as in generally good condition and driving very well, although capable of some cosmetic improvement. Finished in red with patterned fabric interior, the car is offered with current MoT and Swansea V5C registration document.

£22,000 - 25,000

€26,000 - 30,000

356

Left-hand drive

1958 Mercedes 300SL Roadster

Registration no. 606 EXD

Chassis no. 198-042-10-002405



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

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

Half expecting the long-awaited 300SL to provide an anti-climax, *R&T* were delighted to find the new car, 'far beyond our wildest expectations. In fact, we can state unequivocally that in our opinion the 300SL coupe is the ultimate in an all-round sportscar. It combines more desirable features in one streamlined package than we ever imagined or hoped would be possible. Performance? It accelerates from a dead start to 100mph in just over 17 seconds. Dual purpose? A production model 300SL can make a very acceptable showing in any type of sportscar competition. Yet the car is extremely tractable and easy to drive in traffic. Comfort? The fully enclosed 300SL is the most comfortable (and safe) high-speed 'cross-country' car built today.' Its racing parentage notwithstanding, the 300SL was and remains a thoroughly practical automobile, as civilised in city driving as it is exhilarating on the highway.

Clearly the 300SL Coupé would be a hard act to follow yet the Roadster version, introduced just three years later, succeeded in bettering its closed cousin's already exemplary road manners. Built with conventional doors, the 300SL Roadster was first exhibited at the Geneva Salon in May 1957 and was an immediate hit with the 1950s 'jet set' including royalty, actors and socialites.



The production of an open 300SL involved altering the cockpit area, where the spaceframe was redesigned to permit lower sills for improved access. At the same time the rear suspension was changed to incorporate low-pivot swing axles. The 300SL Roadster sold well for a car that cost more than a Ferrari 250GT California Spyder, and would outlive the 300SL Coupé by several years.

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

The iconic 300SL roadster on offer here is a very nice example that has been in a private collection since 2005. It has been well maintained and improved with regular servicing and maintenance carried out by such notable specialists as O'Keefe Restorations and Gordon Dale.

Very rare and highly desirable, this 300SL is offered today in truly beautiful order, having been the subject of a superior cosmetic restoration in 2012. In addition, the rear axle was rebuilt along with the injection pump and injectors, while a new high-capacity aluminium radiator was installed and the gearbox rebuilt with new bearings. Beautifully presented in the correct and original factory-coded white with black leather upholstery and black hood, the latter in excellent condition, this 300SL starts easily and drives like it should with impressive performance and strong brakes. '660 EXD' is supplied with a history file containing bills and receipts, UK V5 registration document, MoT to September 2013 and (free) historic road fund license. A stunning, show-class example of the iconic 300SL in roadster form, this is a highly desirable motor car that would make an exhilarating yet extremely practical touring companion. Indeed, there cannot be many better ways of travelling to a classic event, taking part and driving home.

£450,000 - 500,000

£530,000 - 590,000





Photo credit: Tom Wood



Photo credit: Simon Clay

357

Left-hand drive

1958 MGA 1500 Coupé

Registration no. 326 YUT

Chassis no. HND4338508

Engine no. to be advised

Although MG's EX182 prototype had debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalised, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine. Initially the latter produced 68bhp at 5,500rpm, although this was later raised to 72bhp at the same revs to further improve performance. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

For many enthusiasts though, particularly those living in Northern Europe, a closed car made more sense than an open roadster, and right from the start the factory offered an optional hardtop, which was followed in October 1956 by a proper fixed-head coupé.



The new fixed roof closely followed the lines of the detachable hardtop while additional refinements included wind-up windows, quarter lights, outside door handles, special seats and door trims, map pockets, vinyl-covered dashboard and a carpeted stowage shelf behind the seats. The additional weight of its steel roof and superior interior appointments meant that the coupé's acceleration suffered a little, although this was offset by a higher, 100mph-plus top speed courtesy of superior aerodynamics, making it the first production MG to top the magic 'ton'.

This left-hand drive MGA coupé was restored in the USA in 2001, in the course of which it was repainted in its original blue livery and fitted with new chromed bumpers, the original interior being retained. The engine was refreshed at the same time and the car has good wheels and tyres. Described as in generally very good condition and driving very well, this super MGA coupé is offered with Swansea V5.

£12,000 - 15,000

€14,000 - 18,000



358

1917 FIAT 15/20hp Tipo 2B Wagonette

Registration no. KU 2923

Chassis no. 174375

Founded in Turin in 1899 by a group of aristocratic motoring enthusiasts, FIAT (Fabbrica Italiana Automobili Torino) built its first car in 1900 and by the outbreak of WWI was out-producing all of its British rivals. After a succession of small twins and fours, medium and large-capacity models including a number of leviathan racers dominated the FIAT line-up in its early years. Then, in 1908, the firm introduced the 'Taxi', a modest, 2.2-litre, four-cylinder model that would point the firm in the direction of its future prosperity. Intended, as its name suggests, for urban public transport, the Taxi was introduced at a time of economic downturn that made its commercial success all the more welcome.

The Taxi's successor was the Tipo 1, a 1.8-litre four built between 1910 and 1912 alongside the otherwise identical 2.6-litre Tipo 2. After only a couple of years the duo were superseded by more powerful 1A and 2B versions, but whereas the former retained its original engine the latter's was enlarged to 2.8 litres. In this form the Tipo 2B was produced into the early 1920s in both passenger car and commercial vehicle configurations, the latter with a slightly different chassis frame. The commercial Tipo 2B retained the original radiator style when the cars changed to the pear shaped design during 1915, while other differences included detachable disc wheels, doubled up at the rear.



The example offered here is one of the many Tipo 2Bs supplied to the military during WWI. Finished in maroon with black upholstery, it example carries six-door, 12-seater, open wagonette coachwork complete with a cart-type cape hood. The car has the 2,815cc monobloc engine and is to standard mechanical specification with magneto ignition, four-speed gearbox, torque tube transmission, bevel final drive and semi-elliptic springing all round. Fuel feed to the carburettor is now by gravity, the exhaust pressure system having been dispensed with, while other noteworthy features include electric headlights, oil side and taillights, and a large klaxon horn.

'KU 2923' has been known to the FIAT Register for over 45 years since its discovery and restoration in Yorkshire ('KU' is a Bradford mark issued between 1922 and 1926). The accompanying old-style buff logbook (issued 1963) lists Anthony Settingington-Dunning of Huddersfield as owner followed by Arthur Hutt of St Annes-on-Sea, Lancashire from 1974. The vehicle started its civilian career with a van body, the present wagonette bodywork being fitted in the 1960s when it underwent full restoration. Described as in generally good order, 'KU 2923' has been in the vendor's possession since 1983, undergoing further restoration in 1985, and has seen very little use apart from occasional trips to classic vehicle shows. Accompanying documentation consist of the aforementioned logbook, VCC Dating Certificate (issued 1968) and Swansea V5.

£12,000 - 18,000

€14,000 - 21,000



Photo credit: Simon Clay

359

Bugatti Type 35A Replica

Coachwork by Mike King Racing

Registration no. MJU 433

Chassis no. KAJ139669

Engine no. ME76789HE

'Among racing cars it is the 1924 Type 35 Bugatti which tops the list of beautiful cars of the (1920s) period. Some would say it's the most beautiful racing car of all time. Although it underwent detail changes through the years and the radiator was enlarged, its lines were virtually unchanged from its appearance in the Grand Prix of the Automobile Club of France in July 1924, through to its final, 51 version of 1931-32.' - *Autocar* magazine.

For those who yearn for Bugatti-style motoring yet cannot afford the associated expense, a replica is the obvious solution and for many years the classic Type 35 has inspired the construction of numerous lookalikes, some using a mixture of components from other Bugattis, others, like the example offered here, being almost entirely manufactured anew. This well constructed Type 35A replica was built in 1990 by Mike King Racing of Sandwich, Kent, a specialist firm noted for the design and construction of replica Vintage cars including Bentley, Bugatti, Alfa Romeo, ERA, MG and Delage.



Constructed around a Triumph 2000 six-cylinder engine and mechanicals, it features aluminium coachwork, glassfibre mudguards and tail, and wire wheels. The car is finished in blue, of course, with black-upholstered seats to the interior, the latter featuring instruments by Marks of Tunbridge Wells mounted in an aluminium alloy dashboard.

The current vendor purchased the car at Bonhams' sale at the National Motor Museum, Beaulieu in September 2005 (Lot 665), at which time it was described as in good condition having covered circa 5,400 miles since completion. It was said to have driven very well when exercised on a short test run. The vehicle is offered with Swansea V5 registration document.

£20,000 - 30,000

€24,000 - 35,000



360

Left-hand drive

**1948 Peugeot 202 Canadienne
camionnette 'boisée'**

Chassis no. 715608

Engine no. G2X 1839

Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transport in 1885 when it added cycle manufacture to its portfolio. The second oldest motor manufacturer in the world, the company commenced car production in 1889 with a steam-powered tri-car but soon abandoned steam in favour of the internal combustion engine, building a succession of ever larger automobiles before introducing the first of its famous Bébé light cars in 1900.

New for 1939, the Peugeot 202 was powered by a four-cylinder 1,133cc overhead-valve engine coupled to a three-speed synchromesh gearbox with worm drive rear axle. Suspension was independent at the front and the 202 followed the lines of the larger 402, its streamlined styling reflecting the late-1930s preoccupation with passenger-car aerodynamics.



A very rare survivor of an already rare model, the Peugeot 202 offered here is an example of the Canadienne 'woodie' estate car variant. It is believed that only 3,000-or-so Canadiennes were built, at the time costing 50% more than the saloon version.

Attractively finished in maroon with trademark wooden doors and a beige cloth interior, this largely original example started first time on a recent inspection and is described as in working condition, with solid woodwork. The car is offered with French Carte Grise.

£21,000 - 26,000

€25,000 - 31,000



361

1972 Vanden Plas Princess 1300 Saloon

Registration no. WVX 292L

Chassis no. VAS2-34355M

Engine no. 34355



One of the most illustrious of Britain's coachbuilders, chiefly remembered for its sublime vintage Bentleys, the firm of Vanden Plas was acquired by BMC in 1946 and reinvented as a marque some years later. In the 1960s and '70s the name was applied to top-of-the-range versions of Austin-Morris models, most notably the 1100/1300. Vanden Plas in London re-equipped the car with the kind of luxurious interior long associated with the firm, using plentiful wood-veneer trim and leather upholstery, together with a distinctive grille and their own badging. The engine specified was the same twin-carburettor unit fitted to the MG 1100/1300, the 1.3-litre 65bhp version being good enough for a top speed of 90mph. Today the Vanden Plas is by far the most collectible of the 1100/1300 family and is highly sought after.

Finished in Mallard Green with beige interior, this exceptional example was purchased new from Brown's of Loughton by Williams & Glyn's Bank for the sole use of a Mr Jones, as confirmed by the original bills of sale and his son's letter on file.

Kept garaged and serviced annually throughout its life, this accident-free vehicle has covered 83,800 miles from new, in recent years being driven for only a few hundred miles annually. 'WVX 292L' benefits from extensive renovation, the coachwork having been completely restored and repainted in 1987 and the underside Waxolyed in 2003 (invoices available).

This one-owner car was purchased by the current vendor at Bonhams' Harrogate sale in November 2012 (Lot 529) and since acquisition has been totally re-sprayed. In addition, the upholstery has been refurbished and any pitted chromed parts re-plated as necessary. Described as in 1st class order, 'WVX 292L' comes with its original handbook, sundry invoices, MoT to 2nd September 2013 and Swansea V5 document.

£4,500 - 5,500

€5,300 - 6,500



Photo credit: Simon Clay

362

Left-hand drive

1952 MG Midget TD Roadster

Registration no. 328 YUT

Chassis no. TD/16428

Engine no. Y11704HE

'The Midget is the survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest.' – *The Autocar*, 15th May 1953.

The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, on which sat an all-new body roomier than before but retaining the classic looks of the traditional MG sportscar and the well-tried 1,250cc XPAG four-cylinder engine.



This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants when compared to that of the TC.

A runaway sales success with some 30,000 sold, the TD is, paradoxically, rare in the UK as most went for export to earn vital foreign currency, including this left-hand drive example. The car was restored 20 years ago in the course of which the original engine was exchanged for a more modern Triumph Herald 948cc unit. Finished in black with red vinyl interior, the latter in need of improvement, '328 YUT' is described as in generally good condition, starting readily and driving well with just a little smoke. The car was fitted with new tyres earlier this year. Offered with Swansea V5 document.

£12,000 - 15,000

€14,000 - 18,000

363

The ex-Bill Bridges, 1997 Intermarque Championship-winning 1988 AC Cobra Mark IV Roadster

Registration no. 3 RVX

Chassis no. SA9AK3022JA017264

Engine no. 1264

Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Only 1,000-or-so Cobras of all types were built between 1962 and 1967, but such was the model's enduring popularity that production was resumed in 1982 under the auspices of Brooklands-based Autokraft.

Convinced that a market existed for an inexpensive sports car combining European chassis engineering and American V8 power, Le Mans-winning Texan racing driver Carroll Shelby concocted an unlikely alliance between AC Cars and the Ford Motor Company. The former's Ace provided the simple twin-tube chassis frame - strengthened and supplied with four-wheel disc brakes for the Cobra - into which was persuaded one of Ford's lightweight, small-block V8s. The 260ci (4.2-litre) prototype first ran in January 1962, with production commencing later that year.



Exclusively for the USA initially, Cobras - minus engines - were sent from England to be finished off by Shelby in California, and it was not until late in 1963 that AC Cars in Thames Ditton got around to building the first fully finished European-specification cars.

After 75 Cobras had been built with the 260ci engine, the more powerful 289ci (4.7-litre) unit was standardised in 1963. Rack-and-pinion steering was the major MkII up-date; then in 1965 a new, stronger, coil-suspended MkIII chassis was introduced to accommodate Ford's 427ci (7.0-litre) V8 engine. Wider bodywork, extended wheelarch flares and a bigger radiator intake combined to create the definitive - and much copied - Cobra MkIII look. Only 1,000-or-so Cobras of all types were built between 1962 and 1967 but such was the model's enduring popularity that production was resumed in 1982 under the auspices of Brooklands-based Autokraft.

But for Brian Angliss, the Cobra story would have ended in 1967. The Autokraft boss had built up a business restoring Cobras and supplying parts, and in the early 1980s acquired the rights to the AC name plus a quantity of jigs and tooling from the old Thames Ditton factory. Keeping the overall style of the MkIII, Autokraft produced the MkIV, which was appropriately updated to meet current legislation and powered by a 'Federalised' Ford 5.0-litre V8 engine. Around 480 were built before Autokraft folded in 1996, largely due to costs incurred developing its new Ace model.

The AC Cobra offered here is the very well known and much admired ex-race car that Bill Bridges campaigned with much success throughout the 1990s, winning the Intermarque Championship with it in 1997. In its April 1999 edition, *Classic & Sports Car* magazine reviewed '3 RVX' (at that time for sale) having first driven it in 1996: 'one of the best-sorted Cobras we've tried' (copy article on file). C&SC reported that the Cobra had been fitted with a dry-sumped Gurney-Weslake '289' built at huge cost by Mathwall Engineering and bored out to 5.0 litres, reputedly producing 480bhp.

Other specification highlights included a Borg-Warner Super T10 gearbox, Tilton triple-plate clutch, limited-slip differential, balance-adjustable AP competition brakes, 'quick' steering rack and a retro-fitted MkIII dashboard. During Bridges' ownership the Cobra was looked after by marque specialists Unclip Automotive (Bill Shepherd).

Since its acquisition by the vendor, the car has been prepared for road use and is described as in generally good condition, benefiting from a new clutch. Representing a rare opportunity to acquire a Cobra with significant competition history and a proven track record, '3 RVX' is offered with history file and Swansea V5 registration document.

£80,000 - 100,000

€94,000 - 120,000





364

Left-hand drive

1973 Porsche 911T 2.4-Litre Targa Coupé

Registration no. MBV 79N

Chassis no. 9113111269



Introduced as a new base model in 1967, the 911T (Touring) came initially with the 2.0-litre six-cylinder engine, gaining the 2.2-litre unit, along with the rest of the range, in 1969. There was, of course, a 'convertible' Targa version, named in honour of Porsche's numerous victories in the Sicilian classic. For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way. The much loved and instantly recognisable Targa finally bowed out at the decade's end, when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999.

Improved handling courtesy of a lengthened wheelbase arrived in 1969 and then in 1970 the 911's air-cooled, flat six engine underwent the first of many enlargements - to 2.2 litres. By this time the models on offer had stabilised at three: the entry-level 911T, middle ranking 911E and top-of-the-range 911S, all of which were available as either a closed coupé or Targa convertible.

With the 2.2-litre engine's arrival, a common type of cylinder head was adopted, the differing power outputs being determined principally by valve timing rather than valve sizes as had been the case hitherto. In 1972 all 911 variants received the 2,341cc (nominally 2.4-litre) unit, which in 'T' specification produced a maximum of 130bhp. By this time all 911 variants destined for the USA - Porsche's biggest export market - were fitted with Bosch mechanical fuel injection.

Described as in generally good condition, this left-hand drive 911T was purchased in Liverpool in 2008 and currently displays a total of 73,590 miles on the odometer. 'MBV 79N' has been serviced regularly during the vendor's ownership, including fixing the heating system. All bills are available for the work done and the car also comes with current MoT/tax and Swansea V5C document. It is not known whether the five-speed manual gearbox and parcel shelf speakers are factory fittings or not.

£22,000 - 26,000

€26,000 - 31,000



365

1974 Jensen Interceptor Series III Sports Saloon

Registration no. 9355 PE

Chassis no. 2240-9338

Engine no. 4L12319

With the Interceptor's introduction Jensen switched from glassfibre to steel for its car bodies, though underneath the preceding C-V8's chassis, running gear and 6,276cc Chrysler engine remained substantially unchanged. With around 280bhp on tap, performance was more than adequate, *The Motor* recording a top speed of 140mph with 100mph arriving in 19 seconds. Four-wheel servo-assisted Dunlop discs looked after the braking while the ride quality could be varied by the Armstrong Selectaride dampers' dashboard control. Leather upholstery, reclining front seats and walnut veneer were all standard features of the Vignale-styled, Anglo-American Grand Routier, while automatic transmission was the choice of almost all buyers.

The Series II incorporated revised front suspension, Girling brakes and a redesigned interior, while the Series III, introduced in 1971, came with a 7.2-litre engine, better seats, central locking and GKN alloy wheels. By the time the final J-series came along, air conditioning and Sundym glass had been standardised on UK-market right-hand drive cars.



This highly original J-series Interceptor III was previously owned by one Barry G Davies, who had purchased it in November 1974 from Bristol Cars' London showroom on Kensington High Street. In a typed history on file, Mr Davies states that the car (first registered 'XEA 808M') had been owned by one of Jensen's directors. He goes on to say that he used the Interceptor extensively, advancing the recorded mileage from 5,600 at time of purchase to 80,000 when the car was 'retired'. By that time it had been restored by Messrs Sturdy & Lowe and won the Jensen Owners Club concours on three occasions (1986, 1988 and 1990). Some measure of its quality may be gauged from the fact that it was chosen as the cover car for John Tipler's *Jensen Interceptor – The Complete Story* (see illustration).

The current owner purchased the Jensen directly from Mr Davies (who had reregistered it '9355 PE') and has used the car sparingly, covering fewer than 1,000 miles (the current odometer reading is 88,000). Running superbly and exceptionally well presented, this desirable J-series Interceptor is offered with an original sales brochure, owner's manual and an extensive history file containing numerous invoices from Jensen Motors, Sturdy & Lowe, etc (inspection recommended).

£15,000 - 18,000

€18,000 - 21,000



Photo credit: Simon Clay

366

1933 Rover 14/6 Speed Pilot Sports Tourer Coachwork by Carbodies

Registration no. BPB 54

Chassis no. 36173

Engine no. 36173

Rover's 14/6 Speed Pilot model was launched in the autumn of 1932 on a lengthened under-slung chassis, deploying its Pilot predecessor's 1,577cc, six-cylinder, overhead-valve engine in tuned, triple-carburettor configuration. The new frame enabled the adoption of low-line bodies, among them attractive 'streamline' versions of both saloon and coupé, while there were also bespoke creations by independent coachbuilders. Chassis specification included a four-speed freewheel gearbox, hydraulic brakes, Luvax-Bijur automatic lubrication and electric windscreen wipers. Tested by *The Autocar* in April 1933, a Rover 14 Speed Pilot four-seat tourer reached 50mph in 12.8 seconds and achieved a maximum speed of 77mph, highly respectable figures for a car of its class.

Pioneered on the expensive Speed Pilot, also known as the 'Speed Fourteen', the new under-clung chassis soon found its way onto the rest of the Rover range. The Speed Fourteen's arrival signalled a change of direction for Rover, bringing a welcome injection of style to a range that hitherto had been regarded as worthy but dull. This new policy is best exemplified by the 'Hastings' close-coupled coupé made by Carbodies of Coventry, who would enjoy close links with Rover throughout the 1930s.



Another stylish Carbodies creation, this Speed Pilot four-door sports tourer was owned for many years by the well-known Dutch Rover enthusiast, Harry Hildgerdenaar and is believed unique. (According to club records a less original two-door version still exists). Restored over a long period and very well maintained since completion, the car is beautifully finished in two-tone pale grey with charcoal leather interior to the original pattern. The engine benefits from a recent total rebuild and the car is described by the vendor as in generally excellent condition. Fitted from new, the gearbox is an ENV four-speed manual with synchromesh and freewheel, rather than the standard Rover 'box.

Taxed, MoT'd and offered with Swansea V5, the car also comes with a substantial history file containing numerous invoices dating back to 1934, together with others relating to the recent engine rebuild. The Rover Speed Fourteen is exceedingly rare with only a relative handful surviving; thus 'BPB 54' represents a wonderful opportunity to acquire a unique and highly desirable example boasting practical open tourer coachwork.

£30,000 - 40,000

£35,000 - 47,000



367

Property of a deceased's estate

1967 Jaguar E-Type Series 1 4.2-Litre Coupé

Registration no. 8413 LJ

Chassis no. 1E33438

Engine no. 7E1075-9

Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and 150mph top speed. The 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 preceding XK150.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine.



Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility.

The E-Type Coupé offered here started life as a left-hand drive model and was first registered overseas. '8413 LJ' was first registered in the UK (to the late owner) in August 1990 and was last taxed until 28th February 2013. When inspected, the car started readily enough once the battery had been charged, though its overall mechanical condition is not known. It would, however, benefit from a re-spray and interior refurbishment. Invoices on file – one incorrectly recording the registration number and all recording the body number as the chassis number – relate to servicing carried out during 2010/2011. The only other documentation consists of an expired MoT (2011-2012), Swansea V5C document and MoT to 28th September 2013.

£16,000 - 20,000

€19,000 - 24,000

368

1961 Rolls-Royce Phantom V Limousine

Registration no. GKK 636

Chassis no. 5BV97

Engine no. PV48B

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

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



Photo credit: Simon Clay

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

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

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

The current vendor purchased the Phantom at Brooks' Olympia sale in November 1995 (Lot 373A) since when it has undergone an extensive mechanical and body restoration to the highest standards, being refinished to his own specification. A comprehensive record of this renovation, which was carried out by coachwork specialists Kenneth Evans Associates of Wickwar, Gloucestershire and estimated at over £89,000, is available for inspection together with details of the car's previous history.

'GKK 636' is finished in Harrods Green with golden basket weave to the side panels, while the interior is in green leather with the Harrods logo screen-printed to the headlining. Interior equipment includes a television, video player, analogue fax machine, telephones (x3), wine cooler and a cocktail cabinet. The occasional, or 'jump', seats have been removed. This unique and imposing limousine has covered only 17,620 miles from new and comes complete with restoration invoices, MoT to February 2014 and Swansea V5 registration document.

£50,000 - 60,000

€59,000 - 70,000



369

1923 Rolls-Royce 20hp Coupé Coachwork by H J Mulliner

Registration no. XO 5571

Chassis no. 66H5

Engine no. G381



Le Mans, 1966

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

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unit construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and 'Hotchkiss drive' rear axle.



The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central gearchange was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction of enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The car proved eminently suited to town use, yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3,127 to 3,669cc) and more-powerful cross-flow version of the Twenty's six-cylinder overhead-valve engine. This increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Apart from the revised engine, early 20/25hp chassis were identical to those of the last 20s, both models being produced during 1929.

Chassis number '66H5' was supplied new to Sir Harry Peat, senior partner in the accountancy firm Peat, Marwick, Mitchell, who kept the car until his death in 1959. At around this time much work was carried out by Adams & Oliver, Peter Wauchope and others. In March 1961 the car was repainted green and three months later was acquired by one L H Jamieson of Shrewsbury, whose typed summary of its history is on file.

Apparently serving in the Royal Navy at the time, Mr Jamieson shipped the car to Cyprus, keeping it there until December 1961 when he had it transported to Naples. The Rolls-Royce proceeded by rail through the Alps and was then driven from Switzerland to Northern France where it was loaded onto a small cargo aircraft and taken home to the UK. In May 1964, 'XO 5571' attended the Rolls-Royce & Bentley 60th Anniversary Pageant at Goodwood and the following year was awarded 2nd prize at the R-REC's Blenheim Rally concours. It is featured in Lawrence Dalton's *'Those Elegant Rolls-Royce'* (page 141).

In June 1966 the car toured the Loire Valley with the '20 Ghost Club' and in August of that year was placed in storage in Edinburgh while its owner was overseas on HMS Fearless. The 'Twenty' was then reserved for use in Edinburgh as the owner's Ghost had been rebuilt and was now his everyday car. Refurbishment carried out over the next dozen-or-so years included coachwork repairs by Wilkinson's of Derby, fitting a new radiator core, and an engine rebuild by David Mead, during which the crankcase was changed. The last entry of substance in Mr Jamieson's history is dated May 1981, recording that the Rolls-Royce was driven to Hull for sea passage to Zeebrugge and then driven on a tour of Loire chateaux. It is not known when he disposed of the 'Twenty'.

The current vendor purchased 'XO 5571' seven years ago but at the time of writing there was no information to hand concerning the car's ownership or whereabouts over the intervening period. Offered with Swansea V5.

£45,000 - 55,000

€47,000 - 59,000



Le Mans, 1966



370

Single family ownership since 1954

1926 AC Royal 12hp Tourer

Registration no. TN 4042

Chassis no. 30444

Engine no. 5478



Although AC's reputation was established by John Weller's famous overhead-camshaft six, its early offerings relied on proprietary four-cylinder engines: that offered here being one such. AC's Weller-designed six entered production in 1922, helping to secured the marque's place in motoring history when in 1926 a 2.0-litre model driven by Victor Bruce and W J Burnell became the first British car to win the Monte Carlo Rally. Indeed, the company was then engaged in an active competitions programme under the stewardship of that formidable motoring personality, S F Edge and the policy had already born fruit the previous year when an AC six broke the 24-hour world record for its class with a speed of 82mph.

The six-cylinder AC chassis followed the lines of its four-cylinder contemporary, featuring quarter-elliptic springing front and rear, a three-speed gearbox in unit with the rear axle and worm final drive. Front wheel brakes were optional at first, standard issue from 1927. Although the first sixes were running in 1919 it took some time to get production under way and the majority of ACs produced immediately after The Great War were powered by British Anzani engines. Rated at 12hp for taxation purposes, the four-cylinder AC remained in production until 1928, the firm relying exclusively on the Weller six thereafter.

This original and un-restored AC Royal was first registered in Newcastle-upon-Tyne on 13th August 1926 and has Anzani's 1½-litre four-cylinder sidevalve engine. 'TN 4042' has had only six owners from new and has been in the current family's ownership since 1954. Its extensive accompanying history file contains photographs of the car taken in the 1950s and others taken at Goodwood, Silverstone, Prescott, etc together with details of awards won at various VSCC rallies.

The tourer-plus-dickey coachwork is finished in green/cream while the interior is upholstered in grey leather and vinyl. Both body and interior are described as 'patinated' and the car's mechanical condition is said to be good. Taxed until November 2013, this delightful, Vintage-era AC tourer comes with the aforementioned history file, Swansea V5 document and local taxation office letter listing previous owners. (An MoT certificate is no longer required for cars built before 1960).

£13,000 - 17,000

€15,000 - 20,000



371

Single family ownership since 1941
1936 SS Jaguar 2½-Litre Sports Saloon

Registration no. RC 4599

Chassis no. 11469

Engine no. to be advised

In 1936 the new Weslake-developed overhead-valve 2,663cc power unit appeared in two new models offered by William Lyons' SS Cars Ltd: the 2½-Litre saloon and SS100 sports car. The introduction of the ohv engine was considered to justify the adoption of a new name for the series, Lyons later recalling, 'I immediately pounced on Jaguar as it had an exciting sound to me.' ('Jaguar' would be adopted as the marque name in 1943, 'SS' having by then acquired a somewhat tarnished reputation.) With 104bhp on tap from the twin-carburettor 'six', the newcomers' performance at last matched the style that had already become a company hallmark, and like all Jaguars since, the duo offered better-than-average specification at a bargain price.

An excellent example of this fabulous pre-war sports saloon, 'RC 4599' was first owned by one Benjamin Kieling and next (from 1941) by Air Commodore Bryan Nicholas, CBE, who had raced and rallied works-supported MGs in the 1930s. The SS was in constant use throughout WW2 when Air Commodore Nicholas was serving with Bomber Command, and in the early 1980s was restored for him by marque specialists Leaping Cats.



Following its completion in 1983, the car was driven by Leaping Cats' proprietor, Graig Hinton in that year's 'Great American Race' from California to Indiana but was forced to retire after suffering a coolant leak (magazine article and press release on file). The original engine was replaced after the event.

Given by Air Commodore Nicholas to his son Rory, a Hong Kong resident, the SS continued to be maintained in the UK by the Nicholas family. Further refurbishment was carried out in 1992/1993 and again in 2004, and the car will have been re-commissioned by time of sale. Apart from some minor imperfections and wear, the body, paintwork and interior are said to be 'very good'. Following Rory Nicholas' death, 'RC 4599' is offered for sale by the family and comes to market for the first time in over 70 years. The accompanying history file contains the aforementioned magazine article and press release, (copy) SS register entry, a quantity of restoration invoices and Swansea V5 registration document.

£20,000 - 30,000

€24,000 - 35,000



372

The first production model

1959 Triumph Italia Coupé

Coachwork by Carrozzeria Vignale

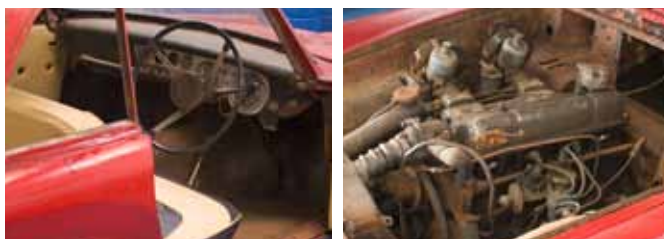
Registration no. ANB 86A

Chassis no. TS51639LCO

Engine no. TS51658E

Over the years several prototypes, 'one-offs' and show cars have been built on the Triumph TR sports car chassis, some by the factory and others by independent concerns. Some of the factory prototypes led directly to new production models but the only independent effort to be produced in significant numbers was the Italia. Styled by Giovanni Michelotti, who would go on to style much of the Triumph range, the Italia coupé was built by Carrozzeria Vignale and first appeared in prototype form at the Turin Motor Show in 1958. The two-seater Italia used the Triumph TR3A chassis and was bodied in steel. Being coachbuilt, it was considerably more expensive than the production TR3A, costing the equivalent of £1,440 in Italy, some 26% more than the all-British product. Nevertheless, several hundred were made, including a handful in right-hand drive configuration.

Retaining its original engine, the car offered here is the first production Italia made (body number '001') as verified by the TR Register. It was used as a press car and has extensive and detailed history including a data sheet recording its test at MIRA on 17th February 1960 when it lapped at 109.3mph.



Harry Webster, Triumph's chief development engineer, was amongst those present and it has been rumoured that this was 'his' car for a time. We are advised that the original registration number 'YVC 628' it is not in use and may be obtainable as this car is of significant historical interest.

The chassis was originally left-hand drive but it would seem that the right-hand drive conversion took place very early on in the car's life, as it appears highly original. It is likely that this was done either by Triumph or more probably by Vignale in Italy. The accompanying original chassis build document states 'no body required', delivery destination 'Italy' and finally 'do not fit spare wheel!' Other nice details are the 'Triumph Italia' script badges, which are believed unique as those of all other known survivors simply say 'Italia'. Offered for restoration, this unique coachbuilt example of a rare Anglo-Italian sports car is offered with the aforementioned history, copies of old logbooks and Swansea V5 document.

£20,000 - 25,000

€24,000 - 30,000



373

1991 Jaguar XJR-S Le Mans Coupé

Registration no. H945 GTM
Chassis no. SAJJNAEW3BM17822
Engine no. 85081877SG

Having done Jaguar's international sporting image no end of good by winning the 1984 European Touring Car Championship at the wheel of an XJ-S, Tom Walkinshaw was called upon to give the Coventry manufacturer's road cars a performance makeover. Walkinshaw's JaguarSport was already producing body and suspension kits for the XJ-S, and in 1989 took the logical step of creating one modified along similar lines to the XJR Sport version of the XJ6/XJ40 saloon.

The XJ-S's 5.3-litre V12 engine was stretched to a full 6.0 litres, gaining close to a hundred horsepower in the process, while the suspension was reworked to incorporate stiffer springs/anti-roll bars and Bilstein gas-filled struts. A colour-matched body kit, prominent boot spoiler, 16" Speedline alloy wheels and a full leather interior further differentiated the XJR-S Sport from its humbler brethren. A top speed of more than 160mph was claimed for the Sport, which at £45,500 in 1989 was by a considerable margin the most expensive Jaguar on offer.



Commemorating Jaguar's 1990 victory in the eponymous 24-hour endurance classic, an even more exclusive 'Le Mans Celebration' variant followed in 1991 adding extra leather trim, 'Le Mans' motifs to the headrests and foot plates, quad headlights, 16" 'lattice' alloy wheels and a 'Le Mans' boot badge to the package. Each of the 280 cars produced was individually numbered.

Supplied new via Hadley Green, this example of an exclusive modern Jaguar that can only become increasingly collectible has had only one private owner from new and comes with full Hadley Green service history. Noteworthy features include air conditioning, electric windows, power mirrors, air bags, cruise control, power steering and an alarm system. Presented in stunning condition, the car is finished in red with red-piped cream leather interior and offered with aforementioned service history, sundry bills, current MoT and Swansea V5 document. A total of 42,100 miles is currently displayed on the odometer.

£10,000 - 12,000
€12,000 - 14,000



374
24,000 miles from new
1989 Mini '30' Limited Edition Saloon

Registration no. G529 XLL
 Chassis no. SAXXL2S1N20438163
 Engine no. 99HE200113426

By the time the Mini celebrated its 30th anniversary it had already passed the remarkable production milestone of 5 million (achieved in 1986). Based on the Mini Mayfair and introduced in June 1989, the '30' was the most luxuriously equipped Mini Limited Edition model to date.

Just two alternative paint schemes were offered - Cherry Red or black - featuring contrasting duo-tone coachlines and '1959-1989' decals and bonnet badge. Wheelarch extensions, door mirrors and sill covers were colour-matched to the body, chrome finish being reinstated for the grille, bumpers and door handles, while Minilite-style alloy wheels (soon to feature on the Mini Cooper) were a particularly handsome addition to the package.



The 998cc engine could now run on unleaded petrol, and a catalytic converter was available as an option. 3,000 cars were built for the UK market, the colour split being 2,000 in red, 1,000 in black.

This Mini '30' has had only three owners from new. 'G529 XLL' is finished in the rarer black livery with matching red-piped leather interior, while other noteworthy features include a wood-trimmed dashboard and a sunroof. In storage for the last ten years, the car has been re-commissioned and MoT'd and is described as in generally good condition and driving very well. A total of 24,000 miles is displayed on the odometer. Offered with MoT certificate and Swansea V5 document.

£8,000 - 9,000
€9,400 - 11,000



375

Property of a deceased's estate; one owner from new
2010 Range Rover Sport 3.0 TDV6 HSE

Registration no. LCJ 520
 Engine no. 0487024306DT
 Chassis No SALLSAAG3BA265229



An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

As the Range Rover matured, the range of available models was extended to meet changing market expectations, one of the most significant developments being the introduction of the 'Sport' version in 2005. The Sport used the semi-monocoque, independently suspended chassis first seen in the Discovery III, albeit of shorter wheelbase, while offering a choice of high-performance power units. At the top of the pile was a 4.2-litre supercharged Jaguar V8 producing 390bhp, an output that would have been considered respectable for a supercar not that many years previously.

A six-speed automatic gearbox was standard regardless of the engine type, and the Sport also featured variable ride height air suspension, 'Terrain Response' automatic transmission/suspension management, and 'Dynamic Response' automatic roll control. In 2009 the Sport was face-lifted, incorporating a restyled and more aerodynamic front end. The engine range was revised at the same time, one of the more important specification changes being the enlargement of the Ford/PSA V6 turbo diesel option from 2.7 to 3.0 litres; power went up to 240bhp and torque to 440lb/ft while both fuel consumption and emissions were improved.

This desirable Sport HSE turbo diesel was first registered to its late owner on 30th September 2010 and currently displays a total of 27,916 miles on the odometer. The car is taxed to 30th September 2013 and is offered with Swansea V5C document.

£20,000 - 25,000
€24,000 - 30,000



376

Left-hand drive

1972 FIAT 500L berline

Chassis no. 110F 5095009

Engine no. 110F 0001225488

Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction of the chassis/body, an opening fabric roof and all-independent suspension.

Carried at the rear, the half-litre engine was an air-cooled overhead-valve twin. The basic 500's austerity was not well received however, prompting the introduction of a revised and better equipped version endowed with refinements such as hubcaps, wind-down windows, upholstered rear seat and column-mounted switch-gear stalks. This process of step-by-step improvement would continue throughout the 500's life.



Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring a new instrument panel, seats and floor covering.

This charming little FIAT was comprehensively restored in 2002 and is described by the vendor as in generally very good condition. Attractively finished in light blue with black interior, it sits on new Borrani chromed wire wheels and is ready for the skiing season, coming complete with a luggage rack and wooden skis. This all-time classic FIAT 500L is offered with a copy of the Italian libretto, ASI, and some photographic records of its restoration.

£6,500 - 9,000

€7,700 - 11,000



Photo credit: Simon Clay

377

Left-hand drive

c.1957 Austin-Healey 100/6 BN4 Roadster

Registration no. to be advised

Chassis no. BN4L-O-48858

Engine no. 26CFH48858

Introduced for 1956, the 100/6 represented the most radical step forward in the 'Big Healey' sports car's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the 100/6, BMC's 2.6-litre C-series six-cylinder engine replacing the original four-cylinder Austin Atlantic unit. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant.

In 100-6 tune the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts. Stylistically similar to the 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved 'six-port' engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters.



This restored left-hand drive BN4 2+2 roadster was owned for many years by a garage proprietor in California, USA. The car had been in dry storage for some 15 years when it was re-commissioned by the proprietor's son; works carried out including installing new brakes, tuning the engine, a re-spray and a full service. However, the son found that he still preferred his 100/4 and sold the 100/6 to the current vendor.

While in the latter's ownership the Healey has benefited from new sills and part foot wells, powder coating of the wire wheels, and general servicing. It is described as in generally good condition, with very good (Waxoyled) chassis, new carpets and convertible hood, and the overdrive working correctly. The is currently taxed, MoT'd to March 2014 and comes with Swansea V5C document. Finished in red with unusual cream vinyl interior, this BN4 drives superbly and offers accommodation for all the family.

£20,000 - 25,000

€24,000 - 30,000



378

Left-hand drive

Property of a deceased's estate

1995 Chrysler Viper Venom Roadster

Registration no. to be advised

Chassis no. 1B3BR65E2SV200181



That a major US manufacturer could come up with such an exciting concept car was startling enough but Chrysler's decision to put the Viper into production was nothing short of astonishing. Inspired, as its name suggests, by the legendary Cobra, Tom Gale's design study made its auto-show debut in 1989 following discussions between Chrysler boss Bob Lutz and Cobra-creator Carroll Shelby, its appearance triggering an avalanche of deposit cheques. Without doubt, a large part of the Viper's 'back to basics' appeal stems from its unique selling point: a massively powerful 8-litre V10 engine. The latter had been born out of the requirement for a larger unit to power the Dodge Ram pick-up truck, the prototype being created simply by grafting two extra cylinders on to the Ram's existing 5.9-litre V8.

Despite being relatively 'low-tech', the Lamborghini-developed pushrod V10 churns out 400bhp and a brutal 450lbs/ft of torque at just 3,600rpm, figures which the 3,280lb Viper translates - via a six-speed manual gearbox - into a 0-60mph time of 4.7 seconds and a top speed of 165mph. Compared with this paragon of power units, the Viper's running gear makes somewhat less interesting reading: a multi-tubular spaceframe chassis endowed with all-round independent suspension and four-wheel disc brakes residing beneath the svelte glassfibre bodywork.

Finished in yellow with matching leather interior, this example of the ultimate in open-top motoring incorporates the 'Venom' package of enhancements developed in the USA by Chrysler tuning specialists Hennessey Performance and is reported to have 600-plus horsepower on tap. Other noteworthy features include Koni suspension, slot-in windows, clip-on hardtop, embroidered 'Venom' logos, carbon-style dashboard and Le Mans-type adjustable spoiler.

We are advised that the clutch was replaced by a local repair shop in 2009 (less than 100 miles ago), though no supporting documentation or history of any kind has been retrieved from the deceased's estate. Since its owner's death in December 2009, the Viper has been dry-stored. Fitted with a new battery and MoT'd in January 2013 (certificate on file), it is presented in running order and described as in generally good condition. It should be noted that the current registration mark 'MRV 154' is being retained by the vendor.

£15,000 - 18,000

€18,000 - 21,000



379

1974 Ford Escort Mk1 Saloon

Registration no. YDA 909M
Chassis no. BBATPT36280

Used for some light competition work (sprints and hill climbs) but mainly as a weekend drive, this very well sorted Escort would make an ideal fast road car for classic tours. We are advised that the bodyshell is a rust-free, seam-welded 'automatic' type with 'big' transmission tunnel and gusseted/triangulated engine bay. The bonnet, boot and doors are steel and the Mexico-type bolt-on wheelarches glassfibre. Painted in Ford Olympic Blue in 2001, the body boasts Perspex side windows and has been fitted with a 4-point, bolt-in, rear cage with fixed diagonal, easily removed to fit a rear seat. The seats (driver's adjustable, passenger's fixed) are Sparco Sprint with 4-point harnesses while other noteworthy interior features include an AVO/Springalex steering wheel, original Ford 1300 pod tachometer and twin-instrument dashboard.

Stripped, inspected and refreshed for the 2010 season, the chassis rail-mounted engine is a 1,660 cc 'Kent' cross-flow. It is fitted with a lightened and balanced crankshaft assembly; ARP con-rod bolts; lightweight flywheel; Kent high-pressure oil pump; duplex timing chain and vernier sprocket; and a big-valve, ported and polished head by Cylinder Head Developments of Bromsgrove. The Kent 234 cam is said to give good power up to around 7,500rpm and good torque from around 2500 revs. New Spanish Weber 40DCOE carburettors are supplied with fuel via a Filter King pressure regulator/filter in the engine bay while the spent gases are expelled via an Ashley 4-into-1 manifold and twin-box exhaust (to pass noise tests).



Power is transmitted via an AP heavy-duty cable clutch to the straight-cut, close-ratio, single-rail 'rocket' gearbox (incorporating a 2.38:1 'long' 1st gear) and thence the 4.125:1 final drive ratio, limited-slip differential.

The front struts have been converted to 'coil-overs' and the entire suspension system extensively re-engineered for competition purposes (detailed specification available). A full geometry set up (four-wheel alignment and setting of toe-in, caster and camber) has been carried out. Brakes are the standard solid front discs and rear drums (new callipers and wheel cylinders 2010) with a remote servo mounted inside on the bulkhead. The JBW Superlite 7"x13" wheels are shod with Yokohama 175/50 A048 super-soft tyres with plenty of tread left.

Completely road legal and very presentable, the car is driven to and from all events and has been reliable on the road and competitive on track (Shelsley Walsh 39 seconds; Curborough 38 seconds). Offered with current MoT/tax and Swansea V5, it could also be used for track days or road rallies (with a few minor modifications) or on the quarter-mile in the 'Old Skool Ford' classes at Santa Pod and Shakespeare County raceway.

£9,000 - 12,000
€11,000 - 14,000



380 1932 Riley 9hp Gamecock Sports

Registration no. AZ 9504
Chassis no. 6016701
Engine no. 36488



'First of the superlative type of 9hp car, firmly established, regularly improved and as yet scarcely challenged in its class, the Riley Nine has a very definite appeal to those who can appreciate performance, safety, comfort and an appearance out of the ruck.' - *Autocar*, 16th October 1931.

Introduced in 1926, Percy Riley's 9hp, 1,087cc twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars. Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit, and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. The success of their racer led to a production version, the Speed Model, which would turn out to be merely the first in a lengthy series of memorable Riley sports cars. 1929 saw the introduction of the MkIV chassis featuring wider front/rear track and much larger brakes than hitherto.

Models available were the Monaco saloon, Biarritz saloon, fabric-bodied four-seat tourer and a brace of coachbuilt tourers. The next significant step forward was made for 1932 with the introduction of the 'Plus Ultra' dropped chassis frame, which increased the body's interior space and improved ingress/egress for both driver and passengers. Priced at £298, the Gamecock sports two-seater made its debut on the new frame.

One of around 40 surviving, this Riley Gamecock was purchased at a Gaydon auction in 1995 and totally restored by the current vendor having been restored previously (in 1981) by P D Smith (photographs on file). The engine was rebuilt by Barry Gillies and the car re-wired, re-trimmed, etc. Winner of many concours awards, 'AZ 9504' has been extensively rallied in France and still presents very well. Finished in blue with matching leather interior, this delightful sporting Riley is offered with old-style logbook, sundry restoration invoices, current MoT/tax and Swansea V5 registration document. The convertible hood's full size rear window is the only notified deviation from factory specification.

£22,000 - 28,000

€26,000 - 33,000



381

Current ownership since 1965
1961 Jaguar E-Type 'Flat Floor'
Roadster Project

Registration no. 564 DFJ
 Chassis no. 850060
 Engine no. R1229-9

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

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. 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.



Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable. Dating from the first few weeks of production, this vehicle is one of the earliest surviving right-hand drive Jaguar E-Type roadsters (the chassis number sequence commenced at 850001). Un-restored, the car has covered only 65,000-or-so miles from new and there can be few of its kind left in such original condition.

'564 DFJ' was purchased by the current owner in February 1965 from Jaguar dealer A J Beal of Exeter and used regularly until circa 30 years ago. Taken off the road, it was stored outside, covered over, for the first five years and then garage stored until today. The provision of Koni shock absorbers and a Lenham hardtop are departures from factory specification, while the foot well and rear bulkhead have been altered to increase legroom. The original hood is included in the sale and the car also comes with owner's manual, data plate, old-style logbook and Swansea V5 document. Offered for restoration and sold strictly as viewed, '564 DFJ' represents a wonderful opportunity for the dedicated E-Type enthusiast.

£25,000 - 30,000
€30,000 - 35,000



382 c.1915 Studebaker Model SD Touring Car

Registration no. KB 1287
Chassis no. 438364F



Wagon makers since the middle of the 19th Century, the Studebaker brothers of South Bend, Indiana had been active in commercial vehicle manufacture long before the arrival of the 'horseless carriage'. The Studebaker Brothers Manufacturing Company built the first of its own automobiles - an 'electric' designed by Thomas Alva Edison - in 1902 and its first gasoline-powered motor car - an 8hp twin - late in 1903. In 1904 a twin-cylinder 16hp chain-driven model was added, followed by a 20hp 'four' with shaft drive in 1905, both of which used chassis supplied by A L Garford of Elyria, Ohio; indeed, up to 1911 cars were marketed under the 'Studebaker-Garford' name.

In 1908 Studebaker commenced an association with the E-M-F company, whose cars it marketed, eventually taking over the Detroit-based manufacturer in 1910 to form the Studebaker Corporation on January 1st 1911, at which time the link with Garford was broken. For the next few years the range consisted of four-cylinder models only and then in 1913 Studebaker introduced its first six-cylinder automobile - the Model E - recognised by historians as the first mass-produced 'six' to have its cylinders cast en bloc.

Built in 1915/16, this Model SD Studebaker has the 192.4ci (3,154cc) four-cylinder engine and was manufactured in right-hand drive configuration in Detroit, Michigan, the body being made in South Bend, Indiana and shipped to Detroit for final assembly. The car was first registered in the UK on 4th February 1921 in Hereford and comes with the old-style buff logbook. No record of it is known between 1916 and 1921.

In 1979 the Studebaker was purchased by the vendor's father-in-law, who a few years later decided to embark on a full restoration. Commencing in the early 1980s, this 'body off' restoration was finished to the highest standards. The original seats (still fitted to the car) were retained but the door cards were beyond repair and have been re-trimmed in black vinyl. There is a photographic record of these works on file.

Finished in 1986, the Studebaker participated in many Veteran Car Club events until the owner's poor health saw its use decline. The car was gifted to his daughter and son-in-law, who have only used it once in the last four years, hence their decision to sell. 'KB 1287' has a delightful patina and is best described as in 'oily rag' condition. Upon recent inspection the engine ran well; however, having not been used for some time would benefit from a service. A powerful American Edwardian touring car, fitted with an electric starter from new, with the additional benefit of being right-hand drive.

£12,000 - 15,000

€14,000 - 18,000



Photo credit: Simon Clay

383

1919 Overland Four Tourer

Chassis no. to be advised
Engine no. to be advised

Claude M Cox's original Overland car was developed in the early 1900s by the Standard Wheel Company, of Terre Haut, Indiana, and the fledgling firm 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. Willys had ordered 500 Overlands and paid a deposit of \$10,000. When the cars were not forthcoming he travelled to Indiana, only to find Overland on the point of closure. Willys secured credit, re-organised the company and by the summer of 1908 was in a position to build a new factory, a facility that was sorely needed, as Willys had been forced to carry out Overland assembly in a circus tent!

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. Sliding-gear transmissions had replaced the previous epicyclic type in 1909, coincidentally the same year that Ford introduced the Model T that would use the latter form of transmission for the next 17 years! The Model 69 was one of two four-cylinder models, the other being the larger and more expensive Model 71, introduced in the autumn of 1912.



Powered by a 4.8-litre engine rated at 25.6hp and producing 30bhp, the 69 was a brief inclusion in the Overland range, being replaced for 1914 by the Model 79. A six-cylinder model returned to the range in 1915 when this new 40/50hp car joined a brace of fours, one of 30hp the other 35. 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 price tag (more than double that of the equivalent Model T) placed it in an entirely different market sector.

Purchased from Andrew Booth of Orchid Cars circa 5-10 years ago, this particular Overland is said to date from 1919, which if correct would make it a 32hp 'Light Four 90', the company's sole offering that year. We are advised that the car has been registered in New Zealand and it certainly appears to have been restored in the Southern Hemisphere. There are no documents with this Lot.

£15,000 - 20,000

€18,000 - 24,000

384

1969 Aston Martin DB6 Sports Saloon to Vantage specification

Registration no. PJF 518H

Chassis no. DB6/4064/R

Engine no. 400/4240

Superleggera

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

Unveiled at Earl's Court in October 1965 during the London Motor Show, the distinctively styled Aston Martin DB6 featured a completely redesigned tail treatment with top-lip spoiler intended to counteract aerodynamic lift and reduce drag.

Compared to the preceding DB4 and DB5-series cars, the longer-wheelbase DB6 gives the distinct visual impression of being a considerably more substantial motor car, but this impression is deceptive as it weighs only 17lbs more than the DB5 - a modest penalty to pay for the considerable convenience of increased legroom and head-room in both front and rear seats.



Photo credit: Tom Wood

The 4.0-litre dohc engine remained unchanged in standard triple-SU carburettor form but the Vantage specification with 9.4:1 compression ratio now developed a thumping 325bhp, 11 horsepower more than in the DB5. A ZF five-speed manual gearbox was carried over from the latter, 'Selectaride' driver-adjustable damping was standard and the DB6 could accelerate from 0-60mph in 6.1 seconds, 0-100 in 15.0 and attain a top speed of 148mph. Saloon production totalled 1,327 units, including seven shooting brake conversions by Harold Radford.

Equipped with the desirable five-speed manual gearbox, this DB6 was first purchased and registered as 'PFJ 518H' in the United Kingdom on 4th April 1969. It had four owners in the UK and was up-rated to Vantage specification. The previous registered keeper was Mr Frederick Albert Heywood of Hawkshaw, Greater Manchester who purchased the vehicle on 20th November 1980. The Aston was subsequently sold to a collector in the Netherlands where, during the years 1996 to 1997, it underwent a complete bare metal restoration (photographic record available). Prior to acquisition, the car had the Dutch license plate 'DL-53-04'. The car was purchased from VSOC in 2011 and on 10th November 2011 was registered in the UK, its original registration 'PFJ 518H' being reinstated. We are advised that the engine was, and still is, in excellent condition; it registers the correct oil pressure and, more importantly, never overheats in traffic.

In October 2011 the Aston was extensively serviced by the Runnymede Motor Company who also replaced the front radius arms and their mountings, repaired the rear floor pan and replaced the heater blower. Last year (in September) the Aston was back at Runnymede for further work which included fitting new door mirrors, repainting both doors, fitting inertia reel seatbelts in the rear, rebuilding the front suspension, installing a new upgraded window lift motor to the driver's door, fitting a Kenlowe electric cooling fan, installing a new radio console and fitting five new Michelin XWS tyres to new chromed wire wheels. In addition, the rear axle was sent away for a complete rebuild including the incorporation of a high-ratio crown wheel and pinion.

During the 2011-2013 over £20,000 was spent on the aforementioned refurbishment as well as restoration of the leather interior (invoices on file), though the latter was only completed in March 2013 and the invoice for that work has not yet been issued. Stored in a Carcoon for maximum protection, the car is described as in generally excellent driveable condition and comes with current road fund licence, MoT to September 2013 and Swansea V5C document.

£90,000 - 120,000

€110,000 - 140,000



385

c.1970 Ferrari 365GT 2+2 Berlinetta Coachwork by Pininfarina

Registration no. GPF 946J

Chassis no. 13857

Engine no. 13857



By the mid-1960s, 50 percent of all Ferraris produced were being built with four seats, and following on from the success of its first such model, the 250GTE of 1960, Ferrari introduced the 330GT 2+2 in January 1964. The newcomer's steel tube chassis was 2" longer in the wheelbase than that of its predecessor and featured independent front suspension and a live rear axle.

Beneath the 330's more-spacious Pininfarina coachwork was a 300bhp, 4-litre V12 coupled to a four-speed overdrive gearbox. Its replacement, the 365GT 2+2, was launched at the Paris Salon in October 1967. Sleekly styled in the manner of the limited edition 500 Superfast, the 365GT 2+2 was the most refined Ferrari to date.

Based on that of the contemporary 330GTC, the chassis was made up of Ferrari's familiar combination of oval and round steel tubing, and as well as featuring independent suspension all round (for the first time on a Ferrari 2+2) boasted Koni's hydro-pneumatic self-levelling system at the rear. Further refinements included mounting the engine and drivetrain in rubber bushes to insulate the car's occupants from noise and vibration, and offering ZF power-assisted steering and air conditioning as standard equipment. Developing 320bhp in its 365GT incarnation, the well-proven 4.4-litre V12 engine was coupled to a five-speed gearbox, while the car's blistering performance - top speed 150mph, 0-60mph in 7.0 seconds - was restrained by Girling ventilated discs all round. A total of 800 cars had been completed by the time production ceased in 1971.

Endowed with fine handling and a supple ride, the 365GT 2+2 was rated by *Car* magazine as 'the most civilised Ferrari yet.' Impressed by the car's build quality, *Car & Driver* reckoned it, 'prototypical of the new Ferraris where everything fits and falls together accurately, as needs must if Ferrari is to survive in the US market.' The respected American magazine found the overall effect to be 'one of a very real and serious, ultra luxurious, high-speed touring machine,' yet no compromises had been made in the handling department: the 365GT 2+2 remained very much a driver's car in the traditional Ferrari manner. *Road & Track* agreed: 'Out on the open road this car really comes into its own, as does any Ferrari; the power steering makes it seem light on its feet and the giant Michelin XVR tyres furnish high cornering power with little fuss.'

Factory records show that this matching numbers 365GT 2+2 was sold new to TECO in Hong Kong (believed to be the Taipei Economic and Cultural Office). The car was delivered in right-hand drive configuration equipped with air conditioning and Voxson radio, and was finished in Oro Kelso (gold metallic) with Nero (black) Connolly leather interior. Only a limited mileage had been covered in Hong Kong before the Ferrari was imported to this country circa 20 years ago. (The current odometer reading is 39,487 miles). Restored at around the same time, 'GPF 946J' is offered with related invoices, current MoT/tax and Swansea V5 document.

£40,000 - 60,000

€47,000 - 71,000



Photo credit: Simon Clay



386

Left-hand drive

**1968 Ford Mustang GT/CS 'California Special'
Hardtop Coupé**

Chassis no. 8R01C150125

This Mustang coupe is one of only 4,118 'California Special' (GT/CS) limited edition models produced by Ford's partner Shelby Automotive for the West Coast dealer network. (That may sound like quite a lot of cars but it was only 1.3% of Mustang production in 1968). With some 20% of all Mustangs and Thunderbirds sold in California, the local Ford dealers had sufficient influence at the factory to ask for, and get, their own special version. Indeed, the car's marketing slogan was 'California made it happen.'

Available only in coupe form, the California Special featured Marchal or Lucas fog lights, Dzus fastener bonnet pins, pop-open fuel filler, boot spoiler, 1965 Thunderbird-type taillights, Shelby GT-type wheels and Shelby-style side scoops with 'GT/CS' logo. It was available in all standard Mustang colours, which were enhanced by stripes applied to the sides and rear deck. Production was confined to 1968 only and today Mustang collectors consider this relatively rare model, with its many Shelby GT features, to be among the most desirable.



Most California Specials, like the example offered here, were produced with the 289ci (4.7-litre) small-block V8 engine in two-barrel carburettor specification and complete with the C-4 automatic transmission. The vendor advises us the car has been the subject of an extensive 'rotisserie' restoration and was previously owned by Andy Salemi of Sycamore, Illinois.

Mr Salemi kept the Mustang in a Carcoon and in 2006 won the 'Carl F Benz Trophy' at the Geneva Concours d'Élegance with it (see photograph album on file). According to the vendor, 'the car's undercarriage is as clean as the roof and the engine compartment is true to the original specification and beautifully detailed.' Finished in red with tan interior, this rare and highly collectible Mustang variant is offered with MoT to July 2013.

£18,000 - 22,000

€21,000 - 26,000

No Reserve



Photo credit: Simon Clay

387

Left-hand drive

1969 Pontiac Firebird Coupé

Registration no. WVO 699G
Chassis no. 223379N111130
Engine no. TBA

Capitalising on the arrival of its new V8 engine in 1955, General Motors' Pontiac division reinvented itself for 1960s, adopting a sporting, youthful image promoted by a series of evocatively named high-performance models: Bonneville, GTO, Grand Prix, Firebird and Trans Am. Such was the success of this policy that Pontiac occupied third place in the US auto sales chart for most of the decade. Effectively an up-market Chevrolet Camaro, Pontiac's Firebird was introduced in February 1967 using the same bodyshell as its Chevrolet counterpart but readily distinguishable by its divided front grille. Engines ranged from a 230ci (3.8-litre) overhead-cam six to a 400ci (6.6-litre) 325bhp V8. Two body styles were offered: a two-door hardtop coupé and similar convertible.

This 'matching numbers' Firebird Coupé left the factory in Norwood, Ohio on 6th January 1970 en route to the supplying dealer, Rockhill Pontiac Inc of Newark, Delaware. The original colour scheme was Antique Gold with matching vinyl interior and black Cordova top. The total sale price was \$4,260.90, \$1,330 of which related to options that included the 350ci (5.7-litre) two-barrel V8 engine (rated at 265hp, 355lb/ft), Turbo Hydra-Matic transmission, push-button radio, offside mirror, Rally II wheels, console, variable-ratio power steering, steering wheel tilt, power disc brakes, Soft Ray tinted glass, air conditioning and front/rear mats.



The odometer currently displays an unwarranted 77,111 miles while bills in the history file indicate that the following has been attended to over the last 22,000 miles: fuel pump (at 55,350 miles); engine top-end rebuild (55,800, July 2000) that included new valves, guides, rockers, pushrods, valve springs, lifters, camshaft, O-ring seals, etc); rear road springs (56,000); new front/rear dampers (58,000, April 2001); front brakes (61,000 miles); new BF Goodrich T/A tyres (62,000, July 2006); and brake master cylinder/booster (66,500, January 2008). In addition, a performance enhancing Edelbrock intake manifold and 600cfm carburettor were fitted in April 2009.

Offered with current road fund licence, MoT to 7th June 2013 and Swansea V5C, the car also comes with Ames Performance Engineering Catalogue for 1967-1981 Firebirds; Chilton 1967-1981 Firebird Repair Manual; Protect-O-Plate; original jack sticker; and factory blue production date sticker.

£14,000 - 16,000

€16,000 - 19,000

No Reserve

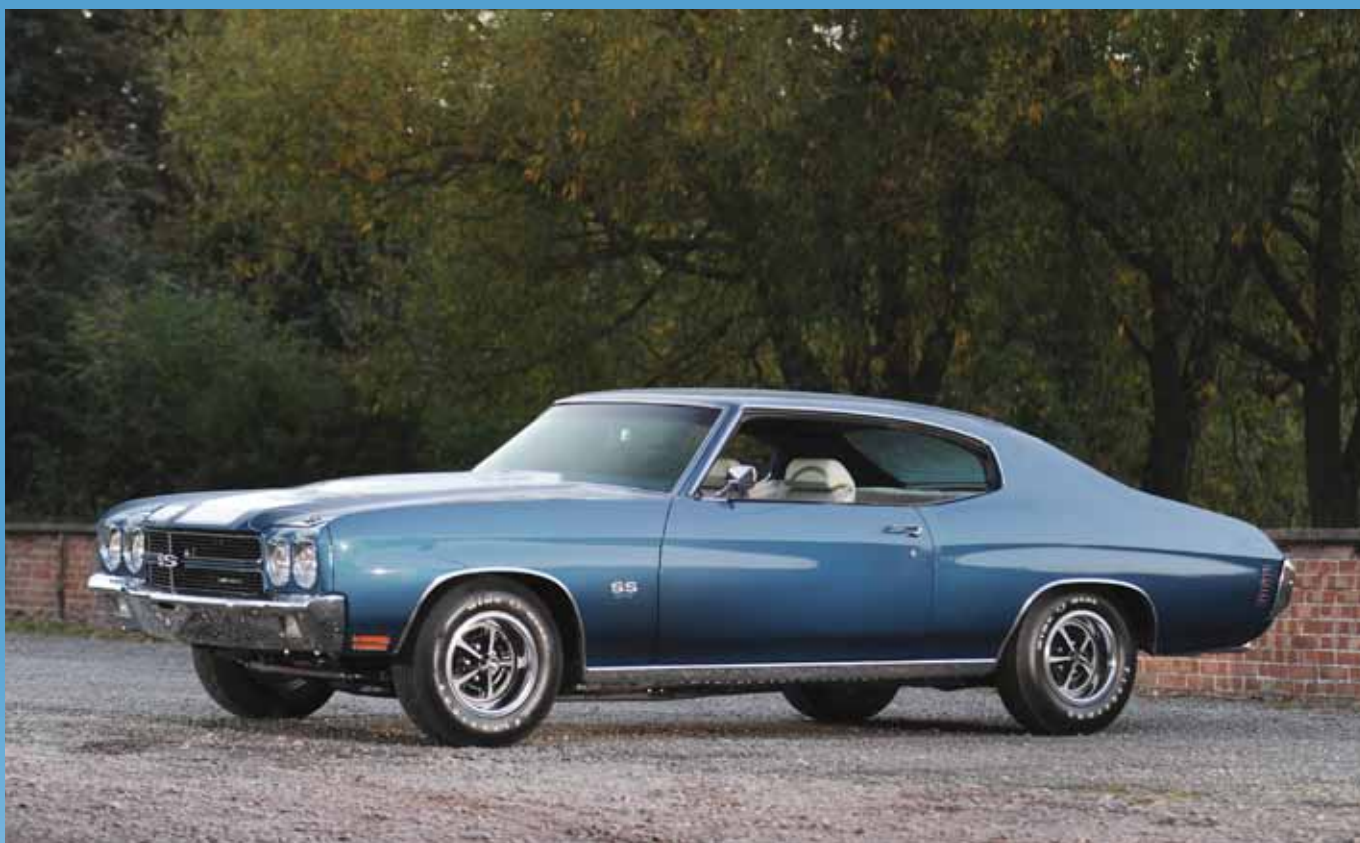


Photo credit: Simon Clay

388

Left-hand drive

1970 Chevrolet Chevelle Coupé

Chassis no. 136370B195509

Engine no. tba

The Chevelle was an all-new introduction for the 1964 season, slotting into Chevrolet's line-up between the compact Chevy II and its traditional full-size models such as the Impala. Boxily styled like the Chevy II, the Chevelle could be ordered with inline six-cylinder or V8 engines, while at the top of the range there was the Malibu 'Super Sport' (SS) variant. The Chevelle arrived just as the 'muscle car' era was dawning in America and by mid-1964 it could be ordered with GM's 327ci (5,360cc) V8 engine in either 250 or 300bhp versions. Several re-styles later, the Chevelle arrived in the '70s decade billed as 'America's most popular mid-size car.'

Like most American cars of its era, the Chevelle could be ordered with a bewildering variety of extra-cost options, including engines of up to 450bhp, in which configuration the Super Sport version was one of the fastest muscle cars ever built. The introduction of unleaded gasoline and increasingly tough emissions legislation saw power outputs fall during the mid-to-late 1970s, making the 1970/71 Chevelles the last made when it was only performance that mattered.



Finished in blue metallic with white upholstery and dark grey carpets, this 'matching numbers' Chevelle Coupé was supplied new via Rumsey Chevrolet of Swarthmore, Pennsylvania. Built to special order at GM's Baltimore, Maryland plant, it boasts an impressive specification encompassing the following extras: tinted glass; Strato front bucket seats; 'SS' door rim pad emblem; recessed windscreen wipers; special performance suspension; Positraction rear axle with 3.31: 1 ratio; front disc brakes; '396' - actually 402ci (6.6-litre) - 4-barrel carburettor, L34 code V8 engine rated at 350bhp and 415lb/ft; four-speed manual gearbox; dual exhausts; power steering; instrument package; AM pushbutton radio; and special bonnet with Cowl Induction.

Stated to have covered just 1,000-or-so miles since the completion in 2008 of an extensive restoration, this iconic mid-size muscle car is offered for sale with sundry restoration invoices, current MoT/tax and a framed copy of its original build sheet. Offered with a Swansea V5C registration document.

£25,000 - 30,000

€29,000 - 35,000

No Reserve

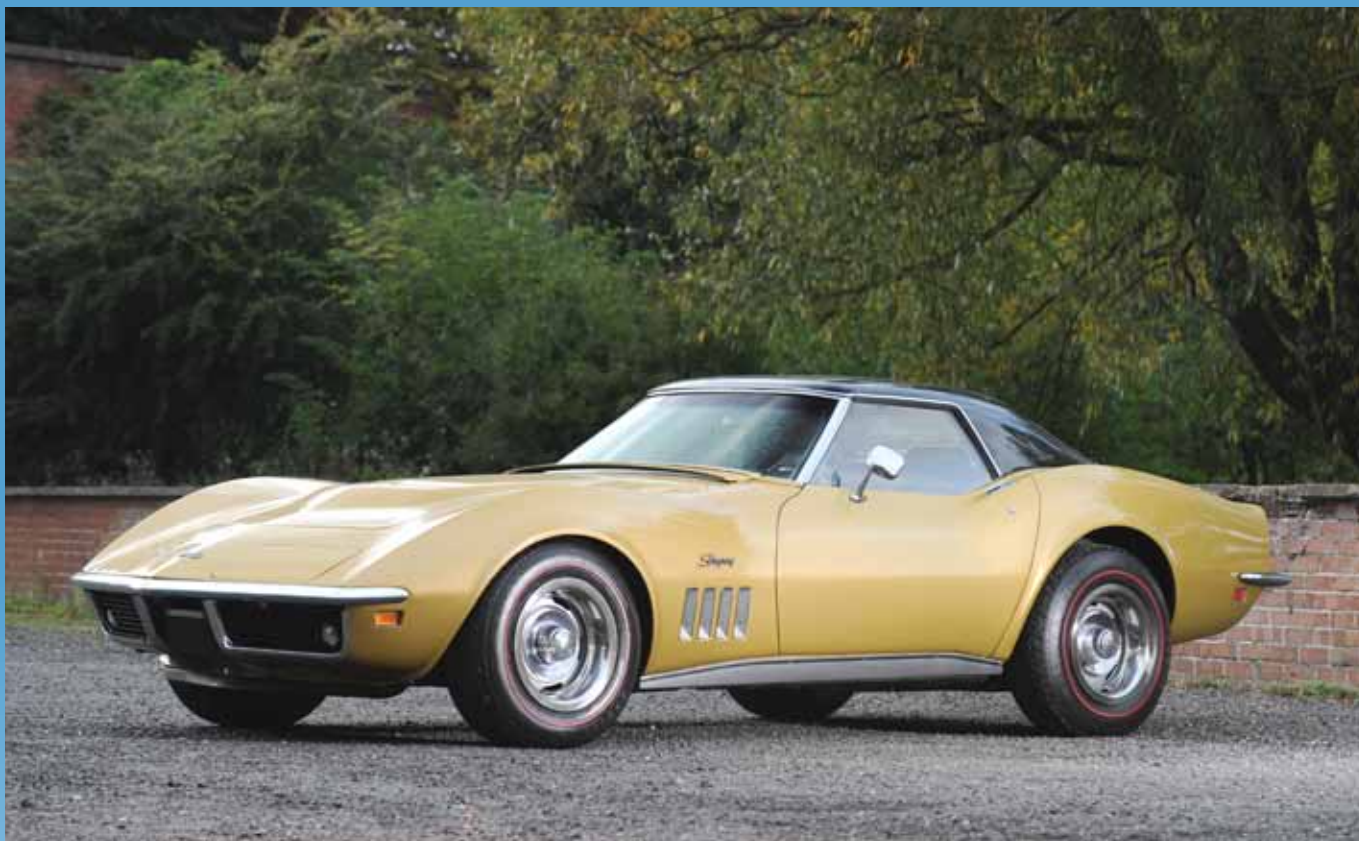


Photo credit: Simon Clay

389

Left-hand drive

1969 Chevrolet Corvette Stingray Convertible

Registration no. WVO 717G

Chassis no. 194679S734222

Engine no. TBA

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride.

Five years after the Sting Ray's arrival, a total restyle ushered in the 'Stingray' era, though the latter name was not officially applied to the model until 1969. Based on GM's 1965 Mako Shark II show car, the new-for-'68 Corvette coupé became a 'notch back' with removable rear window and detachable, two-piece 'T-top' (Targa) roof, while the roadster, or convertible, version could be ordered with optional hardtop. The previous generation's recessed pop-up headlights were retained while the windshield wipers were now concealed beneath a vacuum-operated panel, the latter feature being inherited from the Mako Shark II. Beneath the skin the chassis remained fundamentally unchanged.



The Stingray customer could take his or her pick from an extensive range of factory options, with the result that seldom are two cars exactly alike. Completed on 10th June 1969, this particular Stingray was delivered incorporating some of the most desirable options on offer, including the high-performance L46 version of the 350ci (5.7-litre) V8 engine producing 350bhp, which is delivered via the four-speed, close-ratio manual transmission and Positraction limited-slip differential. Other noteworthy features included power assisted steering, audio alarm and whitewall tyres.

The car is finished in eye-catching Riverside Gold (one of only 873 in that colour) with standard black vinyl interior featuring an AM/FM pushbutton radio, while the detachable hardtop is black also. Copy photographs in the accompanying history file indicate that the car underwent a body-off restoration around 2003, since when it has been driven a mere 1,000-or-so miles. Now UK registered, the Stingray is being sold complete with a framed copy of the original order form, reprinted 1969 Corvette owner's manual, current MoT/tax and Swansea V5C document.

£20,000 - 25,000

€24,000 - 29,000

No Reserve



Photo credit: Simon Clay

390
Left-hand drive
1965 Pontiac GTO
Coachwork by Fisher

Registration no. FRR 55C
 Chassis no. 237375K126944
 Engine no. TBC

For many enthusiasts the '64 GTO remains the only 'Muscle Car' that matters. The originator of the concept, the GTO was a special car at a special time and became an instant legend. All GTOs are collectors' items but none more so than the original '64, and at the time there were hardly enough to go around. Borrowed from the competition version of Ferrari's famous 250-series sports car, the initials stand for 'Gran Turismo Omologato' – homologated Grand Touring.

The GTO started out as a high performance options package for the 'intermediate' sized Pontiac Tempest Le Mans and came in sports coupé, hardtop coupé and convertible variants distinguished by those all important 'GTO' badges. At the GTO's heart was a 389ci (6.4-litre) V8 engine available in two states of tune: standard 325bhp with a single, four-barrel carburettor or optional 348bhp equipped with the Tri-Power set-up of three, twin-choke instruments. Transmission options included the (stock) heavy-duty three-speed manual gearbox, three-speed Hydra-Matic auto and Muncie close-ratio manual four-speeder with Hurst shifter, while there was a lengthy list of special performance-enhancing GTO accessories.



Big-car power in a medium sized package made for exhilarating performance, *Car & Driver* magazine achieving a 0-60mph time of 4.6 seconds and the standing quarter-mile in 13.1s/115.0mph with a 348bhp, manual transmission example, figures that put many a more exalted - and more expensive - purpose-built sports car to shame.

The car offered here dates from 1965 when the GTO was still a variant of the Tempest Le Mans. Purchased new from Luke Pontiac's dealership in Texas, the GTO remained with its original owner until 2010 and during his many years of ownership was used sparingly as a second car and serviced regularly, while always being kept in a heated garage. In 2008 the engine required a rebuild and while it was out of the car a full restoration was embarked upon, which was done to concours-winning standard by Pontiac specialists in Texas. When completed, the GTO was considered to have lost its charm and was sold to John Wasilik in Maryland. While in Mr Wasilik's ownership the gauges were restored and the air conditioning system re-gassed. Imported to the UK in July 2012, the car comes with taxes paid and is UK registered and MoT'd. Ready to show and enjoy, this GTO has completed only 1,000 miles since restoration.

£18,000 - 22,000

€21,000 - 26,000

No Reserve

Various Properties



391

2001 BMW Z3 M Coupé

Registration no. Y733 FVV (see text)

Chassis no. WBSCN92020LC

Engine no. 60462542

The first high-performance M-Series version of BMW's retro-styled Z3 appeared in January 1998. Built until February 2001 when the model was revised, the original M Coupé and Roadster were powered by the 3-Series Evolution model's 3,201cc six producing 321bhp and 258lb/ft of torque; figures that translated into a tyre-smoking 0-60mph time of 5.2 seconds and a top speed of 155mph.

The fastest-accelerating BMW ever at the time of its introduction, the M Coupé boasted a generous specification that included electric windows, ABS, PAS, air conditioning, heated seats, driver/passenger air bags, six-speaker stereo system, alarm/immobiliser, heated exterior mirrors, 17" M RoadStar alloy wheels and a limited-slip differential as standard.



Combining outrageous looks and performance with impressive practicality, the Z3 M Coupé was not replaced after its deletion in 2002 and is surely destined for 'highly collectible' status in the future.

First registered in August 2001 as 'Y733 FVV', this Z3 M Coupé has covered circa 64,000 miles and is described by the vendor as in generally good condition, with no apparent dents or scratches, and good tyres. It is currently registered in Guernsey. We are advised that the engine has been chipped to increase performance and the front suspension lowered to improve the handling. Offered with current MoT and Swansea V5, the car is finished in silver with black interior, and boasts the convenience of an electric tilt sunroof. Although currently Guernsey registered the vendor will pay all necessary import duties for the vehicle and it is hoped it will be UK registered by the time of sale.

£10,000 - 15,000

€12,000 - 18,000



392

1963 Austin Mini Traveller Estate

Registration no. 733 UXA
Chassis no. A-AW7-828847

The current vendor purchased this Mini Traveller (originally pale blue in colour) in 1967/68 and had it repainted in the orange/black livery of his coach company. Some 4-6 months later he sent the car as a present to his father in Sicily where it was enjoyed and very well looked after until the father died in 1982. The car was registered in Italy as 'ME 209019' in the Messina Province. While in Sicily the Mini was barn stored and used by the vendor's family each time they went there on holiday, on average twice or three times a year: Christmas, Easter and the summer holidays. The car was brought back to the UK towards the end of 2003 and reregistered here between March and April 2004. The vendor gradually brought it up to standard mechanically over a period of three years, during which period he was offered and had fitted an almost new engine that had only 12,000 miles on its bores (see statement on file). Approximately 4,000 miles have been covered since its installation. At this point it was decided to take the Mini back to Sicily and last year it was completely renovated and the body repainted Tartan Red with Old English White roof. Described as in good running condition, this early Mini Traveller is offered with a quantity of restoration invoices, current road fund licence, MoT to April 2014 and Swansea V5.

£7,000 - 10,000

€8,200 - 12,000



393

1984 Opel Manta 1.8S Berlinetta

Registration no. A747 OJA
Chassis no. 53E6097480

General Motors' new European medium-size saloon debuted in August 1975 as the Opel Ascona with Vauxhall's equivalent - the Cavalier - following a few months later. Built in two- and four-door variants, the newcomer followed the original Ascona's front-engine, rear-drive layout but was longer, wider and roomier. The existing range of four-cylinder engines continued, as did the stylish Manta Berlinetta (coupé) on the new floor pan. In 1982 the Manta became available with General Motors' modern 'Family II' 1.8-litre over-head camshaft engine and despite the arrival of a new transverse engine/front-wheel drive Ascona/Cavalier platform, remained in production substantially unchanged until 1988. An automatic transmission model supplied new via G H Horn & Co Ltd of Stockport, this right-hand drive Manta Berlinetta has been kept in long-term storage in a dehumidified and heated garage, and in recent years has only been used for trips to classic vehicle shows. Described as very solid and well cared for, driving very well, the car currently displays a total of 33,000 miles on the odometer and is offered with service booklet.

£1,000 - 2,000

€1,200 - 2,400

No Reserve

394

1973 FIAT 130 Coupé Coachwork by Pininfarina

Registration no. PUU 387L
Chassis no. 0001390

One of two large coupés styled by Pininfarina in the 1970s, the other being the Rolls-Royce Camargue, the FIAT 130 Coupé was arguably the more successful design. Based on the 130 saloon that had appeared two years previously, FIAT's flagship coupé was introduced in 1971 with UK deliveries commencing the following year. A two-door four-seater, the 130 Coupé used only the larger (3.2-litre) of the saloon's two overhead-cam V6 engine options while retaining the latter's all-independent suspension and four-wheel disc brakes. Three-speed automatic or ZF five-speed manual were the transmission options. Top speed of this elegant and luxurious Gran Turismo was 118mph (manual) or 115mph (auto). Production of the 130 Coupé ended in 1977 after 4,491 had been built, only some 500-or-so of which were right-hand drive models. Supplied new in the UK, this automatic transmission example underwent body restoration and a re-spray in 1990/91. The car was purchased by the current vendor from Bonhams' sale at the RAF Museum, Hendon in April 2007 (Lot 781) at which time it was stated that the cam belts had been changed recently. Driven on numerous rallies and to various classic vehicle shows in recent times, 'PUU 387L' currently displays a total of 58,975 miles on the odometer and is described as in generally excellent condition, benefiting from newly replaced brake pipes. A rare opportunity to acquire a rarely seen Pininfarina classic, all the rarer in this condition.

£4,000 - 5,000
€4,700 - 5,900



395

Property of a deceased's estate; one private owner from new 1990 Rover Mini Cooper Saloon

Registration no. 5476 LJ
Engine no. 1660000723
Chassis No SAXXNNAMBBD013968

Fifty years ago the notion that the Mini might have a future as anything other than basic transport was anathema and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. Following the original's demise in 1971, John Cooper sold his own modified Minis under the 'Mini Cooper' name from the mid-1980s before Rover's acquisition of the rights made it possible to officially re-launch the model in September 1990. The new Mini Cooper was based on the Mini 30, the most luxuriously equipped Limited Edition Mini to date, but fitted with the 1,275cc engine rather than the 30's 998cc unit. This Mini Cooper's interior has been extensively upgraded by its late owner, boasting a walnut veneer trim pack and three-dial instrument cluster among other modifications (original trim with car). Last taxed to 30th September 2012, '5476 LJ' is offered with SORN paperwork and Swansea V5C documents showing that the deceased acquired it in December 1990 and was its first private owner. A total of 12,279 miles is currently displayed on the odometer.

£2,000 - 3,000
£2,400 - 3,500
No Reserve



396

1971 Mercedes 280 SE 3.5 Coupé

Registration no. RBV 793J

Chassis no. TBC

Engine no. TBC

'If you feel obligated to ask about the price you not only will never understand the car, you have branded yourself incapable of ever appreciating its virtues even if someone gave you one.' – *Car & Driver* on the Mercedes-Benz 280SE 3.5.

The fact that the esteemed American motoring magazine felt compelled to remark on the 280SE's price is understandable when one considers that at \$13,500 in 1970 it not only cost \$3,500 more than the equivalent Mercedes-Benz sedan but also twice as much as a Cadillac Deville Coupé!

The 3.5-litre version of the 280SE typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s, when the progressive easing of fiscal constraints, which had dissuaded customers from buying cars with large-capacity engines, encouraged the German manufacturer to offer bigger, more potent power units. Thus the ultra-luxurious 280SE Coupé/Cabriolet and 300SEL saloon were the models chosen by Mercedes-Benz to launch its magnificent new 3.5-litre V8 engine in 1969.



An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art power unit produced 200bhp courtesy of Bosch electronic fuel injection and transistorised ignition. Thus equipped, the Coupé/Cabriolet was good for 125mph with 60mph reachable in 9.5 seconds, a substantial improvement on the six-cylinder version's figures.

Although the equivalent SEL saloon used the 'New Generation' bodyshell, the Coupé and Cabriolet kept the elegant coachwork that had debuted back in 1959 on the 220SE and, as befitted top-of-the-range luxury models, came equipped with automatic transmission, air conditioning, power windows and stereo radio as standard. Significantly, the 280SE 3.5 was to be the final model to feature this long-established and much admired body style, and today these last-of-the-line classics are highly sought after by discerning Mercedes-Benz collectors.

This 280SE 3.5 is finished in cream with black leather interior, the latter completely original and nicely patinated. Of the 1,232 examples produced, it is one of only 68 delivered to the UK in right-hand drive configuration.

The previous owner bought the car some 23 years ago from well known specialist John Lewis in Heathmans Road, Fulham and used it as a daily driver in the fashionable environs of the King's Road, Chelsea. Never restored, it has always been properly maintained and serviced by marque specialist Steve Redfearn, as evidenced by numerous bills on file. We are advised that the recorded mileage is believed correct and the accompanying paperwork appears to bear this out.

The car has recently been subject to an extensive underside restoration, with repairs to a rear wheel arch and both front wings at the same time, and is said to be completely rust free in structurally important areas.

Mechanically, 'RBV 793J' has been the subject of a thorough service by (again) Steve Redfearn and has been treated to a new ECU. Taxed, MoT'd and running beautifully, this rare, collectible and supremely elegant modern-era Mercedes-Benz is ready to be driven home and enjoyed. The car is offered with the aforementioned service records and Swansea V5 document.

£28,000 - 34,000

€33,000 - 40,000





397

1992 Mercedes-Benz 600SEL Saloon

Registration no. J600 MML
Chassis no. WDB1400572A0478
Engine no. 12098022-0009225

In 1991 Mercedes-Benz replaced the old S-Class with an equally appealing, sleek new design in the modern idiom. As one might expect, these new S-Class luxury saloons were designed to be world leaders in their market sector and were lavishly equipped in the best Mercedes-Benz tradition. Topping the range was the 6.0-litre V12-powered 600SEL delivering a 0-100km/h (62mph) time of 6.1 seconds and a top speed of 156mph. This 600SEL was less than a year old when it was acquired as his main transport by a company owner/director. The model was chosen for its twin airbags, the Mercedes-Benz 600SEL being the only luxury saloon to have this feature at that time. Replaced in 2008 by a Volkswagen Phaeton, it has been laid up in the company's warehouse and will require appropriate mechanical/electrical re-commissioning before further use. Finished in blue with matching leather interior, 'J600 MML' currently displays a total of 98,884 miles on the odometer and is described as in generally good condition, with 'fair/good' electrics. Additions to the standard specification include telephone/umbrella compartments; televisions in the two front headrests (with matching leather covers); a DVD/CD player in rear armrest; a television tuner/VCR player in the First Aid box space; and a radio tuner in the front glove box. Accompanying documentation consists of sundry bills and Swansea V5C document.

£4,000 - 7,000

€4,700 - 8,200



398

1990 Mercedes-Benz 230CE Coupé

Registration no. H102 HFX
Chassis no. WDB1240432B295655
Engine no. 102982222178741

'The new Mercedes coupés continue the tradition of putting a smooth and good-looking body on the engine and chassis of the existing saloon. The 230 and 300 CE should be winners.' – *Motor*. In late 1984 Mercedes-Benz updated its medium-sized passenger car line-up, introducing the new W124 bodysell, which replaced the nine-year-old W123 style. Improving aerodynamic efficiency as a means of reducing fuel consumption and thus lowering emissions had become a major preoccupation among motor manufacturers, and the W124's sleekly refined shape reflected these concerns. Slightly longer but a whole 2" narrower than their predecessors, the W124s had a significantly reduced frontal area and coefficient of drag, which together with lighter weight made for appreciably better performance. In the case of the Bosch fuel-injected, four-cylinder 230CE model, these advances made for a top speed of around 126mph (manual) or 123mph (automatic) and a 17% improvement in fuel consumption. Fitted with a full alarm system from new, this automatic transmission 230CE has had only two owners and covered some 145,000 miles. Finished in black with grey check upholstery, 'H102 HFX' is described as in generally good condition and is said to drive well. The car is offered with bills and service history (including the service booklet), 13 expired MoT certificates, current MoT and Swansea V5 registration document. A slight oil leak from the engine is the only fault notified.

£2,000 - 3,000

€2,400 - 3,500

No Reserve

399

1972 MGB Roadster

Registration no. MNH 73K

Chassis no. GHN5-266748G

Engine no. 18V5827H1759

Outstandingly successful despite, or perhaps because of, its relative simplicity, the perennially popular MGB remained in production for 18 years while rivals came and went. Conceived in the late 1950s and launched in 1962, the MGB was mechanically similar to the preceding MGA, though with unitary construction bodysheet instead of its forebear's separate chassis. To compensate for the newcomer's increased weight, the existing four-cylinder B-Series engine was stretched to 1,798cc, while the MGB's aerodynamically efficient lines made the most of the 95bhp available to achieve a top speed which just bested the magic 'ton'. A 'right first time' design that changed little over the years, the MGB had enjoyed sales totalling in excess of 500,000 cars by the time production ceased in 1980. As well as being a desirable chromed bumper model, this particular 'B' roadster also boasts the optional overdrive transmission. The car has been in the same family's ownership for the last 14 years, being used in the summertime for shows and classic vehicle rallies. Professionally serviced annually, 'MNH 73K' benefits from professional under-sealing (2006) and last year was fitted with a new radiator and batteries. The car is finished in red with black vinyl interior and is offered with sundry bills, current MoT/tax and Swansea V5 registration document. The sensible adoption of electronic ignition is the only notified deviation from factory specification.

£3,500 - 5,000

€4,100 - 5,900



MOTORING

SALES DIARY 2013

18 May	The Aston Martin Sale Aston Martin and Lagonda Motor Cars and Related Automobilia Aston Martin Works Service, Newport Pagnell, UK	14 September	The Goodwood Revival Sale Collectors' Motor Cars and Automobilia Goodwood Motor Circuit, Chichester, UK
25 May	The Spa Classic Sale Collectors' Motor Cars and Automobilia Spa Motor Circuit, Belgium	11 October	The Zoute Grand Prix Sale Collectors' Motor Cars and Automobilia Zoute, Belgium
2 June	The Greenwich Auction Collectors' Motor Cars and Automobilia Greenwich, Connecticut, USA	20 October	The Classic Motorcycle Mechanics Show Collectors' Motorcycles and Related Memorabilia Stafford, UK
15 June	The Banbury Run Sale Collectors' Motor Cars and Motorcycles Oxford, UK	1 November	The Veteran Sale Veteran Motor Cars and Related Automobilia New Bond Street, London, UK
12 July	The Goodwood Festival of Speed Sale Collectors' Motor Cars and Automobilia Goodwood House, Chichester, UK	13 November	The Harrogate Sale Collectors' Motor Cars, Motorcycles and Automobilia Harrogate, UK
15 & 16 August	Quail Lodge Auction Collectors' Motor Cars, Motorcycles and Automobilia Carmel, California, USA	2 December	The December Sale Important Collectors' Motor Cars and Automobilia London, UK
7 September	The Beaulieu Sale Collectors' Motor Cars, Motorcycles and Automobilia The National Motor Museum, Hampshire, UK		

The Spring Stafford Sale

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Aston Martin and Lagonda
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Newport Pagnell, UK
Saturday 18 May, 2013

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By Order of the executors of David Etteridge deceased,
1964 Aston Martin DB5 Saloon
Estimate: £150,000 - 200,000



Three owners from new,
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Estimate: £260,000 - 280,000



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Estimate: £220,000 - 280,000

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This year's Sale forms a key part of Aston Martin's impressive Centenary celebrations and represents a unique opportunity at which to sell an Aston Martin.

Main Image:
1961 Geneva Motor Show,
1960 Aston Martin DB4GT Bertone 'Jet'
Coachwork by Carrozzeria Bertone
Estimate: £2,800,000 - 3,800,000



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1954 2½-litre Mercedes-Benz W196
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Chassis No. 00006/54*



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Chassis No. 3053*

3. *'NOJ 392' - The ex-Works/Le Mans/Mille Miglia
1953 Austin-Healey 100 Special Test Car*



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Saturday 14 September	New York, Los Angeles & San Francisco
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Wednesday 20 November	Hong Kong
Saturday 23 November	New York, Los Angeles & San Francisco
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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 £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, 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 £3,000. 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 8963 2850/2852 Fax: +44 (0)20 8963 2805
Email: shipping@bonhams.com

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licencing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any *Sale* nor allow any delay in making full payment for the *Lot*. Generally, please contact our shipping department before the *Sale* if you require assistance in relation to export regulations.

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://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA)
Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct

of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the * of bore and wall-thickness measurements posted in the saleroom and available from the department.

Bidders should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

Licensing Requirements

Firearms Act 1968 as amended

Bonhams is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

Lots marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

Lots marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

~ Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled
DB – Domaine bottled
EstB – Estate bottled
BB – Bordeaux bottled
BE – Belgian bottled
FB – French bottled
GB – German bottled
OB – Oporto bottled
UK – United Kingdom bottled
owc – original wooden case
iwc – individual wooden case
oc – original carton

11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

APPENDIX 2

BUYER'S AGREEMENT

IMPORTANT: These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

1 THE CONTRACT

1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.

1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.

1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.

1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.

1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:

1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;

1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;

1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.

1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

3 PAYMENT

3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:

3.1.1 the *Purchase Price* for the *Lot*;

3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and

3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with *VAT* on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.

3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.

3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.

3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to *VAT* at the appropriate rate and *VAT* will be payable by you on all such sums.

3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and *VAT* and any interest earned and/or incurred until payment to the *Seller*.

3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.

3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

6	RESPONSIBILITY FOR THE LOT	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.	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
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.			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> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	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.	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
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>):	7.4	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.	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.
7.1.1	to terminate this agreement immediately for your breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT	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> .
7.1.2	to retain possession of the <i>Lot</i> ;	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:	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> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	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	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	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.
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	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> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	10	OUR LIABILITY
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.2	The discretion referred to in paragraph 8.1:	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> .
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.2.1	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	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:
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	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
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;	9	FORGERIES		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	9.1	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		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 MISCELLANEOUS**
- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

"Additional Premium" a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams'* Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

"Auctioneer" the representative of *Bonhams* conducting the *Sale*.

"Bidder" a person who has completed a *Bidding Form*.

"Bidding Form" our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

"Bonhams" Bonhams 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

"Book" a printed *Book* offered for *Sale* at a specialist *Book Sale*.

"Business" includes any trade, *Business* and profession.

"Buyer" the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

"Buyer's Agreement" the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

"Buyer's Premium" the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

"Catalogue" the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our Website.

"Commission" the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

"Condition Report" a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

"Conditions of Sale" the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

"Consignment Fee" a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

"Consumer" a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

"Contract Form" the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

"Contract for Sale" the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

"Contractual Description" the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract for Sale* the *Lot* corresponds.

"Description" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"Entry" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus *VAT* if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and *VAT* which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price*.

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), **"Seller"** includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words "you" and "your".

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

"Stamp" means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

"Standard Examination" a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

"Storage Contract" means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

"Storage Contractor" means the company identified as such in the *Catalogue*.

"Terrorism" means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"VAT" value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

"Website" *Bonhams Website* at www.bonhams.com

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

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

GLOSSARY

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

"artist's resale right": the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

"bailee": a person to whom goods are entrusted.

"indemnity": an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

"interpleader proceedings": proceedings in the Courts to determine ownership or rights over a *Lot*.

"knocked down": when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

"lien": a right for the person who has possession of the *Lot* to retain possession of it.

"risk": the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

"title": the legal and equitable right to the ownership of a *Lot*.

"tort": a legal wrong done to someone to whom the wrong doer has a duty of care.

SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.

- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.

- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;

- (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;

- (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

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UK/08/12

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344	1955	Alvis TC21/100 'Grey Lady' Mulliner Saloon	396	1971	Mercedes 280 se 3.5 Coupe
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