

Collectors' Motorcycles & Motor Cars In Association with The VMCC Banbury Run

Saturday 15 June 2013
Bonhams, Oxford



Collectors' Motorcycles & Motor Cars

In Association with The VMCC Banbury Run

Saturday 15 June 2013

Bonhams, Oxford

Shipton-on-Cherwell, OX5 1JH



Bonhams

101 New Bond Street
London W1S 1SR
bonhams.com

Viewing

Friday 14 June
3pm to 6pm
Saturday 15 June
from 9am

Sale times

Motorcycles 1pm
Motor Cars 3pm

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
Friday 14 June. Thereafter bids
should be sent direct to Bonhams
office at the sale venue.

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

Motorcycles
+44 (0) 8700 273 647
+44 (0) 8700 273 625 fax
motorcycles@bonhams.com

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

Enquiries on view and sale days

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

Catalogue: £20 + p&p

Customer Services

Monday to Friday 8am to 6pm
+44 (0) 20 7447 7447

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

Please see back of catalogue
for important notice to bidders

Sale Number: 20928

Illustrations

Front cover: Lots 129, 13
Back cover: Lot 13

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

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

Bonhams UK Ltd Directors
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Andrew McKenzie, Simon Mitchell, Jeff Muse, Mike Neill,
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Iain Rushbrook, John Sandon, Tim Schofield,
Veronique Scorer, James Stratton, Roger Tappin,
Shahin Virani, David Williams, Michael Wynell-Mayow.



General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine number to be changed. Buyers are advised to check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine.

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 £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.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.

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

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge.
- credit cards: Visa and Mastercard. Please note there is a 2% 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 vehicles?

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

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

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

Can I view the files that accompany the vehicles?

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

How can I pay?

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

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

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

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

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 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 2% 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?

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 vehicle 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 and motorcycle 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). For motorcycle registration please contact the motorcycle dept. (Details on page 1 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

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Press Office

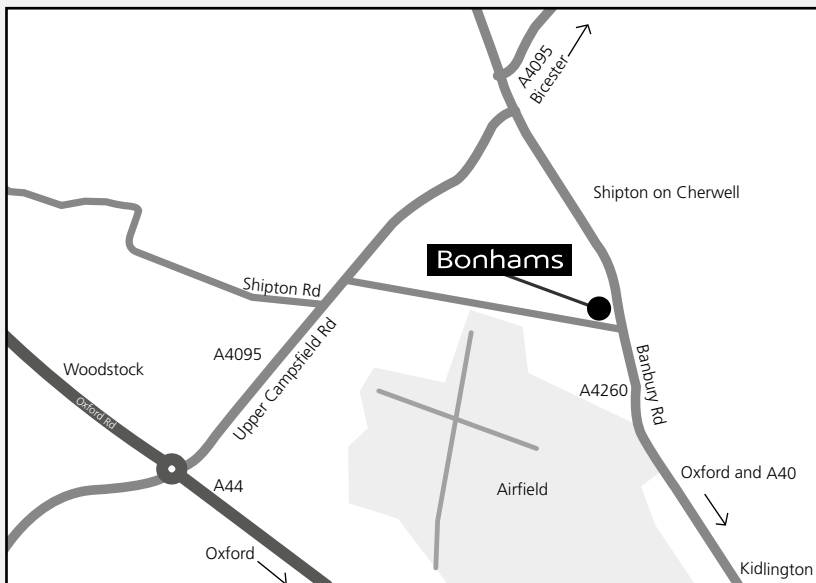
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Directions to Bonhams Oxford



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

Recommended Transporters

Polygon Transport
+44 (0) 2380 871 555
polygon@polygon-transport.com

Recommended Vehicle Insurance

Hagerty International Limited
The Arch Barn
Pury Hill Farm
Towcester
Northamptonshire
NN12 7TB
+44 (0) 844 824 1134
www.hagertyinsurance.co.uk

Collections

Motorcycles & Motor Cars

Motorcycles and Motor Cars must be collected by 12noon on Sunday 16 June.

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 Transport registered address:

Polygon Transport
Unit 2H
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hampshire SO40 4PB
+44 (0) 2380 871 555
+44 (0) 2380 862 111 fax
polygon@polygon-transport.com

Vehicle Removal charges

£65 + VAT per motorcycle
£100 + VAT per motorcycle combination
£200 + VAT per motor car

Storage charges

£8.50 + VAT per day per motorcycle
£13.00 + VAT per day per motorcycle combination

First 14 days
£14.00 + VAT per day per motor car
There after
£10.00 + VAT per day per motor car

Transport and Shipping

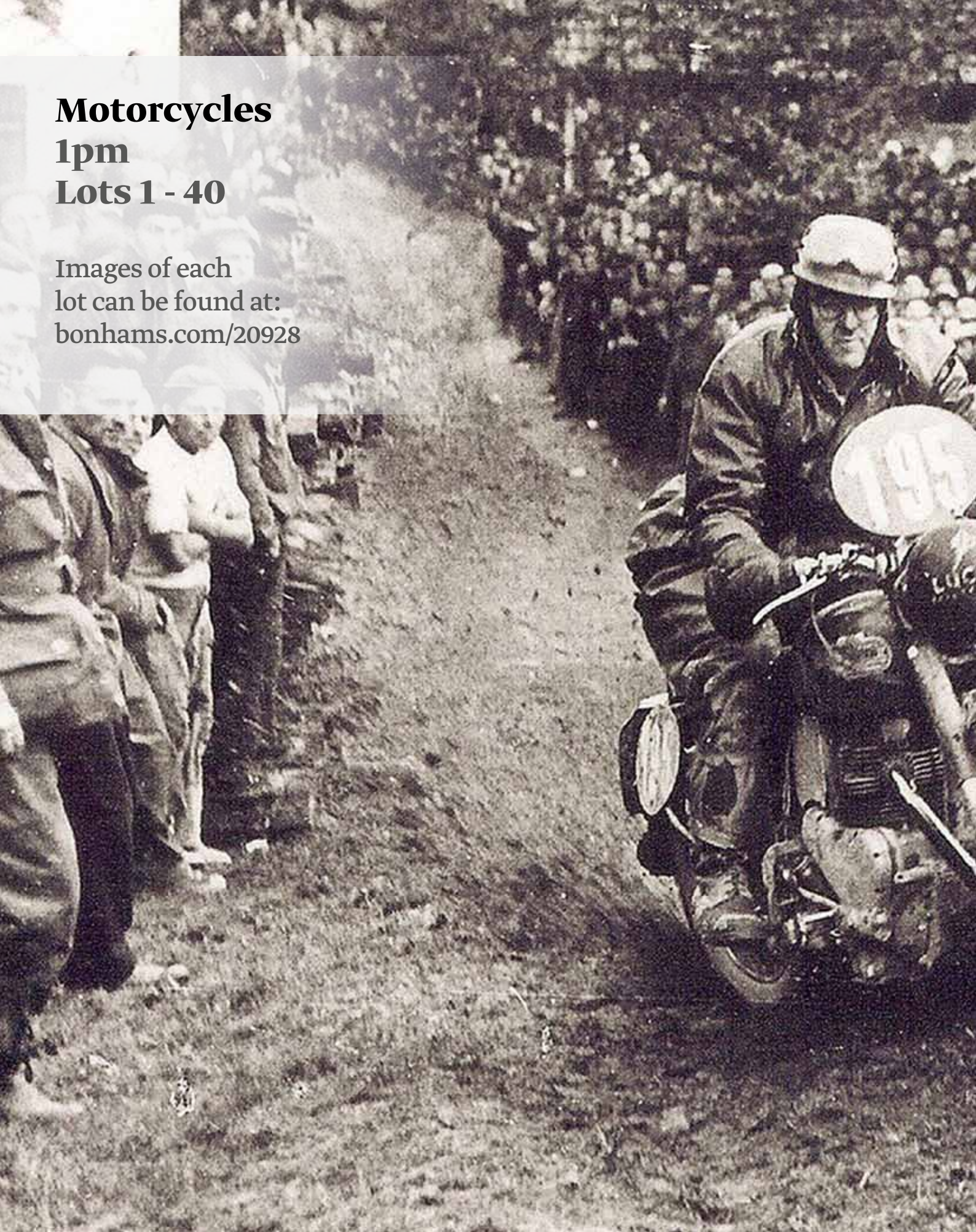
A representative of Polygon Transport, Bonhams' preferred carriers, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

Motorcycles

1pm

Lots 1 - 40

Images of each
lot can be found at:
bonhams.com/20928







1



3



2



4

1

c.1951 Cyclomaster 25.7cc

Engine no. 27229

An ingenious design that originated on the Continent and was built in the UK by EMI, the Cyclomaster wheel - a single-cylinder, two-stroke engine complete with fuel tank, spoked into a heavy-duty rim - replaced the rear wheel of a pedal cycle, thus providing a cheap means of powered transport in the austere 1950s. Originally displacing 25.7cc, the Cyclomaster was enlarged to 32.6cc for 1952, gaining a small but useful power increase in the process. Cyclomaster progressed to offering complete machines and later on a conventional moped - the Cyclomate. Production of the Cyclomaster engine unit ceased in 1958 and that of the Cyclomate two years later. This unattached Cyclomaster is offered for restoration and comes with an old-style logbook and old-type Swansea V5 document for the registration mark 'LAD 356'.

£200 - 400

€240 - 470

No Reserve

2

1970 Raleigh 49cc Runabout Moped

Registration no. WRP 81J

Frame no. 037466 Engine no. 2184431

Britain's best-known and longest-surviving bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s, the majority of the moped range being built-under-license Motobécane Mobylettes. The first of the latter was the RM4 Automatic, introduced in 1961, while Raleigh first applied the 'Runabout' name to the RM6, which was built in various versions from May 1963 until February 1971 when production of all Raleigh mopeds ceased. This Runabout was purchased by the current vendor in December 1995 and ridden in cyclemotor events until 2004, since when it has not been used. Working when placed in storage and described as in generally good condition mechanically, 'WRP 81J' will nevertheless require re-commissioning before returning to the road. The machine is offered with Swansea V5C document.

£150 - 250

€180 - 290

No Reserve

3

1964 Raleigh 49cc RM6 Runabout Moped

Registration no. BFX 153B

Frame no. 6-R17867 Engine no. R63755

Britain's best-known and longest-surviving bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s, the majority of the moped range being built-under-license Motobécane Mobylettes. The first of the latter was the RM4 Automatic, introduced in 1961, while Raleigh first applied the 'Runabout' name to the RM6, which was built in various versions from May 1963 until February 1971 when production of all Raleigh mopeds ceased. This RM6 was purchased by the current vendor in 2004 and ridden in cyclemotor events until 2010, since when it has not been used. Working when placed in storage, the machine is described as in generally good condition and offered with Swansea V5C document and its original logbook.

£150 - 250

€180 - 290

No Reserve

4

1958 NSU 49cc Quickly S Moped

Registration no. 516 DCJ

Frame no. 644649 Engine no. 1623918

This NSU Quickly S, which features the model's attractive Art Deco-style mudguards and chromed wheel rims, has been fully restored from 'barn find' condition. Works carried out include a complete bare metal re-spray in original colours; a complete engine/gearbox rebuild with new parts where required; rebuild of front and rear wheels with new rims and spokes; and a full overhaul of the brakes and running gear. The saddle cover, chain, pedals, tyres and inner tubes are among the many new parts fitted. Completed in 2011, '516 DCJ' is said to start and run very well, with fully operative lights and horn. The machine retains its original registration number and comes with Swansea V5 document and 'historic' (free) road tax. An MoT is no longer required, so it can be put on the road immediately. Reprints of an original factory workshop manual and a Pearson rider's manual are included in the sale together with a collection of Quickly ephemera on CD-ROM.

£700 - 900

€820 - 1,100

5

Property of a deceased's estate

1928 AJS 349cc K7

Registration no. EY 3414

Frame no. K46743

Engine no. K7/46743

In 1927 AJs'works 350cc racers appeared with a new overhead-camshaft engine. The camshaft was chain driven, its distinctive cast-alloy case extending forwards to the front-mounted magneto. A catalogued model from 1928, the 'cammy' AJS was built in 350cc and 500cc capacities initially. A 250cc version followed, Jimmy Guthrie winning the Lightweight TT on one in 1930. Production ceased with the Matchless takeover in 1931. A 1928 model (as indicated by the 'K' frame/engine number prefix) this cammy AJS was purchased by the vendor's late father in the 1960s as a restoration project. However, the task was never commenced and it remained in storage from the time of acquisition until his recent death. Presumed original, the registration mark was issued in Anglesey in 1927. While many of the machine's main components are present, some, such as the fuel tank, will serve only as useful patterns to manufacture replacements. At the time of consignment the vendor was still searching for other parts and it is possible that further items may be found prior to the sale. As overhead-cam AJS motorcycles from the Vintage era come to the market only infrequently, this one represents an interesting and potentially rewarding opportunity for a new owner. Offered for restoration and sold strictly as viewed, EY 3414' comes with an old/current Swansea V5/V5C documents. Prospective purchasers should satisfy themselves with regard to the completeness, or otherwise, of this Lot prior to bidding.

£1,000 - 2,000

€1,200 - 2,400

No Reserve



6

Property of a deceased's estate

c.1951 Norton 490cc ES2/International

Registration no. PRA 666

Frame no. 4 41994

Engine no. D11 23973

This Norton 'special' was purchased by the vendor's late father in the late 1970s/early 1980s as a restoration project. However, the task was never commenced and it remained in storage from the time of acquisition until the father's recent death. 'PRA 666' consists of a 1951 Norton ES2 frame and a 1949 Norton International Model 30 engine. There is a gearbox, fuel tank, a set of long Roadholder forks, an Amal 10TT carburettor, a Lucas mag-dyno, primary chain cases, a silencer and other parts. Accompanying documentation consists of an old-style continuation logbook issued on 2nd January 1957, an old-type Swansea V5 and a current V5C. However, it should be noted that only the engine number matches the details on the documentation and the successful purchaser will need to apply to the DVLA for sympathetic consideration to be able to retain the registration number. Originally a 1949 International model, 'PRA 666' was not registered for the road until 13th March 1951, suggesting that it may have been used for competition for the first two years of its life. At the time of consignment the vendor was still searching for other parts of the machine, and it is possible that further items will be found prior to the sale. 'PRA 666' is offered for restoration and sold strictly as viewed. Prospective purchasers should satisfy themselves with regard to the completeness, or otherwise, of this Lot prior to bidding. No reserve.

£1,000 - 2,000

€1,200 - 2,400

No Reserve



7

No Lot



8

8

Ex-Tommy Meeten,

1935 S.O.S. 172cc 'Brooklands Special'

Registration no. CPC 699

Frame no. AS 2037 Engine no. SY 577

S.O.S., variously the 'Super Onslow Special' or 'Soss' was started by the famous Vale-Onslow concern in Birmingham, establishing a great reputation for excellent, competition-worthy two-strokes. Later, the S.O.S. was made by Tommy Meeten of London, whose firm continued the tradition of improvement by use in competition. First registered in January 1935 as an 'S.O.S. Special' to Meeten himself, this competition S.O.S. carries an oral history from the late B. Burkell of being raced by Meeten. It has been restored to a high standard and retains its original Villiers 'Brooklands' engine unit. Newly rebuilt, the S.O.S. will need formal registration, using the DVLA letter provided with the original RF.60 and should then be ready to go, subject to the normal checks.

£3,400 - 4,200

€4,000 - 4,900



9

9

1925 Sunbeam 3 1/2 hp Model 3

Registration no. BF 5774

Frame no. 17413 Engine no. 159/17026

The Wolverhampton-based firm of John Marston Ltd introduced the first Sunbeam motorcycle, a 350cc sidevalve single, in 1912. Overhead-valve engines were introduced in the mid 1920s but early race successes were achieved with sidevalve machines, most notably the famous 77x105.5mm 492cc 'Longstroke' that secured a debut win at the 1921 French Grand Prix in the hands of Alec Bennett. Manufactured under a variety of model names, the Longstroke had gained drum brakes by the mid-1920s and in lightweight guise with low handlebars and reduced equipment was known as the 'Model 6' or 'Model 5 Light Tourist' after 1926. An ideal 'Banbury' bike, this Model 3 Longstroke benefits from a 'last nut and bolt' restoration completed in 2011. Works undertaken include an engine rebuild, repainting and re-plating the cycle parts, rebuilding the wheels and rewinding the EIC magneto. Ridden since completion and described as in generally good condition, this high-quality Vintage tourer is offered with VMCC dating certificate, current road fund licence and Swansea VSC registration document.

£8,000 - 10,000

€9,400 - 12,000



10

10

1923 Ajax 'Lady's Model' 147 cc

Registration no. CT 5959

Frame no. 1132 Engine no. 6058

Believed to have been made, or, at least assembled, by Ajax Motor Manufacturing of Arthur St., Birmingham, the ephemeral Ajax was one of many designs marketed for the increase in demand for personal transport after WW1. An open-frame 'Lady's Model' – the company is thought to have built only this type – the Ajax uses a 147 cc Villiers engine unit with typical equipment of the period. A 'barn-find' in 1960, it was stored for 45 years before being rebuilt! Mechanically good, the Ajax was serviceably re-finished and put back on the road until SORN in 2011. Believed to be the only surviving Ajax, this charming machine merits further research and is a good prospect for a Banbury entry.

£1,800 - 2,000

€2,100 - 2,400

11

1921 ABC 398cc

Registration no. RC 1989 (see text)

Frame no. 3160

Engine no. 3160

Mechanically speaking, and in contrast to contemporary British singles, 'Tom' Sopwith's 400cc horizontally opposed ABC twin produced at his former aero factory in Kingston upon Thames was an advanced design. The farsighted specification included a cradle frame, leaf rear springing, a 4-speed gearbox, internal expanding brakes, plus footboards and leg-shields...yet was supplied without a kick-start lever! Announced at the 1919 Motorcycle Show it created an immediate demand. Despite that the Kingston factory's skilled workforce was underutilised in the post war vacuum, there somehow occurred a number of frustrating delays before production commenced. Coupled with too high a price, less than 3000 models were sold before the motorcycle division was closed in 1923. Discovered 40+ years ago by the vendor on Epsom & Ewell Council's rubbish tip the ABC has been subject to a lengthy rebuild which, due to advancing years and other factors, was never fully completed. Although the machine has been continuously stored at the owner's home certain external surfaces have subsequently suffered some deterioration since a cessation of the restoration during the early 2000s. Overall, however, and allowing for the absence of a few minor components, the ripe-for-refurbishment ABC is an attractive project, enhanced by the availability of two spare cylinders and an assortment of parts which accompany the Lot. Offered without documents, but with correspondence linked to the rebuild, it should be noted that the registration number has lapsed; the machine, nevertheless, is listed in the VMCC Register.

£2,500 - 3,500

€2,900 - 4,100



12

1925 OEC-Blackburne 548cc

Registration no. WU 1099

Frame no. OB5 1157

Engine no. FF1807

Best remembered for its curious 'duplex' form of steering gear and Claude Temple's record-breaking exploits on the mighty OEC-Temple-Anzani, the Osborn Engineering Company commenced motorcycle manufacture in 1914. The Gosport-based firm began by making motorcycles under contract to engine manufacturer Blackburne before marketing machines under its own name from 1920. OEC also made its own engines under the 'Atlanta' name but mainly relied on proprietary power units, mostly from Blackburne during the 1920s. As well as the patented duplex steering, introduced in 1927, the firm offered rear springing from 1929. An option at first, this looked like a 'plunger' arrangement but in fact used a pivoted fork. By the late 1930s the rear springing was standard and the duplex steering optional. Blackburne, JAP and Matchless engines were used in the early/mid-1930s, then AJS engines from early 1937 onwards. There were also some Villiers-engined lightweights. This rare, sidevalve-engined OEC-Blackburne was purchased by the current owner in 2003 and ridden in VMCC events. It was then subject to a professional rebuild carried out by John Mossey and Hailwood Restorations, which was completed in 2005. 'WU 1099' subsequently took part in the Banbury Run and Rose of the Shires Run, winning many awards at events attended including 'Best in Class' at the VMCC Founders' Day Rally. The machine is offered with old-style continuation logbook, a file of paperwork, Blackburne engines book, current road fund licence and Swansea V5 document. (MoT certificates are no longer required for motorcycles built before 1960).

£7,000 - 9,000

€8,200 - 11,000





13 1907 NSU 460cc

Registration no. FT 54
Frame no. 163550
Engine no. 11192

Yet another motorcycle manufacturer with its roots in the bicycle industry, NSU built its first powered two-wheeler in 1900. The firm had originally been founded in Neckarsulm, Germany by Christian Schmidt to manufacture knitting machines, its initials standing for Neckarsulm Strickmaschinen Union. Zédel proprietary engines were used initially but within a few years NSU was making its own power units and was one of the first manufacturers to fit two-speed transmission. Designed by its late founder's son, Karl Schmidt, the first all-NSU model of 1903 was powered by a 329cc engine rated at 2½hp and would turn out to be a huge success by the standards of the day, in excess of 2,000 being sold up to 1905. A host of different models was introduced up to the outbreak of war, including a range of v-twins in various sizes. The marque established a strong presence in overseas markets, being exported widely throughout Europe and even to the USA. Prior to WWI, NSU ranked second only to Indian among imported makes in the UK.



This single-cylinder NSU was gifted to the current vendor in April 2001 by previous owner Peter Guest (see letter on file). Before him the machine had belonged to one John Everard Storey of St Margaret's Bay, Dover, who acquired it in May 1967, while further accompanying correspondence (dated 1958) indicates that the machine was owned at that time by a Squadron Leader H K Knight of Aldershot, Hampshire. Peter Guest missed the 1983 deadline for registering the NSU with the DVLC (as it then was) and had to resort to writing to his local MP, who successfully interceded on his behalf with the Department of Transport to retain the original registration 'FT 54'. Related correspondence is on file.

Restored at date unknown, the NSU was ridden by Peter Guest on the Pioneer Run in 1968 and 1972 (programmes on file) and also on the Sittingbourne & District Motor Club's Annual Rally in 1972 and 1973. On display in the Dover Transport Museum in recent years, the machine is offered with old-style continuation logbook (issued 1967), assorted correspondence and photographs, two expired MoTs (1971-1972, 2000-2001), Pioneer certificate and old-style Swansea V5 registration document.

£16,000 - 20,000

€19,000 - 24,000



14

c.1921 Indian 7hp Powerplus

Registration no. CD 4117

Frame no. 87K579

Engine no. 72S428



Competition between the major American motorcycle manufacturers was fierce in the 20th Century's opening decades, a factor that greatly accelerated technological development. In Indian's case, the need to stay ahead of rivals Excelsior and Harley-Davidson prompted the introduction of an eight-valve v-twin racer in 1911, and then in 1916 a new 1,000cc 'flat head' (sidevalve) v-twin - the Powerplus - was introduced to replace the production 'F-head' (inlet over exhaust) type.

Development of the Powerplus had been initiated after Harley-Davidson trounced Indian in the 300-mile Venice road race in the spring of 1915, chief designer Charles Gustafson suggesting that a well-designed sidevalve ought to prove good enough to beat the Harleys. The 42-degree v-twin configuration of the existing Oscar Hedstrom-designed F-head engine was retained, but with side valves and increased use of roller bearings. Gustafson's intuition did indeed prove correct, the new 61ci (990cc) twin proving more powerful than its predecessor right from the start, hence the 'Powerplus' name.

As part of the testing programme prior to Powerplus introduction, works rider Erwin 'Cannonball' Baker rode a pre-production model from Vancouver, Canada to Tijuana, Mexico - an event known as the 'Three Flags' - in August 1915, travelling 1,655 miles in 3 days, 9 hours and 15 minutes, breaking the existing record and emphatically demonstrating the new design's speed and durability.

Indian motorcycles did not have frame numbers until 1931, although many frames have had numbers stamped on them subsequently to facilitate sale and registration. Thus '87K579' would never have been stamped on this machine's frame in period, and if interpreted as an engine number, would date from 1918. The engine dates from 1921. 'CD 4117' was used regularly by the previous owner up to 1960 and then placed in storage, remaining there until it was acquired by the current owner in August 2009. Left un-restored to retain its delightful 'oily rag' patina, the Powerplus is presented in running order and was last MoT'd to 27th May 2013 (MoTs are no longer required for pre-1960 motorcycles). The machine benefits from new chains, new inner tubes and a few new spokes, while the magneto and carburettor were overhauled recently, the latter at a cost of £180. It should be noted that the clutch has been converted to hand operation and the throttle twist-grip moved to the conventional position on the right-side handlebar, thus making life easier for those unfamiliar with Indian's idiosyncrasies. An ideal 'Banbury' machine, this well-preserved Powerplus is offered with current road fund licence and Swansea V5C document.

£16,000 - 20,000

€19,000 - 24,000

15

Ex-Eric Langton

1908 Triumph 3½hp

Frame no. 137112

Engine no. 4237



The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The first of these - a 298cc single-cylinder sidevalve - arrived in 1904. This first engine was not without its weaknesses, pistons and bores wore out quickly and the curious 'tandem down-tube' frame in which it was installed broke, but these shortcomings were soon sorted and within a couple of years 'Triumph' was a byword for reliability. The famous 3½hp model first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 4hp model in 1914.

The company was involved in racing from its earliest days, and the publicity generated by competition successes - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph having finished second the previous year - greatly stimulated sales. By the outbreak of The Great War, the marque's reputation for quality and dependability was well-established, leading to substantial orders for 'Trusty Triumphs' for British and Allied forces.

This single-speed, belt-driven 3½hp Triumph was restored in Australia circa 1985 by Eric Langton, one of speedway racing's biggest stars throughout the 1930s. Credited with pioneering the 'foot forward' riding style, Leeds-born Langton spent most of his speedway career with the successful Belle Vue team before moving to Australia in 1957. A fitter, toolmaker and turner by trade, Eric continued his interest in all things mechanical by restoring old cars and motorcycles. He was the first president of the Vintage Motor Cycle Club of Western Australia and the second president of the region's Veteran Car Club. Following his death in 2001, the Triumph was inherited by his wife before passing to the current vendor, another family member.

Described as in generally very good condition, the Triumph is offered with VMCCWA roadworthiness certificate/licence permit (issued 2001) and a 1992 press cutting showing Eric with the restored machine.

£12,000 - 14,000

€14,000 - 16,000



16

Ex-Eric Langton

1920 Triumph 550cc Model D

Frame no. 306993

Engine no. HT067101



The first Triumph motorcycle of 1902 used a Belgian Minerva engine but within a few years the Coventry firm - originally a bicycle manufacturer founded by German immigrants Siegfried Bettman and Maurice Schulte - was building its own power units. The company was soon involved in racing and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph having finished second the previous year - greatly stimulated sales. By the outbreak of The Great War the marque's reputation for quality and reliability was well established, leading to substantial orders for 'Trusty Triumphs' for military use.

Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc 4hp model in 1914. Equipped with three-speed Sturmey-Archer gearbox and belt final drive, it was this revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with British and Allied forces. After the War's end, the range was extended by the arrival of the Model D, a single-gear version of the H.

Described as in generally very good condition, this Triumph Model D was restored in Australia circa 1984 by Eric Langton, one of speedway racing's biggest stars throughout the 1930s. Credited with pioneering the 'foot forward' riding style, Leeds-born Langton spent most of his speedway career with the successful Belle Vue team before moving to Australia in 1957. A fitter, toolmaker and turner by trade, Eric continued his interest in all things mechanical by restoring old cars and motorcycles. He was the first president of the Vintage Motor Cycle Club of Western Australia and the second president of the region's Veteran Car Club. Following his death in 2001, the Triumph was inherited by his wife before passing to the current vendor, another family member. The only non-standard feature notified is the combined engine pulley/clutch. There are no documents with this Lot.

£6,000 - 7,000

€7,100 - 8,200



17

Ex-Eric Langton

1925 Cotton-Blackburne 348cc

Engine no. CK2432



Gloucester-based Cotton established its reputation with a string of racing successes in the 1920s thanks to an innovative frame patented by its founder, Frank Willoughby Cotton. Cotton's design featured four straight tubes running from the steering head to the rear wheel spindle, augmented by further straight stays supporting the gearbox and engine. The result was a stiff, lightweight chassis far in advance of the bicycle-derived diamond-type frame used by the majority of manufacturers. Like other small independent firms Cotton relied on proprietary engines, but such was the advantage conferred by its frame that the Cotton had little trouble seeing off similarly powered rivals. The legendary Stanley Woods made his Isle of Man TT debut on a Cotton in 1922, going on to win the Junior event at record speed the following year. Countless wins and podium places were achieved in international events throughout the 1920s, Cotton's finest TT achievement occurring in 1926 when its entries finished 1, 2, 3 in the 250 Lightweight race.

This rare, Vintage-era Cotton-Blackburne was restored in Australia circa 1986 by Eric Langton, one of speedway racing's biggest stars throughout the 1930s. Credited with pioneering the 'foot forward' riding style, Leeds-born Langton spent most of his speedway career with the successful Belle Vue team before moving to Australia in 1957. A fitter, toolmaker and turner by trade, Eric continued his interest in all things mechanical by restoring old cars and motorcycles. He was the first president of the Vintage Motor Cycle Club of Western Australia and the second president of the region's Veteran Car Club. Following his death in 2001, the Cotton-Blackburne was inherited by his wife before passing to the current vendor, another family member. Described as in generally very good condition, the Cotton is offered with VMCCWA dating certificate (signed by Eric Langton) and a photograph of Eric with the restored machine. We are advised that the gearbox is not original to this motorcycle.

£9,000 - 12,000

€14,000 - 16,000



Norton 350cc Manx Replica



When production resumed post-war, Norton's over-the-counter Manx racer emerged much as it had been in 1939, with single-overhead-camshaft engine, 'square' cylinder head finning, upright gearbox, and plunger-suspended 'garden gate' frame. Only the presence of the Roadholder telescopic front fork readily distinguished the new Manx from its immediate predecessor. 1949 brought the first significant change in engine specification, the Manx gaining a double-overhead-camshaft cylinder head like that enjoyed by the works bikes for many years, but the major development was the arrival of the Featherbed frame for 1951. Works rider Geoff Duke had debuted the Featherbed at Blandford in April 1950, crushing the opposition and setting a new lap record, and the McCandless-designed chassis would enable Norton to remain competitive with the more powerful multi-cylinder opposition for the next few seasons.

As far as its cycle parts were concerned, the last Featherbed-framed Manx of 1962 was recognisably the same machine as that which debuted in production form in 1951. There were, of course, differences but these were minor when compared with the changes made to the engine. The latter's major revision occurred in 1954 when both 350 and 500 models adopted near 'square' bore/stroke dimensions.

The result was significantly increased power but from then on the gains would be smaller, and much subsequent development was aimed at improving reliability. Today the popularity of the Manx in classic racing remains undiminished, with original examples racing alongside replicas of differing specification produced by specialist manufacturers worldwide.

The superb Manx replica offered here is mostly to factory specification while incorporating some significant upgrades, not the least of which is an ultra-short-stroke engine. Combining a 55mm stroke (down from the stock 76.7mm) with a bore of 90mm, this unit has revved as high as 11,200rpm (at Chimay in Belgium) with up to 10,500 revs observed as a reasonable limit. Raced both by the owner and sponsored riders, the Manx has enjoyed considerable success at IHRO meetings in Continental Europe against the series' typically strong opposition, finishing 2nd or 3rd on numerous occasions. We are advised that the engine's twin spark top-end was overhauled recently, receiving new titanium inlet and exhaust valves together with a new forged 2 ring piston. Other noteworthy features include a Nourish one piece forged crankshaft taking Cosworth shell bearings, an Arrow titanium con-rod, Lucas 2MTT twin-spark magneto, Fontana front brake, Manx rear brake and a Quaife six-speed cartridge-type gearbox. Some 60lb (27kg) lighter than standard, this extremely well specified 350 Manx is a potential race winner in the right hands.

£24,000 - 28,000

€28,000 - 33,000

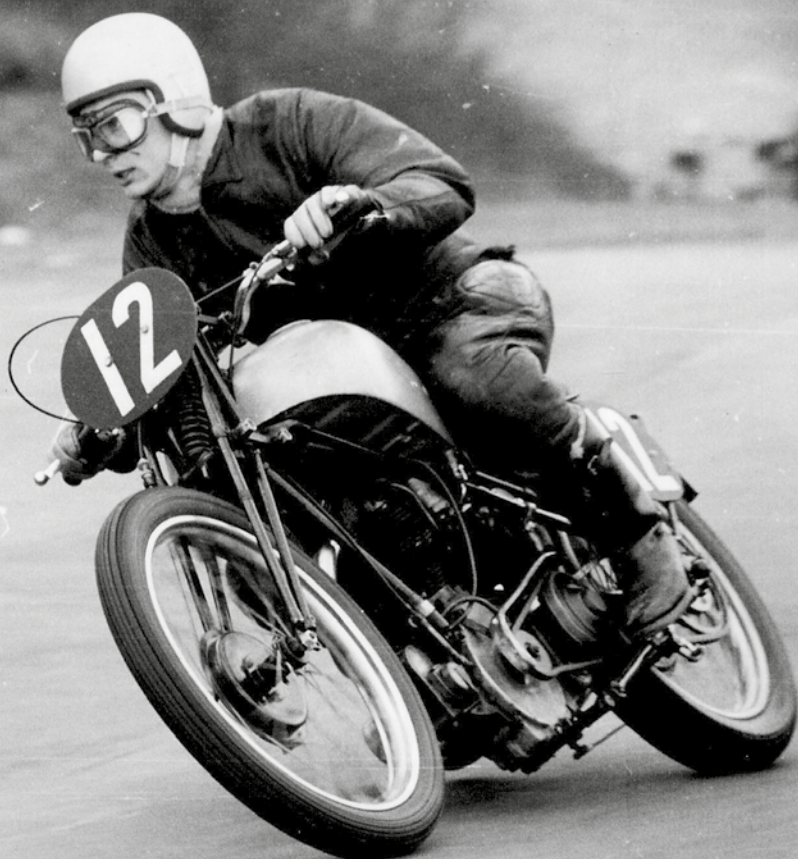


c.1933 Cotton-Norton 490cc Racing Motorcycle

Engine no. 42509

The machine offered here combines a Cotton frame - generally acknowledged as one of the best available in the 1930s - with a Norton Model 18 engine. Gloucester-based Cotton had established its reputation with a string of racing successes in the 1920s thanks to the innovative frame patented by its founder, Frank Willoughby Cotton. Cotton's design featured four straight tubes running from the steering head to the rear wheel spindle, augmented by further straight stays supporting the gearbox and engine. The result was a stiff, lightweight chassis far in advance of the bicycle-derived diamond-type frame used by the majority of manufacturers.

This fascinating post-Vintage 'special' previously belonged to Mr Jack Squirrel, who purchased the machine in 1960 from its creator, Wally Howes. At that time Mr Howes was manager of the experimental design office at the de Havilland Engine Company in Edgware, West London where Jack Squirrel had just completed his engineering apprenticeship. In pre-war days Wally Howes had raced motorcycles at Brooklands and Brands Hatch (then a grass track) and it was his desire to improve the competitiveness of his 1929 Model 18 Norton that prompted him to purchase the Cotton frame and forks from West London motor dealer, Claude Rye. The Model 18's engine, Sturmey-Archer gearbox and Enfield rear hub went into the Cotton together with a Velocette KTT front wheel. In this form, the Cotton-Norton was raced at Brooklands, Brands Hatch and other circuits in the South of England until the outbreak of war.



Mothballed until peace returned in 1945, the Cotton-Norton was put back into service and continued to be raced until 1951 when it was registered for road use. By the time Jack Squirrel bought the bike in 1960 (for £15) it had been off the road for a few years and was in a sorry state of repair. Jack had been racing a 1927 Model 18 in Vintage events and reckoned that the Cotton-Norton, with its superior handling, would represent a significant step forward. Stripped and refurbished in time for the following season, it was enthusiastically campaigned for the next six years at Brands Hatch, Crystal Palace, Snetterton and Cadwell Park, with grass hill climbs and sprints thrown in for added excitement. Several good finishes were achieved against stiff opposition, the Cotton-Norton's best result being a 2nd place at Snetterton behind Roger Cramp, while at Crystal Palace in 1962 it was awarded the Vintage Trophy for oldest finishing motorcycle.

Mervyn Stratford gave the Cotton-Norton a few airings at the end of the 1970s and into the early '80s, with some good results, until its final retirement in 1982. The Cotton was then semi stripped to donate a few components to 'Black Beauty', a replica of the famous 'Village Fire Engine' Cotton-Blackburne built and developed by Frances Williams during the 1930s as a Brooklands racer and World Record breaking sprinter.

Around seven years ago the current owner, a friend of Jack's, suggested that he return the Cotton-Norton to its former glory as he would be interested in purchasing it to display in Sammy Miller's museum. Fully refurbished in 2009/2010, the formerly donated parts being retrieved in the process, the Cotton-Norton was purchased by the current vendor soon after completion and since then has been on display at the Sammy Miller Museum in New Milton, Hampshire.

£7,000 - 10,000

€8,200 - 12,000



20

The ex-Brian Nash, **1955 ISDT 1953 Royal Enfield 700cc Meteor Trials Combination**

Registration no. VMK 706

Frame no. 389 (see text)

Engine no. 389

Scheduled to feature in the July 2013 edition of The Classic MotorCycle in an article by Alan Turner, the Royal Enfield motorcycle combination offered here was ridden by Brian Nash and Bill 'Willie' Morris in the 1955 International Six Days Trial as part of the Civil Service Motoring Association (CSMA) team. A keen sidecar competitor, Brian Nash had bought the Meteor in January 1954 and fitted it with Canterbury Sidecars' first trials 'chair' ('T/1') which he bought from Reading dealers Stocker & Shepherd. Jack Stocker, an Enfield works rider and Brian's friend, had been using it in trials and scrambles events, usually hitched to his own Royal Enfield Bullet. 'VMK 706' had been supplied by ES Motorcycles in Chiswick, who appear to have retained it as a demonstrator for ten months before selling it to Brian, while Pride & Clarke supplied the Canterbury sidecar.

The CSMA's plan to enter the 1955 ISDT was no small undertaking, as that year's event was to be held in Czechoslovakia, a country behind the 'Iron Curtain' at the time. As well as Messrs Nash and Morris, the team consisted of Alan Perry (Matchless) and Frank Stevens (Triumph Tiger Cub). They were entered in the Vase competition, which permitted competitors to ride machines manufactured outside their own country, not that that applied to the patriotic CSMA boys. A copy of the event programme is in the history file.

Caption: 1955 Czech ISDT Hill Climb



The machines were flown across the channel and then ridden through Europe to the town of Gottwaldov, where the event was based. It would turn out to be a disappointing experience for the CSMA quartet: Frank Stephens' Tiger Cub shed its chain, losing him crucial time; Alan Perry crashed the Matchless and broke his ankle; and the Enfield outfit's rear wheel collapsed and had to be replaced. By the end of Day 1, all three CSMA entries were out. They were in good company, for the arduous conditions would eliminate around half the 243 entrants by the end of the week. Frank Stephens later recounted their experiences for an article in the CSMA Gazette. A copy of the article is on file together with a selection of photographs taken at the ISDT.

Back in the UK, Brian Nash was asked to take the outfit to the Redditch factory where the Competition Shop's Charlie Rogers, a former works rider with considerable ISDT experience, made a number of modifications. Brian continued to use the Enfield in both one-day trials and long-distance events including the Land's End, Exeter and Edinburgh trials, claiming numerous awards. The combination was also ridden in the Silverstone High-Speed Trials. After Brian retired from active competition he continued to act as Clerk of the Course at club events, for which the Enfield proved an ideal mode of transport. Correspondence on file from Bill Morris reveals that the frame broke during this period. When Brian Nash passed away in the late 1980s, 'VMK 706' had been laid up for some time.

The next recorded owner is one Reginald Hall, who acquired the ex-Nash Enfield in March 1996, followed by Julian Edwards from April 2008. The current vendor, an enthusiastic collector and restorer of historic off-road motorcycles, knew of the machine and managed to buy it from Julian Edwards in June 2011. Preserved in remarkably good condition, 'VMK 706' had undergone a change of frame at some time but fortunately the original item, number '389', came with it and is included in the sale. An engine strip-down revealed that no work was required, other than an oil change, and it was decided to simply check and clean the rest of the machine rather than undertake a rebuild to showroom condition, thus preserving its numerous 'battle scars'. A list of all the remedial works carried out is on file.

The Enfield's ISDT heritage is illustrated by various special modifications including a bulb horn in the sidecar; extra-sturdy footrests; brackets for competition number plates; a spare ignition coil; wing nuts securing the valve covers; and a box spanner and tommy bar welded to the primary chaincase level plug. An old CSMA badge is still attached to the Canterbury sidecar.

Its re-commissioning completed, 'VMK 706' is taxed for the road and described as in generally very good condition. Representing a rare opportunity to acquire a competition motorcycle possessing ISDT history, the ex-Brian Nash Royal Enfield is offered with the aforementioned documentation, its original old-style logbook and copy old/current Swansea VSC documents.

£5,000 - 7,000
€5,900 - 8,200





21

1971 Husqvarna 250cc Moto-Cross

Frame no. MI 1954

Like BSA in Britain, Husqvarna started out manufacturing armaments before turning to bicycles and, in the Swedish company's case, the production of chainsaws, sewing machines and 'white goods'. Post-WW2, Husqvarna continued with an expanded range of two-stroke models, which were soon making their mark in off-road competitions, starting with the ISDT and then international moto-cross. Husqvarna secured its first European 250cc Moto-Cross Championship in 1959 courtesy of Rolf Tiblin, effectively establishing its reputation as a top-ranking manufacturer of dirt racers. By the end of the 1970s, the Swedish firm's stokers had secured nine World MotoCross Championships and won the Baja 1,000 enduro on nine occasions. It's easily understandable why Steve McQueen, supreme icon of coolness, chose to ride a Husky. Previously owned by a septuagenarian racer who competed gently on it, this 250 Husqvarna was acquired by the current owner three years ago, since when it has been ridden on stubble twice but mainly used as office decoration. Said to 'go like stink', the machine benefits from a new Husqvarna front mudguard and bracket, replacing the plastic item used previously, and is described as very reliable. There are no documents with this Lot.

£3,400 - 3,800

€4,000 - 4,500



22

The works, ex-Brian Povey

1959 James 199cc Commando Trials

Frame no. 59K7T EXP5

Engine no. 20T 1262

James had begun concentrating on the manufacture of two-stroke lightweights in the 1930s and continued the policy after WWII. In 1951 the company became part of the Associated Motor Cycles group, joining Francis-Barnett. James's models were powered by Villiers engines at first, though from 1957 many used AMC's own engine. Trials and scrambles machines were added to the range in 1949. These early types used Villiers 6E and 7E engines and had rigid frames but by the end of the 1950s James competition models sported swinging-arm frames and the AMC engine. The latter continued to be fitted to James roadsters until the end of production in 1966, but before then the trials and scrambles models had reverted to Villiers power. Described as in generally good condition, this restored Commando Trials has the AMC engine and Matchless Teledraulic front fork first fitted to the scrambles version in 1958. '200 AOJ' was ridden by works supported rider Brian Povey and comes with dating certificate and its original logbook recording James Motor Cycles Ltd as the first owner.

£1,000 - 1,500

€1,200 - 1,800



23



24

23

1961 Francis-Barnett 249cc Model 85 Trials

Registration no. 188 AVC

Frame no. CCT-15980 Engine no. M25C 18812

After WW2, Francis-Barnett concentrated on the production of lightweight two-strokes powered by Villiers engines at first, though from 1957 many models used AMC's own engine. Trials and scrambles machines were added to the range in the early 1950s. These early types used Villiers 6E and 7E engines and had rigid frames but by the end of the 1950s F-B's competition models sported swinging-arm suspension and the AMC engine. The latter continued to be fitted to F-B roadsters until the end of production in 1966 but before then the trials and scrambles models had reverted to Villiers power. This AMC-powered Model 85 Trials was first registered to Francis-Barnett Ltd in August 1961, passing to its first private owner on 7th September that same year. Restored circa 20 years ago, the machine is described as in generally good condition and offered with dating certificate and its original logbook.

£800 - 1,200

€940 - 1,400

24

c.1960 Triumph 199cc Tiger Cub Trials

Frame no. T56274 Engine no. T20 98973

Tiger Cub-mounted Roy Peplow's victory in the 1959 Scottish Six Days Trial demonstrated that lightweights were not only competitive but also capable of winning major events. Brainchild of works rider Jim Alves, the trials version had debuted in 1957 as the T20C and was steadily improved year by year until the Cub range was dropped by BSA-Triumph in 1967. The model's competitiveness in Pre-'65 events and the relative scarcity of genuine Trials Cubs has seen a number of road bikes converted for trials use in recent years; the example offered here being one such. Consisting of a frame dating from circa 1960 and a later (circa 1964) engine, the machine was acquired in September 2001 and comes with the purchase receipt and an information sheet. There is no registration document with this motorcycle, which is described by the vendor as in generally good condition. A spare fuel tank is included in the sale.

£1,200 - 1,600

€1,400 - 1,900



25



26

25

1954 Velocette 498cc MSS

Registration no. OXM 406

Frame no. RS3931 Engine no. 10222

Announced in 1935, the MSS disappeared from Veloce Limited's range in 1948 while the company concentrated on the LE, reappearing in 1954 with a new swinging-arm frame and Hall Green's own telescopic front fork. Its engine too was updated, gaining 'square' bore and stroke dimensions of 86x86mm together with an alloy cylinder barrel and 'head'. This MSS was restored circa 1990 and comes with bills for the work. The current vendor purchased the machine from a well-known dealer in 2010, since when the crankcases have been replaced with a pair of new John Watson items and the engine reassembled with a new flywheels and main bearing assembly from Nick Payton. In addition, a bolt-up primary chaincase and new Amal Concentric carburettor have been fitted together with miscellaneous new parts from marque specialists Grove Classic Motorcycles (receipts available). Described as in generally good condition, this sensibly upgraded MSS is offered with history file, old-style logbook, current MoT and Swansea V5C document.

£5,000 - 6,000

€5,900 - 7,100

26

c.1944 Norton 490cc Model 16H Military

Frame no. W91116 Engine no. W93521

Introduced in 1921, the 490cc sidevalve-engined Model 16H would be continuously up-dated for the next 30-plus years. The 16H saw service with the Allies throughout WW2, forming the majority of the 100,000-or-so Nortons supplied to British and Commonwealth armed forces. Machines were modified to meet the needs of their particular sphere of operations and the 16H proved well suited to military work, being relatively simple in construction and easily maintained while possessing better-than-average ground clearance and good all-round performance. This example was bought from Athens' Hassani military airport (later the Ellenikon civilian airport) at the end of WW2. Restored in 2007 with the assistance of Vassilios Papaioanou and presented in running order, it benefits from recent servicing and is described as in generally very good condition. There are no documents with this Lot.

£2,500 - 3,500

€2,900 - 4,100



27

4 kilometres since restoration 1959 Lambretta FLi 175 Delivery Van

Chassis no. T41.494564
Engine no. FLi175.454619



Although best remembered these days as a 1960s style icon favoured by the fashion conscious 'Mods', the Lambretta motor scooter - together with Piaggio's rival Vespa - had been intended as basic transport for the non-enthusiast masses. Manufactured by the Italian industrial giant Innocenti, the Lambretta gained instant acceptance in the immediate post-war years, its cleanliness and convenience in particular appealing to those who regarded the true motorcycle with suspicion. The Lambretta 'A' was introduced in 1947, establishing the pattern for succeeding models. These were not long in coming, for the original's small wheels had not been liked, leading to the introduction in 1948 of an improved 'B' version. In its new form the Lambretta gained mass acceptance and by the end of 1950 Innocenti was producing up to 100 machines per day.

One of Lambretta's few failures was the unreliable TV 175, though its styling was carried over to an entirely new model for 1958: the Li. The Li was built as either a 125 or 150, producing 5.2hp and 6.5bhp respectively, its new engine in over-bored form finding its way into the revamped TV 175 Series 2 in 1959. The Li range was restyled along similar lines at the same time, with headlamp nacelle and faired-in handlebars, thus establishing the definitive Lambretta look that would endure until Italian production ceased in 1971.

Lambretta had offered three-wheeled commercial versions from 1949, commencing with the 125 FB. Goods were carried on a front luggage rack on the FB and successor FC models before a rear carrier was adopted in 1952 on the FD, remaining the norm thereafter. The vehicle offered here is an example of the FLi 175, a model built from 1959 to 1965.

Supplied new in Italy, the Lambretta was imported into the Netherlands circa 2000 and restored there by the enthusiastic former owner between 2009 and 2012 (bills available). Only 4 kilometres have been covered since the rebuild's completion and the vehicle is presented in good running condition, ready to be enjoyed by the fortunate new owner. A 'must have' for the serious Lambretta collector and a guaranteed head-turner at any scooter gathering, the machine is offered without reserve.

£5,000 - 10,000
€5,900 - 12,000

28

1938 BSA 350cc M19

Registration no. DRU 489

Frame no. JM19 1097

Engine no. JM19 140

Newly arrived from Triumph, Val Page designed a new range of four-stroke singles for BSA, which first appeared in the autumn of 1936, this was the 'M' series. The 500cc models and the 350cc overhead-valve M19 sports roadster all shared the same 94mm stroke, which in the case of the latter was combined with a bore of 68.8mm. This made the M19 unique among BSA's 350s, the rest of which would retain the traditional 71x88mm bore/stroke dimensions until the arrival of the unitary construction era. Dropped after only two seasons in production, the M19 is one of the rarest BSA models of the 1930s. It is estimated that fewer than 200 were made. One of only two examples currently registered with the VMCC, this M19 was previously owned by two members of the same family: John Cecil Palmer and Hugh Cecil Palmer, the former acquiring it in December 1952 and the latter in June 1973. Correspondence on file from the BSA Owners' Club states that that 'DRU 489' remained in the same ownership from new until 1989, though this would appear to be mistaken. A letter to J C Palmer from the BSA factory (dated 7th September 1971) states that the machine had been supplied to Craze Brothers of Boscombe on 19th January 1938. Had Mr Palmer been the original owner he would not have needed to ask BSA who supplied it. Both Palmers are listed on the accompanying old-style logbook (issued March 1953) followed by Mr Leo Norman Worth (the immediately preceding owner) who acquired the BSA in November 1990. The current vendor has owned the machine since circa 2000. Un-restored, 'DRU 489' is described as in working order, though 1st gear is sometimes difficult to engage. Taxed for the road until 31st May 2014, this ultra-rare post-Vintage BSA is offered with the aforementioned documentation, an original instruction book and old/current Swansea V5/V5C documents.

£3,400 - 3,800

€4,000 - 4,500



29

1956 NSU 247cc Max

Registration no. GSL 840

Frame no. 1816471

Engine no. 792491

NSU produced some outstanding and influential motorcycle designs during the 1950s, foremost of which was the 250cc Max. Announced in September 1952, the Max used a pressed-steel frame and leading-link front fork like its Fox and Lux predecessors, but its most unusual feature was the Albert Roder-designed 'Ultramax' connecting-link drive for the single overhead camshaft. This idea was not new, Bentley had used a similar arrangement in the 1920s/1930s, but Roder's overcame the design's previous shortcomings. Special Max, Max 300, Supermax and racing Sportmax versions followed. Quick for a 250 (its top speed was 75-80mph) and endowed with exceptional handling thanks to its superior cycle parts, the Max could show many a larger machine the way home over twisty terrain. With the car side of its business steadily growing in importance, NSU gradually wound down motorcycle production during the early 1960s, the final Max leaving the Neckarsulm factory in 1963. Reliable, well engineered and superbly finished, the Max was one of the finest European motorcycles of its time and today is worthy of inclusion in any serious collection. An older restoration, this example comes with a huge history file containing the rider's handbook, workshop manual and spare parts list facilitating its maintenance and further restoration, should the fortunate new owner so decide. The machine is described as in generally good condition and offered with Swansea V5C document.

£5,000 - 6,000

€5,900 - 7,100





30

1962 Triumph 650cc T120R Bonneville

Frame no. D17506
Engine no. T120 D17506

Hurriedly prepared for its debut at the 1958 Earls Court Show (it was too late for inclusion in the 1959 catalogue) Triumph's Bonneville arrived at a time when young motorcycle enthusiasts wanted style as well as substance and had the money to pay for it. Finished in striking two-tone Tangerine/Pearl Grey with matching mudguards and black cycle parts, the bike was a real looker, and the name 'Bonneville', chosen in honour of Johnny Allen's record-breaking achievements with his Triumph-powered streamliner at the eponymous Utah salt flats, was an inspired piece of marketing.

Although, ostensibly, the 'Bonnie' was little more than a T110 fitted with the splayed-port cylinder head and twin carburetors, there was, of course, more to it than that. As well as the performance-enhancing top end, the Bonneville, together with the rest of Triumph's twins, incorporated a new, stronger crankshaft assembly that development had shown was necessary to cope with the increased power. Works tester Percy Tait had achieved 128mph at MIRA on a development bike, and even though this figure proved beyond the reach of the production version, the Bonnie was at least as fast as the opposition and much better looking, which was all that mattered.



Triumph's 650cc models had entered the 1960s recognisably similar to the first Speed Twin of 1938. Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins but this innovation would not appear on the 650s until 1963.

Dating from the final year of production of the Bonneville in its original, 'pre-unit' form, this example was purchased from Clarkes Classics of Northfleet, Kent by the lady vendor in 2006 as a gift for her partner, now deceased, and comes with the sales invoice. Factory records show that the machine was built on 16th February 1962 and despatched to Ticketts Ltd of Southend-on-Sea, Essex. It was fitted with a tachometer, Lucas K2F auto-advance magneto, quickly detachable rear wheel and gearbox number '128942'. Why the Bonnie has been restored in what might be termed 'US style' is not known. Described as in generally excellent condition, the machine is offered with old-style logbook, MoT to February 2014 and Swansea V5C document.

£6,500 - 7,500
€7,700 - 8,800

31

1963 Triumph 649cc T120R Bonneville

Registration no. OKU 161A

Frame no. DU 1864

Engine no. DU 1864

Triumph's new sports machine, named for Johnny Allen's Triumph-mounted success on the salt flats, finally made the catalogue in 1960, the name immediately abbreviated to 'Bonnie' by generations of bikers. Based on the T.110 but with a new, stronger, set of insides and a re-designed cylinder-head, the 'Bonnie' developed close to 50 b.h.p on test and made the magic 'ton' with ease, putting Triumph back at the top of the tree among Britain's performance motorcycles. OKU 161A, a complete machine, came from D.R. Classics in 2001 and was completely restored from 2005, receiving a complete re-paint with new chrome. The wheels were rebuilt with stainless spokes and new bearings and brake linings. In addition to the normal replacement parts obligatory in a first-class re-build, the motor has been fitted with valve-seats compatible with un-leaded fuel and a 12-volt electronic ignition system for modern petrol together with 12v lighting. A high-performance oil-pump was also fitted. This 'matching-number' Bonneville has completed few miles since the re-fit and is a beautiful example of this quintessential British twin – so popular that any owner has no need for lengthy explanations; all that is needed is the word 'Bonnie'. Complete with a V5C and bills for the re-build, all that should be necessary are the normal pre-use checks before riding. One for the white scarf, the leather jacket and the by-pass – at a legal speed, of course!

£7,000 - 8,000

€8,200 - 9,400



32

1978 Kawasaki Z1000 A1

Registration no. UYL 304S

Frame no. KZ100A 024289

Engine no. KZ100AE 037774

The first major revision of Kawasaki's trend-setting Z1/Z900 arrived for 1977 in the form of the Z1000. Power went up - marginally - to 83bhp, while there was more torque delivered further down the rev range than before. A much-revised frame meant that the Z1000 had lost some of its predecessors' wayward handling while remaining every bit as refined. Testing the new Z1000 in February 1977, Bike magazine had to contend with a wet track but nevertheless recorded a 12.76-second standing quarter-mile time, despite an enforced half-throttle take-off, and a staggering terminal velocity of 117mph with rider normally seated! We are advised that this Z1000 has had five owners in total, the previous keeping the machine from 1981 to 2001 when it passed to the current vendor. Currently displaying a believed genuine total of 22,480 miles on the odometer, the machine is described as in generally good condition and offered with Swansea V5. The shock absorbers, chrome-plated frame, Harris 4-into-1 exhaust and Giuliari seat are obvious non-standard features.

£800 - 1,200

€940 - 1,400

No Reserve





33

2000 Ducati 996 Biposto

Registration no. X233 JLU
Frame no. ZDMH200AAXB006807
Engine no. ZDM996 W4 009772

Introduced for 1994, the Massimo Tamburini-styled 916 superbike and its subsequent evolutions captured the motorcycling public's imagination and established Ducati as one of the world's foremost brand names. For 1999 the stronger and much improved 996cc engine of the 916SPS was standardised on the new '996' model. A Ducati Corse works development took Carl Fogarty to his fourth World Superbike Championship that same year. First registered on 20th October 2000, this 996 Biposto has had four previous owners. It is one of the later models produced and has the more desirable Öhlins rear shock absorber and Marchesini five-spoke wheels. The current owner is a retired enthusiast collector, who has owned the Ducati for some three years and kept it on display in his centrally heated office, covering fewer than 200 miles. A major service, which included new tyres and cam belts, was carried out in December 2006, since when the machine has covered fewer than 1,000 miles (invoice available). A new battery was fitted in March 2013. Currently SORN'd, this Ducati 996 is presented in fine unmolested condition, suggesting that the odometer's 13,420 miles total is correct. It is expected that it will be MoT'd in time for the sale. Additional accompanying documentation consists of three expired MoTs and a Swansea V5C.

£3,200 - 3,800

£3,800 - 4,500



34

Property of a deceased's estate

1975 Ducati 864cc '900SS Replica'

Registration no. LJF 966P
Frame no. M900SS 852032
Engine no. 852850 DM860

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT of 1974 and the following year was used to power the new 900SS superbike. The latter was styled like the original 750SS that had been developed from Paul Smart's 1972 Imola winner. More than just a simple over-bore, the 'square case' engine was redesigned to be cheaper to produce, incorporating a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot, though the 750SS/900SS kept the right-side gearchange and chain adjusters at the rear axle. As had been the case with the original 750SS, desmodromic valve gear distinguished the new sportster from its GT and GTS tourer counterparts. Nothing is known of the origins and history of this motorcycle, which was acquired by its late owner in January 2000. However, the frame and engine numbers, if correct, are those of an 860 GT/GTS model. Furthermore, it should be noted that the frame number has been re-stamped and given a fictitious ('M900SS') prefix. The machine comes with Swansea V5C document and is sold strictly as viewed.

£3,000 - 5,000

£3,500 - 5,900



35



37



36



38

35

1954 MV Agusta 125cc 'Turismo TEL'

Registration no. 940 XUV

Frame no. 027578 Engine no. T 02470

MV Agusta, famous for their post-war racing 'Fours' also produced a bewildering range of machines for sale, with utility designs predominating. Their 53 x 56 mm 125 two-stroke was a long-running series, more common in Europe than in England, of course. 940 XUV is a 'Turismo TEL' model which is in excellent order, having been cosmetically re-finished and mechanically overhauled to a good standard, with a re-lined barrel and new bearings. According to the vendor, the swinging-arm and tele-fork layout gives good handling and performance and is only being sold to finance a further MV. Complete with V5C and currently on the road, this is a desirable Italian lightweight.

£1,400 - 2,200

€1,600 - 2,600

36

c.1968 BSA 172cc Bantam

Registration no. VMD 70G Engine no. 53448

The introduction of the 172cc D10 model in 1966 marked a number of important technical developments for the ever-popular Bantam, the most important of which were a change to coil ignition, replacing the old flywheel generator, and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and the top speed to 62mph. Introduced for 1968, the successor D14 Bantam boasted a more powerful engine producing 12.6bhp. All three models – Supreme, Sports and Bushman – used the four-speed gearbox first seen on the preceding D10 while the latter pair boasted new, heavy-duty front forks. This partially dismantled and incomplete D14 Sports carries a tax disc dated 31.7.70, which may well have been when it was last on the road. The machine had covered relatively few miles when it was acquired some 30 years ago by the current vendor, who advises us that it has deteriorated while in storage. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed. No reserve.

£200 - 300

€240 - 350

37

1975 Honda CB400F

Registration no. KME 39P

Frame no. CB400F 1045052 Engine no. CB400F E1042125

One of Honda's most successful machines on the British market, the 400/4 appealed to buyers because of its relatively small size and light weight, allied to its smooth and powerful four-cylinder character. In effect, a miniature version of the company's 750/4, the 400/4 proved very popular amongst mature riders. This one-owner '400/4' had a short active career, covering only 4730 miles before being stored. There has been some deterioration to the plating, but the Honda remains in original condition, having had the engine regularly turned over. It is offered with a V5C plus original tools and handbook, top-box and panniers and should respond well to re-commissioning.

£600 - 800

€710 - 940

38

1979 Honda GL1000 Gold Wing

Registration no. GUG 311T

Frame no. GL1 3026101 Engine no. GL1E 3026180

In a world grown accustomed to the excesses of decadence on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted the Honda Gold Wing on its arrival in 1974. Given the mind-boggling specification: 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc, it was certainly complex if not, strictly speaking, that advanced. Over the years the 'Wing has grown in engine capacity, overall size and complexity, which only serves to underline the increasingly collectible original GL1000's purity of form. This GL1000 was purchased by the current owner at Bonhams' Stafford sale in October 2009 (Lot 346) and has covered only some 450 miles since then. Repainted in non-standard gloss black livery and fitted with a non-stock Jama 4-into-2 exhaust system, 'GUG 311T' currently displays a total of 44,551 miles on the odometer and is described as in generally good condition. The machine is offered with old-style logbook, Haynes manual, a quantity of expired MoTs and tax discs, Swansea V5 document and MoT to April 2014.

£800 - 1,200

€940 - 1,400

No Reserve



39

1939 Ariel 995cc Model 4G 'Square Four'

Registration no. 416 YUA
Frame no. AX654
Engine no. DE653

Designed by the legendary Edward Turner, the Ariel Square Four was first shown at Olympia in 1930. Unique at the time of its introduction, the 'Squariel', as it was swiftly dubbed, featured a single block of four cylinders and twin geared-together crankshafts with pistons phased at 180 degrees. The crankcase was split horizontally, unusually for a motorcycle engine of the period, while the vertical valves were operated by a single overhead camshaft. A supercharged example was raced at the Isle of Man TT in 1931 without success, which was hardly surprising as its makers had envisaged the model as more of a luxury tourer than an out-and-out sports machine.

Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecarists. Anstey-link plunger rear suspension became an option in 1939 but would not be offered again until 1946 when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark I.



Introduced in 1953, the 'four pipe' MkII with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle', this refined yet charismatic machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts.

Previously registered 'GCD 56', this Ariel Square Four was purchased by the current vendor in September 2010 having been restored by a past owner in the mid-1990s (details on file). Described as in generally good condition, though smoking a little on start-up, '416 YUA' benefits from a recent service that included minor repairs and a new battery (invoice available). The machine is offered with expired MoT (September 2012), Swansea V5C document and an old-style logbook issued in 1954.

£12,000 - 16,000

€14,000 - 19,000



40

1948 Triumph 499cc 'Tiger 100 Grand Prix' Replica

Frame no. 30548
Engine no. 59 90676

The Triumph Grand Prix entered motorcycling legend when Ernie Lyons won the rain-soaked 1946 Senior Manx Grand Prix on the machine's Isle of Man debut; the prototype's success resulting in a production version introduced in 1948. The Tiger 100 was the project's starting point, its engine suitably modified with the lightweight alloy cylinder head and barrel from the wartime Triumph generator unit. Twin Amal carburettors were mounted on a special inlet manifold, high-compression pistons and race camshafts installed, and the valve gear lightened and polished. The bottom end remained close to standard, though the polished crankshaft ran in roller rather than ball bearings, and the heavy-duty rods and bearing caps ran directly on the crank pins. Primary drive was by exposed chain, and the gearbox contained close ratios. Cycle parts were close to stock T100, the rear sprung hub's 8" brake being matched by an experimental one of same size up front.



Built in limited numbers (thought to total between 150 and 200), the Grand Prix is among the rarest and most desirable of post-WW2 Triumphs. As with all such exotica, there is a continuing demand for replicas. This example of the latter was built as a sprint bike by the vendor over a six-month period circa 1995, some £5,000 being spent (bills available). Consisting of a 1948 Speed Twin frame and a 1959 Tiger 100 engine, the machine was raced for two years before being stripped and rebuilt in its present form, and since completion has covered around 190 competition miles only. Unregistered, the machine has been kept in dry storage for the last 6-7 years and should only require minimal re-commissioning before resuming its competition career.

It should be noted that since the photographs used in the catalogue were taken, the machine has been fitted with a different fuel tank and a single Amal Concentric carburettor, replacing the twin Monoblocs illustrated. The latter change was made to improve starting and running, and the machine may be seen and heard in action on two accompanying DVDs, which show the Triumph in action both before and after the rebuild. Other items included in the sale are as follows: a rear wheel stand; chain and lock; two straight-through exhaust pipes (chromed); framed photograph; replica metal sign; and a sprint meeting time/speed certificate.

£4,000 - 5,000
€4,700 - 5,800





Motor Cars

3pm

Lots 101 - 169

Further images of each
lot can be found at:
bonhams.com/20928

The Leven Collection

The following 19 Lots are offered from a private collection.



101

1934 Austin Seven Special

Registration no. BGU 380

Chassis no. 204501

Engine no. M171089

Although it had been intended as low-cost transportation for the masses, it was not long before the Austin Seven began to appear in competitions and then in 1924 came the first of the factory's own sports models. After WW2, the Seven formed the basis for countless 'specials': some entirely home grown; others built from proprietary kits. Parts were both plentiful and cheap, enabling a generation of impecunious would-be racers to indulge their passion on the racetrack. Indeed, Seven-based racing specials proved so popular that the 750 Motor Club went on to develop Formula 750 to cater for these cars, thus providing an opportunity for the home constructor and specials builder to hone their skills. Some of the biggest names in international motor sport started their careers in 750 Formula racing, arguably the most famous of them being Lotus founder Colin Chapman, and today the 750 MC continues to support Seven racing alongside other, more modern classes. Extensively restored at unknown date, this two-seater Seven Special has had two previous owners since 1983. Built on the (post-1931) 6' 9" chassis, 'BGU 380' features a coil-ignition engine; 1¼" SU downdraft carburettor on special inlet manifold; special three-point front axle; gas shock absorbers; hydraulic brakes; 15" wheels and a nicely engineered remote selector for the four-speed gearbox. The car is finished in British Racing Green with black leather interior and double-duck hood and appears to be in generally good condition. Offered with old style buff log book, parts list, Austin Cars book and a cotton cover accompanies the car. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£3,000 - 5,000

€3,500 - 5,800

No Reserve



102

1975 MGB GT '50th Anniversary' Coupé

Registration no. LCW 909N

Chassis no. GHD5/378572-6

Engine no. 18V847F-H5678

In 1975, MG's owners British Leyland announced a limited edition run of 750 cars to celebrate the 50th anniversary of the start of MG production, albeit somewhat tardily as the firm was actually in its 52nd year! All were built in GT coupé form finished in British Racing Green with a contrasting gold stripe running the car's full length just below the side windows. The interior was trimmed in black cloth and there was additional 'MG' commemorative badging on the wings, while other special features included tinted window glass, head restraints, overdrive transmission and larger wheels/tyres from the V8-powered model. Mechanically the Anniversary cars were standard and each came with a dashboard-mounted plaque. This Anniversary model has had only two previous owners. The car was fully restored between 1990 and 1992 and is presented in generally excellent condition, with only slight pitting to the brightwork and no signs of shrinkage or cracks to the rubber bumpers. It appears to have covered only a minimal mileage since restoration, the engine bay being very tidy and the under-body spotless. Last taxed in 1991 and last MoT'd in 1993, 'LCW 909N' currently displays a total of 82,974 miles on the odometer and comes with extensive servicing and restoration history. Offered with a BMIHT Certificate and Swansea V5 it further benefits from a fitted car cover which is included in the sale. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£3,000 - 5,000

€3,500 - 5,800

No Reserve

103

c.1973 Triumph TR6 Roadster

Registration no. XGC 346M

Chassis no. T01551CR

Engine no. 218225

Its sports cars having relied exclusively on four-cylinder engines for the preceding decade-and-a-half, Triumph turned to six cylinders to extend the life and improve the performance of the much loved 'TR' series. Similar to the preceding four-cylinder TR4A - the first TR with independent rear suspension - but with Triumph's 2.5-litre, six-cylinder engine installed in place of the old 2.1-litre four, the TR5 was produced during the 1968 model year only (October 1967 to November 1968) pending the arrival of the TR6. Restyled for 1969 by Karmann of Osnabruck, the TR6 sported a full-width nose and squared-off tail. Under the skin the chassis remained basically the same as its independently-rear-suspended TR4A ancestor's while the 2.5-litre Lucas fuel-injected power unit was unchanged, producing 150bhp initially then 124bhp from 1973 onwards. Handling was improved over that of the TR5 courtesy of wider wheels and a front anti-roll bar. Good for 120mph with acceleration to match, the six-cylinder TRs are arguably the most exciting Triumphs ever made, continuing to enjoy an enthusiastic following world-wide and an excellent network of spare parts and service providers. Finished in Old English White with black vinyl interior, this TR6 has been fully restored and remains in generally good condition apart from some pitting to the brightwork and minor paintwork imperfections. Noteworthy features include good tyres, a new vinyl hood and correct TR6 steel wheels complete with trims. A total of 82,262 miles is currently displayed on the odometer. There are no documents with this Lot. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£6,000 - 8,000

€7,000 - 9,000

No Reserve



104

3,549 miles from new

1998 Fiat Coupé Turbo

Coachwork by Pininfarina

Registration no. R108 RRM

Chassis no. ZFA17500P0057816

Engine no. 175A3000

Premiered at the Brussels Auto Show in 1993, the FIAT Coupé was styled in-house at its manufacturer's Centro Stile design facility, with Pininfarina responsible for the interior. With its idiosyncratic mixture of curves and sharp angles, the Coupé divided opinion but like many other highly individual designs has stood the test of time well. Somewhat unusually for a sports car, the Coupé was designed with front-wheel drive, the turbocharged versions featuring a Viscodrive limited-slip differential to help counter the under-steer associated with powerful FWD cars. There was independent suspension all round and a choice of engines ranging from a normally aspirated four-cylinder 1.8-litre 16-valve up to a five-cylinder 20-valve turbo. With 217bhp on tap, the latter made the Coupé one of the quickest FWD cars of its time, accelerating from 0-100km/h (0-62mph) in 6.5 seconds on its way to a top speed of 155mph: highly respectable figures even by today's standards. Today the FIAT Coupé enjoys 'cult' status and an enthusiastic following worldwide. Supplied by Keswick Motor Company and finished in Giallo Fly (yellow) with black leather interior, this FIAT Coupé Turbo currently displays a total of only 3,549 miles on the odometer and was last taxed for the road in 2003, since when it has been dry stored. The car remains in effectively 'as new' condition (the under-bonnet protective coating is still in place) albeit in need of extensive cleaning, and comes with its original tool kit. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£4,000 - 6,000

€4,700 - 7,000

No Reserve





105
36,399 miles from new
1989 Audi Quattro Coupé

Registration no. G297 EGM
 Chassis no. to be advised
 Engine no. to be advised



One of the most influential designs of recent decades, the Audi Quattro brought four-wheel drive into the motoring mainstream. Introduced in 1980, the Quattro was based on the outwardly similar Coupé's bodysell but used a different floor pan to accommodate its four-wheel-drive transmission and independent rear suspension. The engine was a development of the five-cylinder, 2.1-litre, single-overhead-camshaft unit first seen in the 200 saloon. Equipped with a KKK turbocharger, it produced 200bhp in road trim with considerably more being available in competition tune.

Phenomenally fast and sure-footed on the road, the Quattro excelled in international rallying, winning the Manufacturers' Championship for Audi in 1982 and 1984 and the Driver's Championship in '83 and '84, but its enduring legacy would be the demonstration of four-wheel drive's advantages for passenger cars. Since then Audi has gone on to apply the quattro 4WD system to many other models but only the original (or 'Ur') version is spelled with a capital 'Q'.

There were numerous detail improvements made during the first few years of production, one of the most significant being the adoption of antilock brakes as standard in 1983, and then for 1987 the Quattro received a larger engine of 2,226cc capacity. A Torsen centre differential was adopted at the same time, enabling power to be split front/rear 25%/75% or vice versa. In 1989 a more powerful twin-cam 20-valve engine was standardised and in this form the Quattro would continue for another two years. Although the Quattro had been intended as a 400-unit homologation special, almost 11,500 had been sold by the time production ceased in 1991.

This 'single-cam' Quattro has had only three previous owners and was extensively serviced in 1994. It appears totally original apart from an incorrect gearlever knob and an after-market immobiliser. Equipped with a sunroof, the car is finished in Charcoal Grey metallic with virtually 'as new' black leather interior, the latter displaying only minor wear to the driver's seat bolster. Accompanying service print out confirms the total mileage of 36,399 miles from new. Offered with Swansea V5 and has been in storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£10,000 - 12,000

€12,000 - 14,000

No Reserve



106

**Two owners & 34,988 miles from new
1992 Ford Sierra RS Cosworth Sports Saloon**

Registration no. J923 BVW

Chassis no. BBFNK89016

Engine no. N5*WFOFXXGBBFNK89016

The sight of rival manufacturers reaping the rewards of a successful circuit racing programme prompted Ford to renew its alliance with engine builder Cosworth to create the eponymous Sierra, assembly of the minimum 5,000 units required for Group A homologation commencing in June 1986 at the company's Genk plant in Belgium. Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time the latter combination had been seen in a production Ford engine.

Topping it off was a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp, its Weber-Marelli engine management system ensuring that the resulting stupendous performance was delivered with minimal turbo lag. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope. Only 6,021 examples had been completed when production ceased in 1986 and today the model is much sought after.



This Sierra RS Cosworth has had only two previous owners. 'J923 BVW' retains its original wheels, body panels and paintwork, the latter preserved in generally good condition apart from a few small cracks and blemishes. The car is finished in Moondust Silver (pinstriped black) with original black cloth Recaro interior showing only slight wear.

A total of 34,988 miles is currently displayed on the odometer, while the accompanying service history records routine servicing at 18,000, 24,000 and 30,000 miles. Offered with original owner's handbook, extended warranty card and Swansea V5 (copy) this Sierra Cosworth represents a rare opportunity to acquire a little used, original example of one of the most exciting road-going four-seaters of recent times. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£8,000 - 10,000

€9,300 - 12,000

No Reserve



107
19,447 miles from new
1989 Jaguar XJ-S 3.6-Litre Coupé

Registration no. F516 DFR
 Chassis no. SAJJNAEC3CA160524



Conceived as a comfortable and long-legged Grand Routier rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six - the XJ-S was the first model to receive Jaguar's new 3.6-litre AJ6 engine - enabled it to weather the storm.

Autocar much appreciated the first all-new Jaguar six since 1948. 'It is the 24-valve engine's flexibility that impresses most. Such is its low-down pulling power that, in town and urban conditions, one rarely needs more than 2,000rpm to keep up with the traffic flow.'

In manual transmission form the new 3.6-litre XJ-S was capable of reaching 137mph yet at a steady 56mph delivered 36 miles to the gallon, a massive improvement over the original 12-cylinder version. The XJ-S would go on to become Jaguar's best-selling sports car ever, well in excess of 115,000 being made up the time production ceased in April 1996.

An automatic transmission model, this 3.6-litre XJ-S Coupé was supplied new via Meade Jaguar of Bolton and currently displays a total of only 19,447 miles on the odometer. Finished in Arctic Blue (pinstriped red) with brown carpets, beige leather upholstery and light tan wood trim, 'F516 DFR' comes with its original handbook, original service booklet and second purchase receipt. There is no Swansea V5 document with car, which is believed to have had only one previous owner. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£5,000 - 8,000
€5,800 - 9,300
No Reserve



108

15,836 miles from new

**1984 Ferrari 308 GTSi QV Targa Coupé
Coachwork by Pininfarina**

Registration no. A308 RHD
Chassis no. ZFFLA13C000051031
Engine no. 1888

Ferrari's line of highly successful V8-engined road cars began with the 308GT4 of 1973. Badged as a 'Dino', the all-new 308GT4 2+2 superseded the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but there were no complaints about the performance of the 3.0-litre quad-cam V8 engine, which was carried over to its successor.

Introduced at the Paris Salon in 1975, the stunningly beautiful 308GTB - Ferrari's second V8 road car - marked a return to Pininfarina styling following the Bertone-designed 308GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308GTB to a top speed of over 150mph.



Produced initially with glassfibre bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308GTB used steel after April 1977, while further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (Qv) model in 1982. An exhilarating driver's car and a Ferrari purist's delight, the 308GTB and its many derivatives proved a huge commercial success for Maranello with over 12,000 sold.

Representing the 308 in its ultimate, Quattrovalvole form, this example of Ferrari's first Pininfarina-styled V8 road car displays a total of only 15,836 miles on the odometer and remains totally original, exactly as it left the factory. A very good - almost excellent - example, it has very good paintwork and is very hard to fault. The Ferrari has had only two previous owners and was last taxed in 1989. Purchased for the collection in October 1990 via Nick Cartwright Specialist Cars. Further paperwork on file details servicing works by JCT600. It is finished in Rosso Corsa with black leather interior, the latter featuring the correct Pioneer stereo system, and comes complete with fitted car cover and bill of sale. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

**£25,000 - 30,000
€29,000 - 35,000**



109 1980 Rolls-Royce Silver Shadow II Saloon

Registration no. KAU 595V

Chassis no. SRH0039858

Engine no. to be advised



'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*.

Introduced in 1965, the Silver Shadow represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction of the body/chassis. All-round independent suspension and power-operated four-wheel disc brakes appeared for the first time on a Rolls-Royce, and production cars boasted a roof-line 4" lower than that of the preceding Silver Cloud II. The latter's well-tried, 6.2-litre V8 continued in the Shadow until the need to maintain power while meeting US emissions targets saw it enlarged to 6,750cc in 1970.

Notable developments prior to that had included the adoption of GM400 automatic transmission and air conditioning as standard equipment. Almost a quarter of a century after the last example left the Crewe factory, the Rolls-Royce Silver Shadow - one of this illustrious British company's most successful models ever - 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 is finished Khaki over beige with gold pinstripes and green-piped Parchment leather interior, the latter featuring walnut door cappings and deep-pile green carpets with over-rugs.

A total of 58,409 miles is displayed on the odometer. The engine bay is clean and serviceable, while there is some minor blistering to the paint and minor pitting to the brightwork. A full set of original tools and a fitted car cover are included in the sale. There are no documents with this Lot. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£5,000 - 7,000

€5,800 - 8,200

No Reserve



110

1972 Jaguar E-Type Series III 2+2 Coupé

Registration no. JAG 74L
Chassis no. 1S50547BW
Engine no. 7S4139SA

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge.



The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floorpan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This V12-engined E-Type coupé is equipped with automatic transmission and a sunroof and has had owners since October 1977. Extensively restored at date unknown, the car is finished in beige with matching interior and currently displays a total of 63,700 miles on the odometer. All brightwork remains very good, as does the underside and exhaust system. Original handbook and service guides along with a fitted car cover are included in the sale.

£12,000 - 16,000

€14,000 - 19,000

No Reserve



111

1965 Austin-Healey 3000 MkIII Phase II Roadster

Registration no. PUA 112D
Chassis no. HBJ8L-33832
Engine no. 29K/RU/H10727



Launched at the New York Motor Show in March 1959, the Austin-Healey 3000 retained the muscular good looks of its 100/6 predecessor while providing a useful increase in performance thanks to a larger-capacity version of the long-established C-Series engine. Over-bored to 2,912cc, the latter produced 124bhp, good enough for a top speed of 114mph with the optional hardtop in place. Otherwise, the car was much as before, though Girling front disc brakes were a welcome improvement. Introduced in 1961, the MkII in Convertible form brought improved practicality courtesy of a fixed foldaway top and winding windows. From now until the end of production the only model available would be the 2+2, the less popular two-seat version having been dropped.

The 3000 MkIII with 148bhp engine appeared early in 1964, to be followed later in the year by the Phase II version with increased ground clearance – addressing a long-term criticism – and revised rear suspension incorporating twin radius arms instead of a Panhard rod. Top speed was now 121mph and the 0-60mph time dipped below 10 seconds. Despite the antiquity of the basic design the big Healey remained as popular as ever, though increasingly stringent safety and emissions legislation meant that its days were numbered.

By the time production ended in December 1967, over 16,000 Phase IIs – by far the most popular variant – had been built. Originally a left-hand drive model, this Phase II was fully restored in 1990 by The Northern Healey Centre, when it was converted to right-hand drive, and comes with comprehensive related documentation and photographic record. 'PUA 112D' has had two previous owners since 1990 and is believed to have covered only 2,286 miles since the rebuild's completion. It remains in generally good condition apart from some pitting to the brightwork, while the hood needs to be replaced.

The car is finished in British Racing Green over ivory with black vinyl upholstery and walnut dashboard, while other noteworthy features include overdrive transmission, new silver powder-coated wheels, new tyres and a fitted cover. A BMIHT certificate and Swansea V5 accompany the car. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£30,000 - 40,000
€35,000 - 47,000



112

1973 Jaguar E-Type Series III V12 Roadster

Registration no. ANW 213M

Chassis no. 1S2241

Engine no. 7S12997SA

'The V12 E-Type was at its best as a long-distance, high-speed tourer. There were few cars which could match its top speed and 120/130mph cruising ability, even amongst the exotica from Italy, and none at all the silence and smoothness of its engine.' – Paul Skilleter, *The Jaguar E-Type*.

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version – the Series III V12. Weighing only 80lb more than the cast-iron-block, 4.2-litre XK six, the new all-alloy, 5.3-litre V12 produced 272bhp, an output good enough for a top speed in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever. Beneath the skin, ventilated front discs improved braking power and the front suspension gained anti-dive geometry.



Lucas transistorised ignition and Adwest power-assisted steering were now standard, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

This E-Type roadster has had four owners since 1977 and was extensively restored at during 1990 by Thornes Jaguar, Wakefield (see numerous invoices on file). Last taxed for the road in 1989, it currently displays a total of 45,063 miles on the odometer and is finished in Royal Blue with re-trimmed blue leather interior and matching carpets. An original handbook, sales and service booklets and Swansea V5 accompany the car. A very good solid example. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£35,000 - 40,000

€41,000 - 47,000

113

No Lot



114

One of only 360 produced
1960 MGA Twin Cam Roadster

Registration no. GSK 198

Chassis no. YD3/1729

Engine no. 16GB/U/1302



Conceived as replacement for the traditional 'T'-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine that had first appeared in the ZA Magnette. Running gear was based on that of the TF, with independent coil-sprung wishbone front suspension and a live rear axle. Clad in a curvaceous aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

Immensely popular though it was, the MGA faced stiff competition from the larger-engined Triumph TR3 and Austin-Healey 100/6. Coaxing more power from the standard engine was becoming increasingly difficult, so development concentrated on a twin-overhead-camshaft cylinder head for the B-Series block. Conceived at Cowley by BMC engineer Gerald Palmer and introduced in 1958, the new 1,588cc engine did not disappoint, producing an impressive 108bhp at 6,700rpm. Considerably faster than the stock MGA, the Twin Cam could comfortably exceed 110mph, and to cope with the increased performance Dunlop disc brakes were fitted all round and Dunlop centre-lock wheels adopted.

A high price discouraged sales however, and the model was dropped after just two years. Production totalled 2,111 cars, a mere 360 of which were sold on the home market, and today the Twin Cam is one of the most sought-after of post-war MG sports cars.

Last taxed in 1992, this very nicely restored MGA Twin Cam has covered 283 miles since the rebuild's completion, although it is not known when the work was carried out. A complete photographic record of the restoration accompanies the car. Noteworthy features include correct steel wheels, new side screens and the original jack and tools. Finished in Old English White with Claret leather interior trim and black carpets, the car is offered with Swansea V5 document recording no previous owners since 1991. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£28,000 - 35,000

€33,000 - 41,000



115

Past entrant of the Benson & Hedges concours
1966 Jaguar E-Type 'Series 1' 4.2-Litre Coupé

Registration no. EOF 4C

Chassis no. 1E21020

Engine no. 7E6304-9

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, which was the 3.8-litre, triple-carburettor, 'S' unit optional 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 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.

This 4.2-litre E-Type has been fully restored by marque specialists DK Engineering to very good standard and is a past entrant in the Benson & Hedges Concours. As good underneath as it appears on top, 'EOF 4C' could be brought back to concours condition with relatively little work, the rectification of vermin damage to the seat bases being one obvious requirement. Currently displaying a total of 99,974 miles on the odometer, the car is finished in Carmen Red with re-trimmed black leather interior and comes complete with fitted cover, tool kit, spare wheel and Swansea V5. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£20,000 - 30,000

£23,000 - 35,000



116 c.1965 Rolls-Royce Silver Cloud III Saloon

Registration no. 111 JMW

Chassis no. SJR493

Engine no. S4074



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardised.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2 - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment.

Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

Restored in 1980 and extensively serviced in 1989, this Silver Cloud III has had one previous owner (in the Isle of Man) and currently displays a total of 98,618 miles on the odometer. The car is finished in Mason's Black over Burgundy with gold pinstripes and original black leather interior, while other noteworthy features include driving maps, a full black leather roof lining, engine work light, fitted car cover, sheepskin over-rugs and a rear picnic tables. A valet diary accompanies the car. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£18,000 - 22,000

€21,000 - 26,000



117

1966 Daimler V8 250 Sports Saloon

Registration no. GUB 582D

Chassis no. P1A11664BW

Engine no. 7A12167

The Daimler V8 250 is such an assured sports saloon that it seems remarkable that it was created almost by chance. Jaguar's principal motive in purchasing Coventry neighbours Daimler had been the acquisition of much needed production capacity without the expense of constructing on a distant 'green field' site. The fact that the purchase also included Daimler's splendid, Edward Turner-designed, lightweight V8 engines was entirely incidental from Jaguar's standpoint, yet would result in the creation of one of the finest sports saloons of the 1960s.

First seen in the rapid, if controversially styled, SP250 sports car, the 2.5-litre version was judged superior to Jaguar's 2.4-litre XK six, and so the opportunity arose to create an medium sized, upmarket model based on the Mk2 saloon, something Daimler's leading distributor, Stratstone, had been crying out for. The job was made relatively easy by the V8's compact nature and the generously sized Jaguar engine bay. (A similar exercise was undertaken with the 4.5-litre unit, which was installed in a Jaguar MkX prototype, but despite the Daimler engine's superiority the latter was introduced with the 3.8-litre XK six). Launched in 1962 as the '2½-Litre V8' (later 'V8 250'), the new Daimler came with Borg Warner automatic transmission as standard. More refined than the equivalent Jaguar, the Daimler turned out to be a fine performer to boot, its 110mph top speed exceeding that of an overdrive-equipped, 2.4-litre Mk2 by a wide margin.



Autocar's S C H Davis, a former Daimler apprentice, declared 'This is not a Jaguar with a Daimler radiator grille and name plate. It can stand on its own.' Not surprisingly, the V8 was soon outselling its Jaguar rival and in due course became the most successful Daimler of all time with more than 17,600 sold up to the end of production in 1969.

Finished in Sage Green with matching green leather interior, this very nicely restored example was last taxed for the road in 1991 and currently displays a total of 36,263 miles on the odometer. The underside appears 'as new', the engine bay is very tidy and the brightwork is good, with only minor pitting. 'GUB 582D' had had only two owners since 1978 and is offered with its original bill of sale, numerous invoices, original service manual, sales brochure, jack and the original full tool kit. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£7,000 - 10,000

£8,200 - 12,000

No Reserve



118 1969 Jaguar 240 Saloon

Registration no. YWX 105G

Chassis no. 1J44630N

Engine no. 7J53158



‘One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating.’ - *Autocar*.

One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar’s seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Introduced in September 1967, the 2.4-litre 240 and 3.4-litre 340 were the ultimate developments of this immensely successful model. Intended as new base models, the pair were barely distinguishable from each other, and differed from the final Mk2s by virtue of their Ambla upholstery (leather was now an option), slimmer bumpers, and the absence of built-in fog lamps. Only the 240 differed significantly from its 2.4-litre Mk2 predecessor, gaining a more-powerful version of the XK six. The latter was fitted with a 4.2-litre-type straight-port cylinder head, twin SU carburettors, and a dual exhaust system.

The result was an increase in maximum power from 120 to 133bhp and a big improvement in performance; top speed increasing from 96 to 106mph, and the 0-60mph time being cut to 12.5 seconds. Only the 240 lasted, albeit briefly, into the XJ6 era, the 340 having been axed on the latter’s introduction in September 1968. Although ultimately not as fast as its larger-engined siblings, the 240 possesses all the style and refinement associated with Jaguar’s classic saloon; able to cruise comfortably in present-day traffic on motorways, the ‘2.4’ is also cheaper to insure and capable of delivering superior fuel consumption.

An older restoration, this Jaguar 240 has had four owners since February 1978 and was treated to a major service in June 1989. Currently displaying a total of 70,199 miles on the odometer, it appears fundamentally solid albeit in need of further refurbishment, particularly of the paint and interior woodwork. Some basic rallying modifications have been incorporated – a half roll cage and Luke harnesses – and the car comes with FIA paperwork, handbook, Shell service records and maintenance vouchers. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£7,000 - 9,000

€8,200 - 11,000

No Reserve



119

1958 Austin-Healey 100/6 BN4 Roadster Project

Registration no. UVS 973
Chassis no. BN4L-O/60963
Engine no. 26DRH-6096

'After a really gruelling road test, I can say that this new sports model is ideal for Continental touring. It also stood up to lap after lap of the Nürburgring at racing speeds, without complaint, and that must be equivalent to a vast mileage under more humane conditions. Finally, it has the kind of appearance that will make many prospective purchasers reach for their cheque books.' – John Bolster on the Austin-Healey 100/6, *Autosport*, 12th October 1956.

Introduced for 1956, the 100/6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100/6', BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant. In 100-6 tune the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts.



Although stylistically very similar to the preceding 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved six-port engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters. Top speed improved to 111mph and 1.7 seconds was cut from the 0-60mph time.

Originally a left-hand drive model, this BN4 2+2 roadster has been rallied extensively and comes equipped with glassfibre hardtop, half roll cage, modern bucket seats, alternator electrics and an Autostorica mileage tracker. Morris Jennings rebuilt the engine and the car underwent a major service in February/March 1994. It was last taxed for the road in 2000 and although the tyres are perished the chassis remains in remarkably good condition. An affordable entry into the world of historic rallying, the car is offered for restoration and sold strictly as viewed. FIA and HSCC Papers, BMIHT Certificate and Swansea V5 accompany the car. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£15,000 - 20,000

€18,000 - 23,000

No Reserve



120 1991 TVR V8S Roadster

Registration no. J643 OPL
Chassis no. to be advised
Engine no. to be advised

Blackpool-based TVR's big news for 1991 was the introduction of a V8-engined version of the V6-powered 'S' model: the 'V8S'. TVR was already selling cars fitted with its own development of the Rover V8, and the acquisition of additional premises for this purpose in 1990 made it possible to expand the range on offer. As installed in the 'V8S', the Rover/TVR engine displaced 3.95-litres and produced 240bhp on fuel injection, an output good enough for a top speed of 146mph. Running gear was up-rated to include four-wheel disc brakes, and the new model was readily distinguishable by virtue of its prominent bonnet bulge. Although, at £23,595, it was getting on for double the price of the original V6-engined S, the V8 represented excellent value for money and was an instant hit.

Its loud noise aside, which would have bothered few potential customers, *Autocar* magazine liked the new V8S: 'On an empty, dry road, the TVR V8S puts a smile on your face that, for the money, little else can approach. It is as quick to 60mph as a Testarossa and a sight more wieldy down a country lane.'



By the time of the V8S's introduction, its successor - the radical Griffith - had already been previewed and together with its Chimaera sister-car would gradually supplant the more traditional V8S in the TVR range. With its styling harking back to the 1970s yet propelled by that powerful V8 engine, the V8S embodies the best of TVRs old and new and must surely rate as one of the more collectible British sports cars of recent years.

This TVR V8S has had one previous owner. Written off in a crash and then restored (dates unknown), the car is finished in blue metallic with blue-piped grey leather upholstery and walnut dashboard, while there is a 6-CD changer unit in the boot. Last taxed for the road in 1994, 'J643 OPL' has covered only 3,563 miles since restoration and appears to be in generally very good condition, with only minor imperfections. Offered with Autoalign certificate, TVR Owners manuals and Swansea V5. In storage for several years, the car will require re-commissioning before further use and thus is sold strictly as viewed.

£4,000 - 6,000

€4,700 - 7,000

No Reserve

Further Properties



121

13,000 miles from new

1988 Jaguar XJ-S V12 Coupé

Registration no. to be advised
Chassis no. SAJJNAEW3BA153369
Engine no. 85061045HA

'The Jaguar XJ-S HE is a car that can lay legitimate claim to full credentials as one of the world's very finest 2+2 Grand Touring automobiles. It has the requisite supple but controlled ride, the superb handling and braking, and the ability to instil that extra feeling of confidence and safety. It also has that wonderfully smooth flow of power and a slightly heavy feel to the whole machine that gradually lightens up as the speed increases. It is, without question, an excellent example of the breed.' – *Road & Track*.

With E-Type sales falling and an outright ban on convertibles looming in its most important export market – the USA – Jaguar addressed the problem of defining its successor as the 1960s drew to a close. Code named 'XJ27', the car that would evolve into the XJ-S was styled by Malcolm Sayer, the man responsible for the E-Type, under the fatherly eye of Jaguar boss, Sir William Lyons. Conceived as a comfortable and long-legged Grand Routier, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear.



Shorter in the wheelbase than its saloon siblings, the XJ-S debuted at the 1976 Frankfurt Motor Show as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s, the expected ban on open cars having failed to materialise. One of the most important developments in the evolution of the V12-powered XJ-S was the introduction of the HE (High Efficiency) engine in 1981. Incorporating a new design of cylinder head, this more fuel-efficient unit enabled the top-of-the-range XJ-S to meet tighter worldwide emissions legislation. The XJ-S would go on to become Jaguar's best-selling sports car ever, well in excess of 115,000 being made up the time production ceased in April 1996.

This V12-engined XJ-S Coupé was first registered in the name of the lady vendor's husband's company before ownership passed to her in 1993. A manual transmission model finished in Bordeaux with cream leather interior, it is effectively a 'one-owner' car and is described as in generally excellent condition, having covered only 13,000-or-so miles from new. Accompanying documentation consists of the original purchase receipt and Swansea V5C. MoT'd and taxed, the car is currently registered on a personalised plate but will have been re-registered prior to sale.

£16,000 - 20,000

€19,000 - 23,000

122

34,000 miles from new

1962 Rolls-Royce Phantom V Limousine

Registration no. XFO 820

Chassis no. 5BX82

Engine no. PV91B

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

Rolls-Royce's new limousine model, the long-wheelbase Phantom V effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. The latter's relatively short - for a limousine - wheelbase had made it all but impossible for coachbuilders to provide adequate boot space in a comfortable seven-seater automobile, a shortcoming addressed by the Phantom V. Built on a much modified and strengthened Silver Cloud II chassis enjoying the same 145" wheelbase as the IV, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines.



A lower final drive ratio ensured that, while top speed was a little down on that of its stablemates though still in excess of 100mph, the new Phantom could all but match them for acceleration.

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

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

This Phantom V was first registered in March 1962 to Hanson Haulage Ltd before being reregistered to Hanson Transport Ltd in 1978. It remained with the Hanson family until September 1996 when it was purchased by the current vendor at auction in London. Since then the car has undergone an extensive mechanical and body restoration to the highest standards, being refinished to the vendor's own specification. A comprehensive record of this renovation is available for inspection together with details of the previous service history.

'XFO 820' 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. Described as in generally excellent condition, this unique and imposing limousine had covered only 33,390 miles at time of last (current) MoT and comes complete with the aforementioned restoration invoices and service history, a quantity of expired MoT certificates, Swansea V5 document and a handbook for the Phantom V.

£50,000 - 60,000

€58,000 - 70,000



Photo credit: Simon Clay



123

Circa 28,000 miles from new

1993 Bentley Continental R Coupé

Registration no. K1 NBP

Chassis no. SCBZB03D3PCH42620

Engine no. 77523L410/TKN

By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production, clearly a situation that could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars, and in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sportscar' was back.

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s.

Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under 6 seconds and boosting top speed to in excess of 150mph.

First registered on 15th February 1993, this beautiful Continental R has seen relatively little use since coming into the current private ownership in 2003. Purchased from Bentley Manchester and previously registered 'TOF 500' and 'GB 461', the car is finished in dark British Racing Green with matching carpets and green-piped Parchment leather upholstery. Approximately 28,000 miles have been covered from new (some 7,000 of them in the current ownership) and the Bentley remains in virtually 'as delivered' condition. Bentley Manchester's summary of the 1993-2002 service history is on file together with their invoice for a routine service dated 14th August 2008 (at 26,898 miles). Representing a rare opportunity to acquire one of these sensational modern Bentleys, only 1,290 of which were made between 1991 and 2002, the car is offered with MoT to September 2013 and old/current Swansea V5/V5C documents.

£28,000 - 32,000

€29,000 - 35,000



124

1981 Talbot Sunbeam-Lotus Rally Car

Registration no. HRD 33W
Chassis no. T4DCYAL322865
Engine no. T4DCYAL322865

In its quest to develop a rally car to challenge Ford's Escort, Chrysler Corporation followed the tried and tested formula and installed a relatively large engine in a compact, lightweight bodyshell to create the 'Sunbeam-Lotus'. Development had started before Chrysler sold its European interests in 1978 and continued under new owners Peugeot, who revived the moribund Talbot brand for its UK-built models. A 'homologation special' the Sunbeam-Lotus used the latter firm's 2.2-litre, 16-valve twin-cam engine, which was coupled to a ZF five-speed gearbox. Around 150bhp was claimed in road trim with up to 240 horsepower available in Group 2 specification. Prototypes first appeared in competition in 1978, Tony Pond scoring the first major success with 2nd place in the Mille Pistes, a result he repeated in 1979.

A more ambitious campaign was undertaken in 1980 when two cars were fielded for drivers Henri Toivonen and Guy Frequelin, the highlight of which was Toivonen's victory in the RAC Rally. Toivonen and Frequelin were retained for 1981, their one outright win and five 2nd places being good enough to earn Talbot the World Championship for Makes. Despite these successes Peugeot then scaled down the Sunbeam-Lotus effort, preferring to concentrate on developing the new Peugeot 205.



Restored circa 2004, this Sunbeam-Lotus in model-correct Moonstone Blue has been prepared for rallying, incorporating heavy-duty lowered suspension making it suitable for road events, hill climbs and sprints, while the rebuilt engine reputedly produces around 180bhp. Noteworthy features include a full Safety Devices six-point roll cage with detachable side bars; Sparco bucket seats, though with standard door cards and interior trim retained; safety harnesses; passenger footrest; Brantz odometer complete with remote control; hydraulic handbrake (original retained); strengthened rear axle; limited-slip differential; sump guard; catch tank; fuel filter; and two additional driving lamps.

Four new Yokohama intermediate (road legal) rally tyres are fitted currently and the car also comes with four original alloy wheels shod with 'gravel' tyres plus a spare alloy wheel/tyre. Accompanying documentation consists of a photographically illustrated record of the restoration, MoT to April 2014, Swansea V5C and four previous MoTs showing 10,000 miles since 2007. (The current odometer reading is circa 63,000 miles). An owner's handbook is included in the sale and the car will be freshly taxed for the road by time of sale.

£12,000 - 15,000
€14,000 - 18,000

125

In current ownership since 1972

1966 Aston Martin DB6 Sports Saloon

Registration no. HGE 926D

Chassis no. DB6/2607/R

Engine no. 400/2615



Last-of-the-line models are always sought after by discerning collectors and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins. Culmination of this long-running line of 'DB' sports saloons, the DB6 was introduced in 1965. Recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication clad in aluminium panels. The wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed *Motor* magazine, concluding that the DB6 was one of the finest sports cars it had tested. 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

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

A desirable manual transmission model, '2607/R' has had three owners from new when it was acquired by the current vendor in 1972. In the 1990s the Aston was the subject of extensive refurbishment: the engine and gearbox being overhauled by Oselli (and the former converted to unleaded compatibility) while the chassis was repaired and new sills fitted by Chapman Spooner. We are advised by the vendor that the car would now benefit from further improvement: the paintwork, driver's door and interior trim all requiring attention. Finished in Pacific Blue with grey leather interior, the car benefits from the provision of a (factory-fitted) sunroof and is offered with current MoT/tax and old-style logbook. All bills accumulated between 1972 and the present day are available for inspection.

£60,000 - 80,000

€70,000 - 93,000



126

1949 Daimler DB18 Drophead Coupé Coachwork by Barker & Co

Registration no. KTJ 585

Chassis no. 53288



'With the experience of no less than 50 years of motorcar manufacture behind them, and profiting by experience gained in manufacture of light scout cars during the recent war, the Daimler company have made a number of interesting modifications to the 2½-litre model for 1946.'
– *The Motor*.

One of the founding firms of the British motor industry, Daimler was part of the expanding BSA group by 1911. The adoption of the refined 'Silent Knight' sleeve-valve engine in 1909 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 new range of sleeve-valve sixes was introduced for 1926 and these chassis began to attract an increasing proportion of owner-driver coachwork. This trend continued with the introduction of the first of Daimler's pushrod overhead-valve sixes - the 1,805cc Fifteen - in 1933.

Development of the pre-war Daimler Fifteen culminated with the DB18 model announced for 1939. Independent suspension appeared for the first time on a Daimler and the DB18 (also known as the 2½-Litre) featured an enlarged, 2,522cc version of the overhead-valve six first introduced in 1933. The chassis frame was under-slung while Daimler's customary fluid flywheel, pre-selector gearbox and worm-drive rear axle comprised the transmission.

The DB18 recommenced production after WW2 in improved form, the most obvious development being coachwork restyled in the modern idiom. The engine too had been revised, benefiting from a redesigned cylinder head that both increased maximum power (from 64 to 70bhp) and reduced the fuel consumption. Mulliners of Birmingham supplied the six-light saloon bodies while Abbott, Barker and Charlesworth all offered drophead coupé designs on the DB18 chassis. A quality product, the DB18 was favoured by none other than Sir Winston Churchill, who is pictured in 'Daimler and Lanchester' by Tony Freeman, touring the hustings seated in the back of an Abbott-bodied drophead (page 127). Production of the DB18 in its original form continued until 1950 when it was superseded by the updated Consort version.

Chassis number '53288' features drophead coupé coachwork by one of the finest of all British coachbuilders, Barker & Co of London, which like Daimler and fellow coachbuilders Hooper was one of the BSA Group's many companies. Restored in 2010, the car has been in the USA for over 30 years and has only recently returned to this country. By time of sale it will have been shown at the Daimler and Lanchester Owners Club's rally at Shrewsbury (June 9th). Described as in generally very good condition, the engine having been overhauled with new bearings and piston rings, 'KTJ 585' comes with Swansea V5C registration document.

£20,000 - 30,000

€23,000 - 35,000

No Reserve





127

1966 AEC Routemaster RML Double-decker Bus

Registration no. JJD 569D

Chassis no. 2569

Engine no. S.4.3-3936151CO

An iconic expression of this country's capital city, instantly recognisable the world over, the Routemaster bus was conceived in the early 1950s and intended specifically for use in London. The Routemaster was designed by the state-owned London Transport and built by Park Royal Vehicles (PRV) with the engines and running gear supplied by PRV's sister company, AEC. Its layout, with half cab, front mounted engine and open rear platform, followed that of the preceding RT series, which it gradually replaced, while the independent front suspension and power-assisted steering were first-time introductions on a bus.

An innovative integral body augmented by front and rear sub-frames was employed, rather than the traditional separate chassis, making the Routemaster lighter and therefore cheaper to run despite being able to accommodate 64 seated passengers to the RT's 56. In service from 1956 onwards, with final deliveries made in 1968, it proved ideal for use in London, outlasting many subsequent designs. Long-wheelbase, front-entrance and coach-type versions followed.



Almost all Routemasters were ordered by London Transport, with the remainder operated by British Airways and the Northern General Transport Company. In 2005 the last Routemasters were withdrawn from regular service in London, though they are still used on two 'heritage' routes (9 and 15). A total of 2,876 Routemasters was completed, of which approximately 1,000 survive. Most were of the RM and RML types, the split being 2,120/524.

An example of the long-wheelbase RML, which measures 30' in length compared to the original's 27' 6" and seats 72 passengers, chassis number '2569' first entered service in October 1966 and was withdrawn (from route 74) in September 2004, since when it has been privately owned and run. Originally manufactured with a six-cylinder AEC diesel engine, it has been retrofitted with one of the recognised modern alternatives: a 9.8-litre, 150bhp Cummins C-series. Offered with current road fund licence, MoT to April 2014 and Swansea V5C document, '2569' represents a wonderful opportunity to acquire a working example of London's much-loved symbol. Please note due to this lot's size commercial rates of transport will be charged unless removed by the purchaser.

£20,000 - 25,000

€23,000 - 29,000



128

One of only 35 made

**1959 Bentley S1 Long-wheelbase Saloon
Coachwork by Park Ward Ltd**

Registration no. 00-XG-02 (NL)

Chassis no. G514

Engine no. 25314

Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Type (retrospectively '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.

In October 1957, long-wheelbase versions of the S1 and its Silver Cloud sibling were made available, with bodies closely based on the standard offering. Four inches longer in the wheelbase and usually fitted out with an internal division, these bodysells were extended by Rolls-Royce's in-house coachbuilder Park Ward (soon to become H J Mulliner, Park Ward) at its London works and finished off at Crewe. A mere 35 long-wheelbase Bentley S1s were made between 1957 and 1959 compared with 122 of the Rolls-Royce Silver Cloud version.



The ultimate in style and luxury in its day, this long-wheelbase S1 saloon was supplied via retailer Jack Barclay and delivered to its first owner, Shell Petroleum, on 11th February 1959. Chassis card details show that the car was for the use of one J H Loudon. The son of former Shell President Hugo Loudon, John Hugo Loudon was Royal Dutch Shell's CEO from 1951 to 1965 and also President of the World Wide Fund for Nature. When Mr Loudon ordered the Bentley it was supplied finished in Smoke Green with matching upholstery.

After Mr Loudon left Shell, the Bentley was offered for sale by Jack Barclay and sold to a Dutch enthusiast who repainted it white and used it for wedding hire. Its second owner kept the car from 1978 until 2008 when he sold it to the current vendor. The Bentley retains its completely original interior, which has recently been reconditioned by a specialist in the Netherlands. We are advised that the car is rust and accident free, and that it runs and drives correctly, the gearbox shifting smoothly. The Bentley is currently registered in the Netherlands.

£20,000 - 25,000

€23,000 - 29,000

129

1953 Bentley R-Type Special Roadster

Registration no. NUV 353

Chassis no. B109TO

Engine no. B54T

'This delightful, craftsman built motor car shows what can be achieved using a MkVI, or in this case an R-Type Bentley chassis, as the foundation of a sportscar, the like of which should really have been built by *Bentley Motors*.' – Ray Roberts, *'Bentley Specials & Special Bentleys'*.

For all their many virtues, the 'Silent Sportscar' and its post-WW2 successors, the MkVI and R-Type, seem to some Bentley enthusiasts to lack the character of their Cricklewood-built predecessors; not for them the comfort of being wafted along in complete silence at 90mph! Over recent decades prices fetched by genuine vintage Bentleys have risen to levels well beyond the reach of all but the wealthiest; this fact and the absence of anything remotely resembling its vintage touring models from the post-war Bentley range has meant that enthusiasts with a yen for top-down, wind-in-the-hair excitement had little choice but to opt for a conversion.

Fortunately there has for many years been a plentiful supply of 'standard steel' saloons too badly corroded to warrant restoration, thus providing suitable chassis for transformation into something more exciting.

There have been countless such 'specials' created by enthusiastic private owners on the MkVI and R-Type chassis, while over the years numerous specialist coachbuilders have offered variations on the theme. The stunning Bentley special offered here is the creation of the late Alan Archer, who until his death in 2008 was a prominent member of both the R-REC and Bentley Drivers Club, owning a number of vehicles over the years including a Rolls-Royce Silver Ghost, 4½-Litre 'WO' Bentley and a Rolls-Royce 20/25.



Yearning for a fast sporting tourer in pre-war style, in 1994 Alan purchased an R-Type Bentley, the basis for the vehicle offered here. As Managing Director of Archer Engineering in Leeds, he was well qualified to undertake the professional re-manufacturing of the chassis to accommodate the new 1930s-style coachwork. Modifications included shortening the chassis by 9", moving the engine/gearbox back 16", and lowering by 4". The cruciform bracing was removed, the chassis members boxed-in, and rigid scuttle and rear bulkheads incorporated. All mechanical elements were dismantled, carefully examined and reconditioned or replaced as necessary prior to fitting the new body.

Having successfully constructed and flown his own glassfibre-clad light aircraft for a number of years, he decided to use that material for the sports-tourer coachwork, which is reminiscent of the work of some of the better-quality pre-war European coachbuilders. The original Bentley steel bonnet and its associated fixings were retained together with the internal door handles and mechanisms. Specialist coach-trimmers A S Pickering Ltd of Bradford executed the leather interior and hood, the latter folding neatly away behind a body panel, while other noteworthy features include knock-on wire wheels, chromed trumpet horns, Marchal headlamps and original Bentley bumper bars, the rears reshaped to accommodate the spare wheel. The attention to detail is exemplary.

After approximately 8,000 hours had been spent on its construction over a five-year period, 'NUV 353' returned to the road in 1999 and had covered only 6,556 miles since completion when it was offered for sale at Bonhams' Harrogate auction in November 2011 (Lot 344) and purchased by the current owner. The Bentley had been off the road since 2010 and before being put into storage had been given a general mechanical check-over plus a change of lubricants.

Since acquisition the car has benefited from further significant restoration, some £15,000 being spent. Works undertaken include a full paintwork refurbishment in the course of which the body was stripped back to the glassfibre and refinished to exacting standards. All panels were aligned while the paint was off, the electrics professionally rewired, and the car serviced and tuned. Currently taxed for the road, 'NUV 353' is described as in generally excellent condition and offered with a quantity of expired MoTs, BDC valuation certificate, Swansea V5C registration document and a photograph of the donor car.

£50,000 - 60,000

€58,000 - 70,000



Photo credit: Simon Clay



130

1962 Jaguar E-Type 'Series 1' 3.8-Litre Coupé

Registration no. LFF 902

Chassis no. 860874

Engine no. R7483-9



This early 'Series 1' coupé comes with Jaguar Heritage certificate stating that it was manufactured in right-hand drive form and first registered 'AMY 941A' in Middlesex. Distributed by Henlys and retailed via Broadfield Garages of Cockfosters, the car was first owned by one E W Hunter of London N21. The original colour scheme is recorded as Opalescent Dark Green with Suede Green interior trim.

Since its acquisition by the current vendor in 2000 the E-Type has been principally maintained by Richard Watson of Forres, Morayshire, a specialist in Jaguar, Bentley and Rolls-Royce motor cars. In addition to routine maintenance, the car has been fitted with electronic ignition, a digital fuel pump and a custom-made stainless steel exhaust system, while the carburettors have been overhauled, fitted with intake trumpets and tuned. The correct Motorola radio is present, though it should be noted that both the aerial and wing mirrors have been removed to unclutter the car's lines.

Other noteworthy features include the original aluminium dashboard and transmission tunnel, and the toggle switches typical of early cars, while on the windscreen is a plastic Jaguar badge with running in instructions on the reverse. Some 15 years ago, while the Jaguar was in previous ownership, the interior was re-trimmed in the current grey leather with matching carpets.

Driven from Inverness to London in the spring of 2010, and then to France for a summer's motoring, the E-Type was sent to Hofmanns of Henley on its return for the brakes and suspension to be overhauled. More recently the car has benefited from bodywork refurbishment by James Grant of Grantown-on-Spey. Bills for the aforementioned works are on file together with others dating back to 1991, the total spent over that last 22 years being well in excess of £21,000. Taxed and MoT'd to July 2012 and stored since then, this well maintained E-Type coupé is described as in generally very good condition and offered with Swansea V5 document.

£40,000 - 50,000

€47,000 - 58,000



131

One of only 62 built

**1972 Lancia Fulvia Sport Zagato 1600 Coupé
Coachwork by Zagato**

Registration no. NEU 153L
Chassis no. 818751007598
Engine no. 818631007889

The introduction of the Fulvia saloon in 1963 maintained Lancia's unparalleled reputation for innovation in automobile design. The boxily-styled Appia replacement featured an all-new, narrow-angle (13-degree) overhead-camshaft V4 engine; front wheel drive; independent front suspension by double wishbones; and disc brakes all round. A 2+2 coupé on a shorter wheelbase was launched in 1965. Though mechanically similar, the newcomer had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp. Tuned 'HF' versions provided increased performance, while for the style conscious there was the eye-catching Sport Zagato, characterised by one of the eponymous Milanese carrozzeria's typically lightweight and aerodynamic bodies. The shape was penned by Ercole Spada, arguably Zagato's most important post-war designer, who had forged his reputation for creative brilliance with the iconic Aston Martin DB4GT Zagato of 1960.

Introduced in 1967 with the 1,298cc (87bhp) engine, the Zagato was later offered with the 1.6-litre 115bhp HF unit, a sparkling combination with a top speed approaching 120mph. A five-speed gearbox was standard equipment from 1971. Production ceased in 1972 after Zagato had manufactured around 7,000 cars, a mere 800 of which were the ultimate 1.6-litre version. Lighter and more nimble than the standard-bodied cars, the Sport distinguished itself in competition, particularly in long distance events.



Fulvia Sport Zagatos scored highly in the Sebring 12 Hours and Daytona 24 Hours (where a Sport earned a class win in 1969). Ex-works HF rally cars aside, the Sport Zagato is the most desirable and collectible of all the Fulvias and undeniably one of the most striking designs of its era.

One of only 62 1.6-litre models built in right-hand drive configuration, this beautiful Fulvia Zagato was acquired by the previous owner in 2002 and treated to a 'bare metal' rebuild carried out over a ten-year period by marque specialists Richard Thorne Classic Cars of Grazeley Green, Berkshire at a cost of some £60,000.

The current vendor has owned 'NEU 153L' for 14 months and says that it has been great fun to drive, comparing well with others of the type he has owned and possessing amazing brakes. Finished in deep Lancia Blue with black leather interior, the car is offered with restoration invoices, current MoT/tax and Swansea V5C document. The original tools and jack come with it.

£25,000 - 30,000

€29,000 - 35,000

Frank Tiedeman Collection - Part I



Frank Tiedeman is 92 years old and first raced - at the Eight Clubs Meeting - in 1951. He finished 4th, but would enjoy many podium finishes over the years. That first race was in his beloved Austin Seven Ulster that he would race for a number of years before selling it. In later years, he would track the Ulster down and buy it back. It remains in his collection today and will be offered with his other race cars - a Lotus 22 single-seater and '5435 WD' his ex-Works Austin-Healey Sebring Sprite - at the Bonhams Festival of Speed auction on 12 July.

He knew the great John Bolster and, having offered advice after expressing his concerns over the running of the 750 Motor Club in the 1950s, was invited by Bolster to a seat on the committee in 1957. That year Frank also built the first rear engined 1172 car and called it the Milli-Cent - again with much success. Frank's racing career spanned six decades, finally hanging up his racing boots in the early 2000s - we think in the Sebring Sprite at Prescott.

The motor cars in the Oxford sale form the Part I of Frank's collection. As previously mentioned Part II - the Austin Seven Ulster, Lotus 22 and ex-Works Sebring Sprite - will be offered a few weeks later at the Bonhams Goodwood Festival of Speed auction. They will however be presented with Part I at Oxford where they can be viewed in advance.

132

1960 Austin-Healey Sprite MkI Roadster

Registration no. 163 GCV
Chassis no. AN5HCG32468
Engine no. 32183

Intended to make sports car motoring more affordable, the Donald Healey-designed Sprite entered production at MG's Abingdon factory in March 1958. The car's unitary construction bodyshell featured a distinctive, rearward-hinging, combined bonnet and wings, which was topped by two 'frog eye' headlamps, thus ensuring instant recognition and the now familiar nickname. Powered initially by the Austin A35's 948cc A-Series engine, the Sprite also used the saloon's gearbox, front suspension and rear axle, though Healey chose to up-rate the rest of the running gear by using Morris Minor rack-and-pinion steering and an MG master cylinder for the hydraulic brakes (the A35's rears were mechanical). Equipped with twin SU carburettors, the engine produced 43bhp, which was good enough for a top speed of around 86mph. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not really surprising as there was nothing competing with it either on price or performance. This particular 'Frog Eye' was purchased by the current vendor from one David Jordan of Great Missenden, Buckinghamshire circa March 1984 and comes with an old-style continuation logbook listing six previous owners. The car's mechanical condition is not known, though the engine turns over, while the chassis and body are described as 'average' and the paintwork and original interior as 'poor'. Offered for restoration and sold strictly as viewed, the car comes with the aforementioned logbook and Swansea V5.

£1,500 - 2,000

€1,800 - 2,300

No Reserve



133

1974 Alfa Romeo 2000GTV Coupé

Registration no. WLM 3M
Chassis no. 2413645
Engine no. AR00512/83399

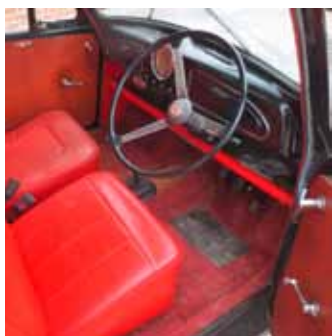
The first of Alfa Romeo's much loved Bertone-styled coupés - the 1.6-litre Giulia Sprint GT - was launched in 1963. Mechanically the stylish new 2+2 was much the same as the Giulia TI sports saloon, featuring a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and disc brakes all round. A 1300 model - the GT Junior - arrived in 1966 and the range was further extended the following year by the launch of the 1750GTV, the latter powered by a 1,799cc, 118bhp version of Alfa's classic twin-cam four housed in a four-headlamp version of the existing bodyshell running on 14" - down from 15" - wheels. A short-lived but nevertheless popular model, the 1750GTV was replaced by the 2000 version in 1972. The latter retained its predecessor's coachwork but with minor detail styling changes, and came with improved performance courtesy of its torquey, 132bhp engine. Driver's cars par excellence in the best Alfa Romeo tradition, Bertone's timelessly elegant Giulia-based coupés are among the most exciting sports models of the 1960s and '70s and all versions are highly sought after today. Finished in blue with brown cloth interior, this right-hand drive example is offered for restoration and sold strictly as viewed. The chassis' condition is described as 'poor' and that of the bodywork, paint and interior as 'average' while the condition of the mechanicals is not known, though the engine does turn over. Offered with Swansea V5.

£2,000 - 3,000

€2,300 - 3,500

No Reserve





134

1959 Morris Minor 1000 Saloon

Registration no. 254 XMU

Chassis no. 7A2S3769073

Engine no. 373147

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show. 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. Powered initially by the company's 918cc sidevalve four, the Minor received an 803cc overhead-valve engine in 1953. A pair of two-door models was offered initially: a saloon and a convertible. A four-door saloon appeared in 1950, estates and commercials following later. In 1956 the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. Despite the many changes the final Minor remained recognisably the same car as the 1948 original. By the time production ceased in 1971, more than 1.5 million Minors of all types had been sold. This Minor 1000 was purchased by the current owner from one Donald Brame of Egham, Surrey in November 1989 and was last taxed for the road in 2001. Its chassis and body are described as in generally good condition and the paintwork as good/average. It should be noted that the engine has not run for ten-plus years and the condition of the transmission and electrics is not known. Offered for re-commissioning/restoration and sold strictly as viewed, the car comes with an expired MoT (May 2000) and Swansea V5 registration document.

£1,000 - 2,000

£1,200 - 2,300

No Reserve



135

c.1973 MG Midget MkIV Roadster

Registration no. FUD 165M

Chassis no. to be advised

Engine no. to be advised

An MG with its origins in the 'frog-eyed' Austin-Healey Sprite, the Midget first appeared in July 1961, one month after the launch of its restyled progenitor, sharing the same bodyshell and mechanical underpinnings with only badges, trim details and price differentiating the two. A series of engine enlargements saw the Midget arrive at 1,275cc in the form of the MkIII - code 'GAN4'. Introduced in 1966, the latter employed a de-tuned (to 65bhp) version of the 1,275cc Cooper S engine while offering significantly enhanced practicality courtesy of new convertible hood. New for the 1970 model year, the Midget MkIV ('GAN5'), although mechanically unchanged from its predecessor, featured revised styling with black grille and sills, cast wheels, new seat trim and British Leyland insignia. Rostyle wheels were new for 1971, as were rounded rear wheelarches, though the latter did not last beyond 1972 when the arches reverted to their original squared-off shape. Offering the prospect of easily affordable entry into the world of classic sports car ownership, the Midget is one of the easiest to run and maintain, being served by a multitude of spare parts manufacturers, service providers and owners' clubs. One of the last 'proper' Midgets, predating the introduction of the Triumph-engined version in 1974, this MkIV is offered from long-term storage and requires restoration. Nothing is known of the car's mechanical condition. There are no documents with this Lot, which is sold strictly as viewed.

£1,000 - 2,000

£1,200 - 2,300

No Reserve

136

1953 MG YB Sports Saloon

Registration no. YMG 187
Chassis no. YB/1303
Engine no. XPAG/SC2/18198

MG's first post-war saloon, the Y-Type employed the advanced features of coil-spring independent front suspension and rack-and-pinion steering, both of which would later appear on the TD sports car. The Y-Type shared the contemporary TC sports car's 1,250cc four-cylinder XPAG engine, albeit in single-carburettor form. MG being part of the Nuffield Group, it also made use of some body panels from the Morris Eight. Introduced for 1952, the YB incorporated a number of improvements including Lockheed twin-leading-shoe brakes, a stronger clutch, 15"-diameter wheels and a hypoid bevel rear axle, while modifications to the suspension curbed its tendency to oversteer. YB production ceased at the end of 1953, by which time only 1,301 examples of this charming small sports saloon had been made. First registered in Middlesex, this YB has been resident in the Home Counties ever since. The accompanying old-style continuation logbook lists only four keepers between 1956 and 1974, two from the same family, while there are also photographs on file showing the car racing in the 1970s. Appropriately registered 'YMG 187', the Y-Type is said to have been restored but is in need of further refurbishment; its mechanical condition is not known, though we are advised that the engine turns over. The original interior is described as in good condition. Sold strictly as viewed, the car comes with the aforementioned documentation and Swansea V5.

£700 - 1,000

€820 - 1,200

No Reserve



137

1937 Austin Seven Ruby Type ARR Saloon

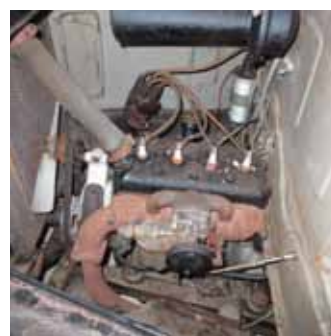
Registration no. DUC 680
Chassis no. to be advised
Engine no. to be advised

A huge success from the moment deliveries commenced in January 1923, the Austin Seven remained in production until 1939. Simply constructed, economical and easily maintained by the home mechanic, the Seven brought motoring within the financial reach of the man in the street. By the mid-1920s the Seven dominated the light car market in Britain. In essence the Seven changed little in the course of its 17 years in production, retaining the 'A'-frame chassis, transverse front spring, rear quarter elliptics and four-cylinder sidevalve engine to the end. There were, of course, numerous detail improvements along the way: a longer wheelbase, roomier bodies, coupled brakes and a three-bearing crankshaft to name but four. The introduction of the Ruby in 1934 marked an important step in the Seven's development. New body styles featured flowing lines, valanced wings and taller, cowl-in radiators. The wheel size was reduced from 19" to 17" diameter, flush-fitting self-cancelling trafficators were fitted and synchromesh was now present on second as well as third and top gears. Restored at date unknown, 'DUC 680' is an example of the restyled 'ARR' Ruby, which first appeared in mid-1936. The condition of the car's chassis and bodywork is described as 'good' and that of the original interior as 'dirty'. Nothing is known of its mechanical condition, though the engine does turn over. There are no documents with this Lot, which is offered without reserve and sold strictly as viewed.

£1,000 - 2,000

€1,200 - 2,300

No Reserve



The following 8 lots are offered without reserve and sold strictly as viewed

137A

Austin 7 kit of parts

Comprising a short chassis, axles, springs, block, head, gearbox, Speedex type body, steering column plus many other small items.

£300 - 500

€350 - 600



137E

Five Cooper Formula 500

Glass Fibre Body Mouldings Beleived MK8

£50 - 80

€60 - 90



137B

Austin 7 Swallow Radiator

Plus Austin Ruby Surround

£200 - 300

€230 - 350



137F

Lola Body Panels for Formula Junior

£50 - 80

€60 - 90



137C

An Austin 7 Engine

numbered 136161, believed fully rebuilt, with Aluminium cylinder head.

£200 - 300

€230 - 350



137G

Ford 105E Engine

Appears Rebuilt, with spare block, piston, pushrods, flywheel.

£200 - 300

€230 - 350



137D

Austin-Healey Sprite

Fibre Glass Bonnet (New Old Stock), Dash Panel, incl RPM, Speedo, Ameter, Oil/Water gauges

£100 - 150

€120 - 180



137H

Five Gearboxes, believed BMC (Sprite)

Reputed 3 standard and 2 close ratio boxes.

£100 - 150

€120 - 180



Further Properties

138

1983 Mercedes-Benz 280SL Convertible

Registration no. RUC 7Y

Chassis no. 1070422216841

Introduced in 1971, the all-new V8-engined 350SL was the first of a series replacing the popular 230/250/280SL family, though it was styled in a manner that left no doubt about its immediate ancestry. Longer and wider than that of the 'old' 280SL, the new W107 chassis featured front and rear crumple zones to meet the latest crash protection standards and was, inevitably, heavier than its predecessor's. Like its forebears, the newcomer was more sports-tourer than outright sports car and came equipped with all-independent suspension, similar to that of the 'New Generation' 200/250 models, featuring semi-trailing arms at the rear. Four-wheel disc brakes (ventilated at the front) helped restrain the 130mph performance. As one would expect from a top-of-the-range Mercedes-Benz, air conditioning, automatic transmission and power-assisted steering and brakes came as standard. A larger-engined model - the 450SL - soon followed but it would be another three years before the 280SL/SLC returned to the range. Mechanically almost identical to its larger siblings, though somewhat lighter in weight, the new version had the same 2.8-litre, twin-overhead-camshaft engine as the other '280' models, producing 185bhp in the SL/SLC, an output that was good enough for a top speed of 127mph. Transmission options consisted of a four- or five-speed manual as well as the standard automatic. The main attraction of the 280SL though, was that it offered superior fuel economy while retaining all the style and luxury of the larger and more expensive models. A right-hand drive example equipped with automatic transmission, 'RUC 7Y' has been in the lady vendor's possession since 2006 and currently displays a total of approximately 58,000 miles on the odometer. The car will be offered for sale fresh from servicing by Hightone Engineering. Sold as seen, this desirable Mercedes-Benz soft-top is offered with sundry bills, current MoT/tax, Swansea V5C registration document and a file of associated paperwork.

£7,000 - 9,000

€8,200 - 11,000



139

1953 Ferguson TED20 Tractor

Registration no. LWF 37

Chassis no. TED 177774

Fifty years ago the notion that the Mini might have a future as anything Harry Ferguson's invaluable contribution to agricultural practice is his famous three-point hitch system. Designed back in the 1930s, this ingenious device supported trailed implements hydraulically, maintaining ride height and thus enabling tractors to remain stable. In 1938 a gentleman's agreement was concluded with Ford to build tractors incorporating the Ferguson System. The first such model was the immensely popular Ford-Ferguson 9N, which also featured an hydraulic 'power take off' (PTO) for driving trailed implements. Ford continued to use Ferguson's patented technology after the partnership dissolved in 1946, leading to a protracted legal dispute. In the meantime, Harry Ferguson turned to the Standard Motor Company for the manufacture of a new design of tractor, the TE20. Known to all as the 'little grey Fergie' on account of its drab colour scheme, it was made in several variants between 1946 and 1956, during which time some 500,000 were produced. The tractor was bought at Bonhams in 2009 as a birthday present, which formed part of a large collection of cars - mostly rubbing shoulders with Aston Martins - and used sparingly. We are advised that this 'heavy oil' model was totally restored to original specification in 2007. Described as in generally good/very good condition and said to drive very well, this classic British tractor is offered with Swansea V5.

£2,000 - 3,000

€2,300 - 3,500

No Reserve





140 c.1899 Columbia Motor Buggy

Registration no. BS 8024
Chassis no. to be advised
Engine no. to be advised



Colonel Albert Augustus Pope established his manufacturing empire in the aftermath of the Civil War, his first major product line being bicycles. Pope's first venture into the field of powered transport occurred in the late 1890s with the electrically powered Columbia, though a few gasoline-powered cars were made also, the first of which appeared around 1899. That same year Pope merged his motor manufacturing interests with those of the Electric Vehicle Company to form the Columbia Automobile Company. Hiram P Maxim was responsible for designing the first Columbias, his place as chief engineer being taken in the early 1900s by Frederick A Law.

Electrically powered models continued to make up the bulk of Columbia production – in 1904 there were 37 listed as opposed to only two gasoline cars: a 12/14hp twin-cylinder and 30/35hp four. Gradually, the market for electric cars contracted and gasoline models took over. In 1911 there were only two of the former in Columbia's range while that same year the company was offering ten gasoline-powered cars on two different chassis. By then, Columbia had been absorbed by Benjamin Briscoe's United States Motor Company, only to disappear when USMC collapsed in September 1912.

Columbia's first gasoline model of 1899 was powered by a two-stroke engine designed by Maxim. The car shared many features with contemporary horse-drawn carriages, its large-diameter wheels being designed for the deeply rutted roads of the time. Its engine was a vertical, twin-cylinder, water-cooled two-stroke displacing 616cc, which drove the rear axle directly by chain. Of 3' 11" wheelbase, the chassis featured full elliptic springing front and rear while the solid tyres were mounted on 32" front and 34" rear wheels.

Believed to be the only one of its type in the UK, this rare early American automobile was imported from Pennsylvania in the 1980s as parts. The car was assembled and got running to take part in the 1986 London-Brighton Run but has not been run since. Acquired at auction in the late 1980s, it has been on static exhibition since then at a well-known West Country theme park, from whence it has been consigned for sale.

For the '86 London-Brighton Run the car was classified by the RAC as an 1899 Pope Columbia. However, a definitive manufacturing date has yet to be established. A certificate from the Science Museum, South Kensington states that information supplied to them suggests that the car was designed before 1st January 1905 and constructed before 31st December 1905. Although primitive, this is a most interesting early motorcar which, following re-commissioning, should stand a realistic chance of completing the London-Brighton Veteran Car Run.

£15,000 - 18,000
€18,000 - 21,000



141

The ex-Paris Salon

**1952 Rolls-Royce Silver Wraith
'Teviot' Touring Limousine
Coachwork by Hooper & Co**

Registration no. DH-50-17 (NL)

Chassis no. WVH16

Engine no. W15H

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. There was a further capacity increase, to 4.9-litres, in 1954. Production ceased in 1959, by which time 1,780 chassis had been completed.

The last word in motoring luxury in its day, this Silver Wraith was specially built for the Paris Salon and has some special features. As can be seen on the chassis card details supplied by the R-REC, this right-hand drive car was built for use in France and fitted at the factory with a speedometer reading in kilometres. On Rolls-Royce's instructions, the undersides of the bonnets of the Paris Salon cars had to be painted pale cream, as can be seen in the file. We are advised that the Hooper archive contains further important information.



The Silver Wraith was sold at the Paris Salon by Franco Britannic Automobiles (the French Rolls-Royce importer) to a Mrs Samuel W Dittenhofer, a resident of the famous Hotel 'Le Bristol' in Paris. Around 1971 the car was imported into the UK and owned by Mr Philippe Bertin Mourot. In 1987 it was offered for sale by a Mr Gerald Stanley Weller and purchased by the current vendor, the odometer reading at that time being approximately 55,000 kilometres.

Some 44,000 kilometres have been added to the total since acquisition and the Wraith is presented fully serviced and ready to be enjoyed by its fortunate new owner. We are advised that the bodywork is very original and free of rust and accidents, while the interior is totally original and has never been restored. Understandably, there is some wear to the driver's seat, but otherwise the car needs no attention and is said to drive very well. Currently registered in the Netherlands, it comes complete with owner's handbook, tools and UK V5 registration document.

£18,000 - 24,000

€21,000 - 28,000

The Thorpe Collection

Blackburn-born Stanley Thorpe was a prominent member of the Morgan Three Wheeler Club for over 40 years, actively participating in the organisation and running of events in the North West of England as well as acting as a scrutineer for the Competition Section. His boundless knowledge and unflinching generosity have been much missed since his death earlier this year.



142

1937 Morgan 4/4 Roadster Project

Registration no. BKW 976

Chassis no. 122

Engine no. 17A.133

After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeled car at Olympia in 1910. The first four-wheeled, four-seater Morgan appeared in 1936 powered by Coventry Climax's 1,122cc, four-cylinder, inlet-over-exhaust engine. Two years later a special Climax-engined sports model competed at Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced for the 1939 season and would continue to power the 4/4 model to 1950. Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly updated with more modern engines and currently is powered by the 1.6-litre Ford Sigma unit. One of only 900-or-so of its type built pre-war, this historic early 4/4 was acquired by Stanley Thorpe on 1st September 1985. The accompanying old-style continuation logbook (issued March 1960) lists seven owners, the last of whom, Douglas Mackenzie Munro of Walton, West Yorkshire, acquired the Morgan in 1978 and is recorded as previous owner on the accompanying (copy) V5 document. A change of colour from ivory to green is noted. There is correspondence on file concerning the car's restoration which, sadly, Stanley never finished, together with original instruction books, a workshop manual, copy technical drawings, miscellaneous technical data, a road test reprint and numerous invoices. Offered for restoration and sold strictly as viewed, this potentially most rewarding project comes with Swansea V5C document. Prospective purchasers should satisfy themselves with regard to this Lot's completeness or otherwise prior to bidding.

£8,000 - 10,000

€9,300 - 12,000

143

1934 Morgan Model F4 Project

Registration no. AOC 646

Chassis no. F2

Engine no. RG768797P



The F4 the v-twins' traditional tubular chassis was abandoned and in its place was a pressed-steel, 'Z'-section frame, the engine acting as a stressed element, with the customary sliding-pillar independent suspension at the front. Girling brakes were adopted and in a departure from Morgan tradition all three were operated by the foot pedal, with the handbrake operating on the rear wheel. The body was similar to that of the twin-cylinder 'Family' model, but although marketed as a four-seater the F4 was really a '2+2', the rear seats being suitable only for children. The four-seat F4 was soon joined by the two-seat F2, while towards the end of the 1930s Ford's 10hp 1,172cc E93A engine superseded the Y-type. Correspondence on file speculates that this F4's chassis number - 'F2' - might indicate that it is the second of the type built. Stanley Thorpe acquired this early F4 as a restoration project in August 2001. The body appears to have been reconstructed but it is not known what other works - if any - have been carried out. A copy of a letter on file, dated June 1995 and written by the then owner Michael Green, states that he acquired the Morgan to 'do up' and describes the body as 'completely junked'. There are a number of 'as found' photographs in the file confirming his assessment, together with a tax disc (still in its holder) that expired on 31st October 1975, which is almost certainly the last occasion the Morgan was on the road. Offered for restoration and sold strictly as viewed, the car also comes with sundry invoices, assorted correspondence and copies of a Model F brochure and period road test. In addition, there are photocopies of an expired MoT (1975-76), old V5 registration documents and an old-style logbook (issued November 1959) recording a change of engine from 'RC 734311 PC' to the current unit in August 1974. A challenging but potentially most rewarding project for the Morgan enthusiast.

£11,000 - 14,000

€13,000 - 16,000



144

1929 Morgan-Anzani Aero

Registration no. MT 2211

Chassis no. 1251A

Engine no. M31321

Its superior power-to-weight ratio enabled H F S Morgan's humble, three-wheeled cyclecar to outperform many a larger engined four-wheeler, and its maker was not slow to capitalise on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cyclecar race at Brooklands the following year, Harry Martin taking the chequered flag three minutes ahead of the field. Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914. The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI. Progressively developed, the ever-popular Aero remained a fixture of the Morgan range until 1932 when the original two-speed chain transmission began to be phased out in favour of a conventional three-speed gearbox.

Power units from various suppliers were used in the Aero over the years, and this example had a 1923 Anzani engine fitted when it was acquired by the late owner in February 1978. Interestingly, there is a colour photograph on file, undated but taken no earlier than 1966 as there's a 'D' registered FIAT 500 in the background, which shows 'MT 2211' taking part in a run to Blackpool fitted with a JAP sidevalve engine.



The '23 Anzani engine was swapped subsequently for a more appropriate 1929 unit, which is in the car today. An accompanying invoice issued in March 2009 by PTB of Crossway Green, Derbyshire relates to rebuilding the Anzani engine with new flywheels, crank pin, etc. Also on file is a photocopy of an old-style logbook listing various owners from 1956 onwards, together with insurance documents indicating that the Morgan was owned by one J M Holleran from circa 1968. John Holleran is recorded as keeper on the accompanying old-style green continuation logbook (issued May 1976) followed by the late owner.

Additional documentation consists of SORN paperwork, Swansea V5C and a quantity of MoT certificates (23 in number) dating back to the mid-1970s, the most recent of which expired on 1st April 2012. MoT certificates no longer being required for pre-1960 vehicles, this much enjoyed Morgan Aero should require only the minimum of re-commissioning before returning to the road.

£25,000 - 30,000

€29,000 - 35,000



145 1934 Morgan Sports

Registration no. AYU 335
Chassis no. D1055
Engine no. LTOWZ/D26826/SKC

Its superior power-to-weight ratio enabled H F S Morgan's humble, three-wheeled cyclecar to outperform many a larger-engined four-wheeler, and its maker was not slow to capitalise on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cyclecar race at Brooklands the following year, Harry Martin taking the chequered flag three minutes ahead of the field. Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914.

The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI. Subsequent developments included the fitting of front brakes, operated by hand lever, from 1924 and the adoption of a new chassis - the M-type - on the new Super Sports model in 1928. This new chassis was some 2½" lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cyclecar Club's meeting at Brooklands later that year. In 1931 a conventional three-speeds-plus-reverse gearbox was introduced, the old two-speed transmission disappearing soon after.

An example of the three-speed Sports model that replaced the Aero, 'AYU 335' is powered by a water-cooled JAP v-twin engine displacing 1,098cc. The Morgan was acquired by Stanley Thorpe in March 1971 and appears to have been in regular use, there being an almost complete run of MoT certificates on file dating back to 1981. These indicate 21,840 miles covered between then and July 2012 when the current one was issued, in the course of which the five-digit odometer 'rolled over' back to zero.



The car carries a 'Vintage Monthery' sticker and a '1909-2009 Malvern Commemorative Run' plaque, and no doubt attended many other similar events with its enthusiastic owner at the wheel. Accompanying documentation consists of the aforementioned MoTs, sundry invoices, SORN paperwork, Swansea V5C document and an old-style continuation logbook (issued March 1962) listing four keepers, the last being Stanley Thorpe.

£30,000 - 35,000

£35,000 - 41,000

145A A British Anzani OHV 8-valve 1,098cc v-twin

engine number cc81963, believed complete and suitable for Morgan, cyclecar or motorcycle fitment (may require modification), Close inspection advised. Prospective purchasers should satisfy themselves with regard to the completeness, or otherwise, of this Lot prior to bidding.

£10,000 - 15,000

£12,000 - 18,000



Further Properties



146

1963 Jaguar Mk2 3.8-Litre Sports Saloon

Registration no. 826 JGU

Chassis no. 231434DN

Engine no. LC7626-9

Representing the Jaguar Mk2 in its ultimate, 3.8-litre, overdrive-equipped configuration, this example comes with documentation stating that it was specially built for first owner Mr Kenneth S Hurrey, winner of the 2,500-mile Copenhagen European Rally at the wheel of a 3.4-litre Jaguar. As delivered, the engine, gearbox and steering box were said to be all 'basically E-type' and the compression ratio around 10:1. The rear axle too was similarly described, though given that the E-Type had independent rear suspension and the Mk2 did not, this seems unlikely.

Equipped with twin SU carburettors, the engine was described as 'docile in traffic' yet delivering 'outstanding performance if required.' Originally registered '1 AML', the Jaguar was next registered to Aston Martin Lagonda Ltd in April 1976 (to facilitate their acquisition of the registration mark) and then in September that same year, having been reregistered '826 JGU', passed to its second private owner, Mr E C G Hulbert.

The aforementioned document records the car's maintenance history from September 1976 (at an indicated 103,043 miles) to November/December 1977. It also states that the engine had been completely re-conditioned at 80,000 miles and that when the original gearbox failed it had been replaced with an all-synchromesh unit from a 1966 3.8-litre S-Type. In addition there is a copy of a letter on file from Kenneth Hurrey to Mr Hulbert confirming the car's origins.



The current vendor acquired the Jaguar from a Mr Richard Williams of Cardiff in November 1987 and proceeded with a 'bare metal' restoration plus refurbishment of all mechanical and electrical items. In daily use, '826 JGU' was subsequently treated to another bare metal repaint and given a new interior, all wood and leather being renewed, and new brightwork (bumpers, trim, etc).

As the car was a 'daily driver' it was decided to equip it with an SNG Barratt power steering rack (professionally fitted) and electronic ignition, while new stainless steel wire wheels were fitted four years ago. The Jaguar has seen little use since then because of the vendor's ill health but has nevertheless been carefully stored and maintained. It has been featured in various films, on BBC TV's *Crimewatch* and in 'Classic Car Mart' magazine. Described as in generally good/excellent condition, this unique 3.8-litre Mk2 is offered with the aforementioned documentation, photocopies of the original logbook and old Swansea V5, current MoT/tax and V5C.

£18,000 - 22,000

€21,000 - 26,000



147

Formerly the property of Sarah, Duchess of York
1988 Jaguar XJ-S V12 Convertible

Registration no. E600 NKV
 Chassis no. SAJJNADW3DA150787
 Engine no. 85059258HA

Conceived as a comfortable and long-legged Grand Routier, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof.



Essentially an exercise in niche marketing to test public reaction, the Cabriolet's production was entrusted to outside specialist contractors, with bodyshells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final despatch. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996.

This automatic transmission XJ-S V12 Convertible was first owned by Sarah, Duchess of York (Sarah Ferguson) and is similar to the one owned at the same time by HRH Diana, Princess of Wales. In September 2007 the car was totally restored and improved by marque specialists KWE, of Thatcham, West Berkshire, experts in the transformation of classic Jaguars that outperform new cars in looks, performance, reliability and driver-satisfaction. This beautiful XJ-S is offered with sundry restoration invoices, current MoT/tax and Swansea V5 registration document.

£15,000 - 20,000

€18,000 - 23,000



148

1962 Messerschmitt KR200

Registration no. 628 EOU

Chassis no. 78846

Engine no. 3471785

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller micro-car was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph.

The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and floor-mounted accelerator and clutch. Production ceased in 1964 after some 30,000 KR200s had been made.



Between 1983 and 2009, this matching-numbers KR200 belonged to British Museum curator Terence Victor Harris of Esher, Surrey, who used it as his daily commuter. Restored in 2010, the car has been kept – unused – within the vendor's private collection since the rebuild's completion, though we are advised that it started recently without problems.

A complete photographic record of the restoration is on file together with numerous related receipts. Described as in generally excellent condition, the car also comes with spare tyre, tool kit, owner's manual, workshop manual, (copy) old Swansea V5 and current V5C document.

£10,000 - 15,000

€12,000 - 18,000



149

Property of a deceased's estate

1972 Porsche 911T 2.4-Litre Coupé

Registration no. LPL575W

Chassis no. 9112501863

Engine no. 6523175



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.

This particular 911T was delivered new to a Mr R Hartley (certificate on file) and imported into the UK from the Channel Islands in 1980. Its late owner acquired the Porsche in 1986. The most recent of the old MoTs on file expired in 1997 and the car will require re-commissioning before returning to the road. Additional accompanying documentation consists of the original service book and Porsche paperwork; sundry invoices from AFN, Malaya Garage and others; Swansea V5C; and numerous notes concerning running and maintenance dating back to the 1980s.

£12,000 - 15,000

€14,000 - 18,000

150

Property of a deceased's estate

1965 Morris Minor 1000 Traveller

Registration no. HPX 338C
Chassis no. MAW5D-1120550
Engine no. 10MA-U-H158325

The Traveller estate version of Alec Issigonis' outstandingly successful Minor first appeared in 1953. By this time the Minor was in Series II form with an 803cc overhead-valve A-Series engine in place of the original 918cc sidevalve unit. In 1956 the Minor 1000 featuring an enlarged (948cc) engine and an improved gearbox appeared, the newcomer being readily distinguishable from the preceding 'split screen' model by virtue of its one-piece curved windscreen. There was a further capacity increase (to 1,098cc) in 1962 and from then on the Minor remained virtually unchanged until the last model - a Traveller - rolled off the production line in April 1971. The practical and stylish Traveller remained popular right to the end, and today the model enjoys an affectionate and enthusiastic following. This restored Minor 1000 Traveller comes with numerous invoices and documents from the Morris Minor Centre Ltd. Also on file are numerous old MoT certificates, the most recent of which dates from 2003 when the recorded (post-restoration) mileage was recorded as 4,494. Kept in storage since then, the car will require re-commissioning before returning to the road. Offered without reserve, it comes with the aforementioned invoices and MoTs; the original service book and other documents; Swansea V5C; and numerous hand written running notes.

£1,000 - 1,500

€1,200 - 1,800

No Reserve



151

Property of a deceased's estate

c.1936 Morris Eight Project

Registration no. TBA
Chassis no. TBA
Engine no. TBA

Morris' replacement for the Minor was first shown to the public at the 1934 Motor Show. Intended to compete with successful rivals such as the Ford Model Y, the Eight boasted a new and more powerful 918cc sidevalve engine, stiffer box-section chassis, Bishop Cam steering, hydraulic brakes - a rarity on cars of its class - hydraulic shock absorbers, electric fuel pump and wire wheels. Now constructed entirely of pressed steel, the body was larger than that of its predecessor and could be had in saloon or tourer forms, the latter either two-seater or four-seater. The model was superseded by the improved Series E in 1938. Regarded fondly by enthusiasts as 'the poor man's MG', the open versions of the Morris Eight are today much sought after. This Morris Eight was used by the deceased owner to transport parts for yachts and other craft around the local harbour using a crude luggage container at the rear. In dry storage for many years, the vehicle is offered for restoration and has the potential to make a smart post-Vintage sports-tourer once equipped with suitable coachwork. There are no documents with this Lot, which is sold strictly as viewed.

£800 - 1,200

€940 - 1,400

No Reserve



The following six lots are offered from a private European collection

152

Left-hand drive

1952 Cisitalia (by Auto Italia) 'Nuvolari Spyder'

Chassis no. SC 01

Engine no. SC 1



Photo credit: Tom Wood

Founded in 1939 by Piero Dusio to manufacture sports equipment, *Consorzio Industriale Sportiva Italia* (Cisitalia) amassed a fortune for its former soccer star owner making military uniforms during WW2. A motor racing enthusiast, Dusio used his fortune to become involved with the sport he loved, building the first Cisitalia competition car in 1946. This was an advanced monoposto with spaceframe chassis - the first time this method of construction had been used for a series-built racing car - powered by a modified FIAT 1100 engine. There being little else available at the time, the Cisitalia sold well and Dusio followed up this successful single-seater by building a two-seater sports car. Coupé and spyder versions were made, one of the latter almost winning the Mille Miglia in 1947 with the legendary Tazio Nuvolari at the wheel. The fact that Nuvolari was able to lead the race in such a small-engined car speaks volumes for the Cisitalia's superior design, only the misfortune of a flooded magneto relegating him to second place.

In 1948 Cisitalia introduced the hugely influential 202 Gran Sport coupé. Pinin Farina was responsible for styling the 202 which, with its elegant lines and integrated all-enveloping coachwork, set the pattern for every Gran Turismo that followed. Indeed, Pinin Farina and Cisitalia were uniquely honoured when the Museum of Modern Art in New York acquired a 202 for its collection. It was at this point that Dusio's ambition got the better of him; a supercharged 12-cylinder Grand Prix car was developed with the assistance of Ferdinand Porsche and Carlo Abarth among others, but the project all but bankrupted Cisitalia, forcing Piero Dusio to close down his Italian operation and relocate to Argentina where he founded Autoar.

Dusio took with him Ing. Renato Ciofi and a quantity of chassis, engines and other parts. He sold the license to build his cars to Ciofi but did not remain with the company, which began manufacturing Cisitalias again in 1952, commencing with this car, chassis number 'SC 01' (*Sport Competizione 01*). The aluminium coachwork was inspired by that of the 202SMM Nuvolari Spyder, exhibiting only minimal differences, while the characteristic tubular chassis is slightly shorter at 2.30m (down from 2.40m). Numerous improvements were made, the engine being based on a stronger five-main-bearing Simca 1100 block rather than the original three-bearing FIAT, while the braking system features extra-large ventilated drums for racing. Built with left-hand drive (the Italian series was right-hand drive) the car features an original (and very rare) Cisitalia racing steering wheel, original racing instruments and Cisitalia badges. The car was raced in Argentina by José Pacheco Alvear, subsequently being imported into Italy in 1988.

In May 2003 the Cisitalia was offered for sale at Bonhams' Monaco auction (Lot 253) where it was purchased by the current owner. The catalogue description was as follows: 'It is reported as in excellent mechanical condition, the engine having been rebuilt 1,600km ago by Robert Vesco and the transmission checked over in 2002. Both coachwork and interior are described as in "good original" condition.'

Since its acquisition in 2003 the car has formed part of the vendor's private collection in Italy. It is accompanied by Italian import papers confirming EU duties paid, and a letter of authentication from Cisitalia International Club.

£60,000 - 80,000
€70,000 - 94,000





153

Left-hand drive

1966 Mercedes-Benz 600 Saloon

Chassis no. 100.012.000764

'In an age when flaunting your wealth wasn't a crime, the 600 was the automotive equivalent of Monaco. It's a masterpiece of engineering, a quantum leap over its opposition, and redefines the word opulence.' - *Classic & Sportscar* magazine.

By the commencement of the 1960s, Mercedes-Benz's ever-expanding model range was lacking in only one department: a super prestige saloon to rival the Grosser Mercedes of the past. This gap was filled in September 1963 with the appearance at the Frankfurt International Motor Show of the all-new 600. Representing state-of-the-art automotive engineering in just about every department, the supremely well-equipped newcomer featured an overhead-camshaft, fuel-injected, 6.3-litre V8 engine - Mercedes' first - air suspension with variable ride control, four-speed automatic transmission, all-round disc brakes, power-assisted steering, central locking and separate air conditioning systems for front and rear compartments. Its cosseted occupants enjoyed the advantages conferred by multi-way adjustable seating powered by a sophisticated system of hydraulics that also operated the windows and assisted in opening/closing the doors and boot lid.



The most popular version was the 3,200mm (10' 6") wheelbase saloon that could seat up to six passengers, while the long-wheelbase Pullman limousine - a veritable leviathan exceeding 20' in length and beloved of Heads of State, not to mention a succession of Popes - could accommodate up to eight. Despite its not inconsiderable weight the 600 was endowed with highly respectable performance, reaching 60mph in a little under 10 seconds and exceeding 125mph flat out.

This rare example of Mercedes-Benz's luxury flagship resided in Oklahoma, USA before being exported to the Netherlands and subsequently found its way to Italy, where it has resided in the vendor's private collection for the last six years. Described as in generally good condition, the car is offered with bill of sale and copies of the old Oklahoma Certificate of Title and Dutch registration papers.

£35,000 - 45,000

€41,000 - 53,000



154

Left-hand drive

1971 FIAT Abarth 595SS Replica Sports Saloon

Chassis no. 110F 2886385

Engine no. 126A 4047981

'The performance of FIAT engines, as modified by Carlo Abarth, has for long been held to verge on the supernatural.' – John Bolster, *Autosport* magazine.

After leaving Cisitalia in 1948, Austrian-born engineer Carlo Abarth set up as an independent in Turin, the home of the Italian auto industry. From producing induction and exhaust systems, Abarth branched out into selling performance kits for - mainly FIAT - production cars, later building a highly successful series of aerodynamically-stylish sports prototypes and limited-series production cars. An innovative concern with a sporting pedigree second-to-none, Abarth was taken over by FIAT in 1972.

With their FIAT 500-based 595, Abarth adopted the most cost-effective method of coaxing greater power from a small engine, a new big-bore cylinder block boosting the previously 499cc air-cooled twin to 593cc.



Higher-compression pistons, reworked inlet ports, a special camshaft and exhaust system, and a larger carburettor helped raise power from 22 to 30bhp, though the biggest gain was in mid-range torque. Abarth's conversion halved the standard car's acceleration times and endowed the 595 with a top speed of more than 75mph (120km/h). Lowered suspension and wider wheels and tyres helped the baby FIAT utilise the increased performance. Those still not satisfied could opt for the 595SS (Sprint Speciale), with 34bhp on tap and an 80mph (130km/h) top speed.

This 595SS Replica has been prepared by the Italian Abarth and Giannini specialist, Lorenzo Laura of AutoMotoSport in Rome. The engine is based on a FIAT 126 unit and incorporates numerous Abarth components. Described by the vendor as in generally very good condition, the car is offered with Italian libretto and Certificato di Proprieta.

£13,000 - 16,000

€15,000 - 19,000



155

Left-hand drive

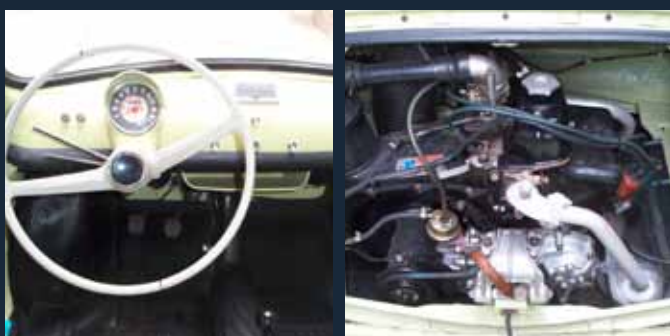
**1978 Alfa Romeo Spider 1300 Junior
Coachwork by Pininfarina**

Chassis no. AR105 90002409

A modern classic by Pininfarina, the simple yet elegant spider bodywork premiered on the 1966 1.6-litre Duetto would prove enduringly popular after a rather critical initial reception, lasting well into the 1990s. The model achieved worldwide public recognition after starring alongside Dustin Hoffman in the film, *The Graduate* but was produced for only two years before being superseded by the 1.8-litre '1750' Spyder Veloce in 1967. At the same time, Alfa Romeo took the opportunity to offer a version of the Spider powered by the 1.3-litre Giulietta engine: the 1300 Junior. Cheaper than the larger Spider yet only some 7mph slower, the 1300 Junior came with an 89bhp engine offering superior fuel economy and occupied a more favourable taxation category, thus extending the possibility of Alfa Romeo ownership to a wider market. In 1971 the Spider was restyled, gaining a squared-off 'Kamm' tail, a move that coincided with introduction of the 2.0-litre '2000' model. These later cars are known by the sobriquet 'coda tronca' (literally: truncated tail), the earlier version being the 'coda tonda' (round tail). Dating from the final year of production, this Italian registered Spider 1300 Junior was restored approximately four years ago in its native Italy and since the rebuild's completion has formed part of the vendor's private collection. The car is finished in white with brown vinyl interior and is described by the vendor as in generally very good condition.

£7,000 - 10,000

€8,200 - 12,000



156

Left-hand drive

1964 FIAT 500D Saloon

Chassis no. to be advised

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 while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks, and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and recently was voted 'Sexiest Car' by the readers of *Top Gear* magazine. Featuring the 500D's characteristic rear-hinged 'suicide' doors, this example was restored approximately four years ago in Italy and since then has formed part of the vendor's private collection. Offered with Italian registration papers.

£6,000 - 8,000

€7,000 - 9,400



157

Left-hand drive

1987 Maserati Biturbo Spyder 2.5

Chassis no. ZAM333B00GA100877

Maserati's mainstream model throughout the 1980s and the first series-production road car to employ a twin turbo-charged engine, the Biturbo debuted in two-door form 1982. Intended to challenge BMW and Mercedes-Benz in the luxury sporting saloon market, the Biturbo was of conventional front engine/rear drive layout and featured all-independent suspension, four-wheel disc brakes and an interior boasting sumptuous leather upholstery and plentiful wood veneer trim.

The all-steel unitary chassis/body was styled in-house and built by Innocenti, part of the De Tomaso empire like Maserati. ZF five-speed manual and three-speed automatic were the two transmission options while a limited-slip differential came as standard. Produced initially with a 2.0-litre, three-valves-per-cylinder, 90-degree V6, the Biturbo gained 2.5-litre, 2.8-litre and four-valves-per-cylinder engines as the model range expanded throughout the 1980s to include four-door saloon and open-topped spyder variants. The 2.5-litre unit was the first addition to the range of engines and like the 2.0-litre original was an all-alloy, two-cam V6 with three valves per cylinder, the two inlets being different sizes to promote efficient cylinder filling over a wide rev range. Turbo lag, a not uncommon problem with this form of forced induction, was addressed by using two small IHI turbochargers rather than a single large one, fed initially by a solitary Weber carburettor.



In this form the Biturbo engine produced 192bhp (DIN) and 220lb/ft of torque, figures good enough for a top speed in excess of 130mph. Not surprisingly, the lighter Spyder proved considerably faster than its saloon progenitor, in three-valve form having a top speed of around 135mph, a figure slightly improved upon with the four-valve unit fitted and considerably bettered by the larger-engined versions that followed. Endowed with well proportioned lines and an outstandingly equipped interior, the Biturbo Spyder was one of the finest Grand Tourers of its day and remains one of the most sought after of recent Maseratis.

This 2.5-litre Biturbo Spyder has formed part of the vendor's private collection for the last two years. Finished in red with beige leather interior and black hood, the car is described as in generally good condition and offered with Italian registration papers.

£12,500 - 17,500

€15,000 - 20,000

Further Properties



158

42,389 miles from new & one of 480 built **1980 MGB Limited Edition Roadster**

Registration no. YVV133W

Chassis no. GVGDJ1AG518998

Engine no. 39529



One of the most successful sports cars Britain has ever produced, the MGB was mechanically similar to the preceding MGA, though with unitary-construction bodyshell and larger 1.8-litre B-Series engine. Introduced in 1962, the 'B' was a right-first-time design that changed little over the years apart from a minor facelift for 1970 and the adoption of plastic bumpers for 1975. By the summer of 1980 however, the entire British Leyland conglomerate was in serious trouble. MGB sales had slowed and the Abingdon workforce had been on a three-day week for some time.

Nevertheless, stocks of unsold cars continued to accumulate almost as fast as MG's financial losses, leaving BL's bosses with no option but closure. A consortium, headed by Aston Martin's Alan Curtis, was formed with the intention of continuing MGB production. When the bid collapsed, MG's plant at Abingdon, its home since 1929, was put up for sale in July 1980, though clearance of the stock of unsold cars would continue into 1981. By the time of its sad demise, the MGB had enjoyed an eighteen-year production life and worldwide sales totalling in excess of 500,000 cars.

Introduced in 1979 to celebrate 50 years of MG production at Abingdon, the Limited Edition models were the last built there before the factory's closure in October 1980. Finished in Bronze metallic (Roadster) or Pewter metallic (GT), the duo sported chin spoilers and Triumph Stag-type alloy wheels, with wires an option on the Roadster. A total of 1,000 cars was completed, the split being 480/520, Roadster/GT.

Equipped with the desirable overdrive gearbox, this MGB Limited Edition has been fitted with the optional wire wheels from new. Supplied new to Northern Ireland, the car currently displays a believed-genuine total of 42,389 miles on the odometer, which is supported by expired MoTs on file dating back to 1989. The MG subsequently resided in the Republic of Ireland and was purchased by the previous owner in 2009. Driving well with no known faults, this rare Limited Edition MGB Roadster is offered with current road fund licence, MoT to January 2014 and Swansea V5 registration document.

£5,000 - 7,000

€5,800 - 8,200



159

Same family ownership since 1962

1956 Bentley S-Type Saloon

Coachwork by Bentley Motors/Harold Radford

Registration no. XUW 490

Chassis no. B193CM

Engine no. BC346

The car offered here is one of a limited number of Bentley S-Types converted by coachbuilder Harold Radford Ltd. A West London motor dealer specialising in Rolls-Royce and Bentley cars, Harold Radford took the unusual step of setting up as a traditional coachbuilder in the late 1940s, a time when the demand for such products was declining. His first design was for a timber-framed 'Countryman' estate car body on the Bentley MkVI chassis. It was an immediate success, winning the 1948 concours d'elegance at Cannes. Radford exhibited in the coachbuilding section at the London Motor Show from 1951 to 1963, winning numerous awards, and in the 1960s began to reach a wider public with its luxurious Mini conversions. The firm was acquired by H R Owen in the early 1960s.

From being a complete bespoke coachbuilt creation, the Countryman became a conversion of the Rolls-Royce/Bentley standard steel body, frequently incorporating a hatchback rear door. Converted in 1956, the example offered here is somewhat less ambitious, alterations being mainly confined to the provision of fold-flat rear seats and a picnic tray that folds out from the boot lid.



The car was purchased new from Harold Radford Ltd by Layford Trading & Shipping. It was then bought by Spillers Ltd for Sir Lacey Vincent in January 1959. Spillers subsequently traded in the Bentley at Meads of Maidenhead, from whom it was purchased by the lady vendor's father, Air Commodore Bryan D Nicholas, CBE, who kept a meticulous record of all trips undertaken between 1962 and 1966.

Meads restored the Bentley in 1972 and again ten years later, and continued to service the car up to 2003, since when it has been maintained by Powerbell Services of Maidenhead. Viewing of the extensive history file, which contains all receipts issued between 1972 and 2012, is strongly recommended. Driving without fault, this delightful Radford-converted Bentley is offered with its original handbook, mileage logbook, a quantity of expired MoT certificates, old-style logbook, Swansea V5C document, current road fund licence and MoT to July 2013.

£30,000 - 40,000

€35,000 - 46,000



160

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 - 30,000



161

Left-hand drive

1922 Delahaye Type 87 Tourer

Registration no. EL 1491

Chassis no. 18674

Engine no. N18674

Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1895 and later branched out into commercial vehicle manufacture. Up to the mid-1930s its products tended to be worthy though unexciting but then in 1935 came the first of a new generation which would change the marque's image - the T135 Coupe Des Alpes.

Emile Delahaye himself designed the early cars and remained with the company he had founded after its sale in 1897. He retired in 1901, leaving Delahaye in the capable hands of production manager Charles Weiffenbach and engineer Amédée Varlet. The firm built single- and twin-cylinder models initially, and introduced its first four-cylinder car – the Type 11 – in 1903. By the outbreak of The Great War, Delahaye had established a reputation for quality and reliability and was ranked in the top ten of French carmakers. During WWI, Delahaye manufactured military trucks, FN rifles and parts for Hispano-Suiza aero engines.



One of its first post-war offerings, the Type 87, was aimed at the 10CV medium priced market sector. Introduced at the Paris Salon in 1921, the Type 87 was powered by a 1.8-litre side valve four with fixed cylinder head, which drove via an in-unit four-speed gearbox. Competitively priced, the Type 87 was a highly successful model for Delahaye with some 3,800 built when production ended in 1926.

Formerly part of a private collection, this Type 87 tourer was imported from France in December 1980 by a Mr Tamblyn of Liskeard, Cornwall. In June 1997 the Delahaye was purchased by a Mr Halliwell of Bacup, Lancashire who kept the car until 2009 when it returned to France in the hands of the previous owner, a Mr Tonge. Described as in generally very good condition apart from some paintwork blemishes, this stylish Vintage-era touring car is offered with Swansea V5C registration document.

£25,000 - 30,000

€29,000 - 35,000



162

The ex-works demonstrator

2008 Javan R1 Honda Roadster

Registration no. WK08 AAO
Chassis no. K20A0706RH002
Engine no. K20A21003869

With phenomenal growth in the popularity of track days in recent years, a new class of track-orientated vehicles has emerged to cater for the needs of this exciting motoring activity. One of the best of the bunch is the Javan R1, a reincarnation of the Strathcarron track-day car introduced at the Geneva Salon in 1999. Hand built to order, the R1 incorporates a full aluminium honeycomb monocoque, all stainless steel suspension, the fabulous 9,000rpm 2.0-litre Honda Type R engine/gearbox and a host of proven top-quality components. With the Javan mapping, the Honda engine produces in excess of 200bhp while retaining perfect behaviour on the public highway, but is formidable on the track. This power, combined with an unladen weight of just 670kg, endows the Javan R1 with superbike-rivalling performance: 0-100km/h (62mph) being achieved in time of 3.6 seconds with 160km/h (100mph) reachable in 9.8, the R1 racing through the standing quarter-mile in 12.2 seconds on its way to a top speed of 140mph. The example offered here, chassis number '002', is the ex-works demonstrator and develops 220bhp. Registered new on 25th February 2008, '002' was used by Javan for publicity purposes, shows, photography and the occasional track day, and had covered fewer than 3,000 miles when it was offered for sale at Bonhams' Goodwood Revival Meeting auction in September 2009 (Lot 221) and purchase there by the current vendor. The car has covered only another 600 miles since acquisition and is currently MoT'd and taxed. Offered with sundry bills and Swansea V5C, this is a beautifully engineered and seriously quick little car with the added bonus of exclusivity, reliability and ease of maintenance.

£7,000 - 10,000

€8,200 - 12,000



163

One owner from new

1993 Jaguar XJ-S 4.0-Litre Convertible

Registration no. K3 KRL
Chassis no. SAJJNAFD3EJ188780
Engine no. 9EPONA176865

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so a Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Having demonstrated that there was indeed sufficient demand to justify production of an open XJ-S, Jaguar grasped the nettle and proceeded to develop a conventional full convertible. For the latter they turned for assistance to coachbuilders Karmann in Osnabruck, a firm with considerable expertise in the manufacture of open cars. As well as developing the host of new panels and associated tooling required, Karmann also designed the hood, which was electro-hydraulically operated and featured a full lining and glass rear window complete with heating element. At first the Convertible was only available with the 5.3-litre V12 engine but following the introduction of a 4.0-litre version of the AJ6 24-valve six in the XJ6/XJ40 saloon, this new unit became available in the XJ-S from 1991. This automatic-transmission XJ-S 4.0-Litre Convertible is currently SORN'd and will require re-commissioning before returning to the road. The car is described as in generally good condition, though the offside wing requires extensive repairs. Sold strictly as viewed, it comes with Swansea V5 document and is offered without reserve.

£2,000 - 4,000

€2,300 - 4,700

No Reserve

164

c.1988 Bentley Eight Sports Saloon

Registration no. to be advised

Chassis no. to be advised

Engine no. to be advised

The repositioning of the Bentley marque as Rolls-Royce's enthusiast, high-performance partner had begun in 1982 with the introduction of the Bentley Mulsanne Turbo, yet one crucial element of the package remained relatively undeveloped: the chassis. As it happened, the modifications necessary to enable the greatly increased urge to be exploited to the full - firmer damping and altered spring rates - debuted in 1984 on the evocatively named yet normally aspirated Bentley Eight. By giving the Eight a simple mesh grille in vintage Le Mans style, its designers created a distinctive new model, furthering Bentley's revival as Rolls-Royce's sporting partner. Conceived as an 'entry level' model, the normally aspirated Eight was pitched against the Mercedes-Benz S-Class and BMW 7-Series yet was more expensive than its German rivals at a little under £50,000 when launched. The saving of some £5,000 over the price of a standard Mulsanne was achieved by a slight reduction in interior specification - straight-grain walnut rather than the traditional burr, for example - yet the overall effect of unconstrained luxury remained virtually unchanged. This Bentley Eight was purchased by the current vendor around six years ago. Regularly serviced by a local specialist - an ex-Crewe factory employee - it benefits from a suspension rebuild undertaken three years ago and is described as in generally good/excellent condition, though the paintwork would benefit from attention in some areas. The car is finished in red with cream leather interior and comes with current MoT and Swansea V5C document.

£3,000 - 5,000

€3,500 - 5,800



165

1985 Volkswagen Golf GL Cabriolet

Registration no. C884 BYK

Chassis no. NVWZZZ15ZFK018531

Engine no. EWO 23180

Launched in 1974, the Golf represented a complete break with Volkswagen tradition yet would prove as big a sales success as its Beetle predecessor. In GTi form the Golf has become one of the great icons of modern motoring, giving rise to an entirely new class of sporting saloon - the 'hot hatch' - in the process. Marketed in the USA as the 'Rabbit', the Giugiaro-styled Golf adopted the now orthodox transverse engine/front-wheel drive layout and came with a choice of Audi-developed 1.1- or 1.5-litre overhead-camshaft engines, with diesels following later. Possessing excellent performance and handling, practical accommodation and boxy good looks, the Golf was a runaway success with around 10 million of all types sold by the end of the 1980s. Introduced in 1980 and built by coachbuilders Karmann of Osnabrück, the Golf cabriolet side-stepped the 1984-onwards Mk2 body style completely, continuing to be built in Mk1 form until superseded by the Mk3 version in 1993. Previously registered 'C51 NAB', this rare, automatic transmission example of one of the most collectible of 1980s classics had covered 108,602 miles at time of cataloguing and only 1,584 since undergoing at major service in June 2012 (bill on file). Finished in Anthracite with black/grey chequered cloth interior, the car is described as in generally good condition and offered with a quantity of expired MoT certificates, Swansea V5 document and fresh MoT.

£1,500 - 2,000

€1,800 - 2,300





166

1975 NSU Ro80 Saloon

Registration no. HLR 322N

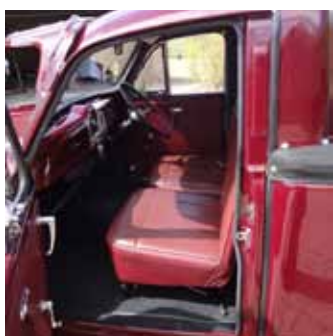
Chassis no. 0841000725

Engine no. XM205491

This NSU Ro80 was used extensively for its first five years, during which period the original engine was replaced, and had covered a little over 60,000 miles when it was acquired in 1991 by Mr Roy Turner, the immediately preceding owner having stored it, with minimal use, for some ten years. Mr Turner sent the car to Ro Technics of Winkfield, Berkshire for re-commissioning and kept a record of this and all subsequent works (on file). These included restoration of the wings and a full re-spray in original Agate Brown (1994), complete clutch and gearbox rebuild (1997), new radiator, new rear shock absorbers and carburettor overhaul (2002) and refurbishment of the rear brake limiter (2004). Other noteworthy features include a part stainless steel exhaust system and Jaguar electric mirrors. In June 2007 the NSU was purchased by ex-Autocar journalist Ronald 'Steady' Barker, who had covered only 500 miles in the car when he offered it for sale at Bonhams' Oxford auction in June 2012 (Lot 242). Prior to sale the NSU had benefited from a service by Pryton Engineering of Swindon, Wiltshire, which included a new clutch servo and ignition system. The current owner purchased the car at the June 2012 sale and reports that it is still a delight to drive. A superb example of this sought after modern classic, 'HLR 322N' is offered with a good file of history containing maintenance records, sundry bills, a quantity of tax discs dating back to 1978, recently expired MoT (March 2013) and Swansea V5C registration document.

£5,000 - 7,000

€5,800 - 8,200



167

1971 Morris Minor 1000 Pickup

Registration no. GMC 497J

Chassis no. 296707

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. Powered initially by the company's existing 918cc sidevalve four, the Minor received an 803cc overhead-valve engine in 1953. A pair of two-door models was offered initially: a saloon and a convertible. A four-door saloon appeared in 1950, with estates and commercials following later. In 1956 the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. 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 changes the final Minor remained recognisably the same car as the 1948 original. By the time production ceased in 1971, more than 1.5 million Minors of all types had been sold. Extensively restored at date unknown, this Minor 1000 pickup benefits from an overhauled engine and has been upgraded with disc front brakes, electronic ignition and a stainless steel exhaust system. In 2012 'GMC 497J' was awarded the 'runner up' prize at the Morris Minor Owners Club Rally concours and was voted 'Best in Show' at the MMOC's Potteries Branch event at Foxfield. The award badges are included in the sale. Described as in generally excellent condition, this classic Morris commercial is offered with sundry bills, current road fund licence, MoT to February 2014 and Swansea V5 registration document.

£10,000 - 12,000

€12,000 - 14,000

168

2000 Mercedes-Benz SLK320 Convertible

Registration no. W332 TLK
Chassis no. WDB1704652F191765
Engine no. 11294730781482

The first of a new generation, the Mercedes-Benz SLK230 was announced at the 1996 Turin Show. A strikingly styled, wedge shaped convertible coupé, the SLK230 featured a then unique retractable powered hardtop, which took approximately 25 seconds to fold down into the boot. At a stroke Mercedes-Benz had done away with all the problems associated with fabric convertible tops, the only downside being the reduction in boot space with the hood retracted. Powering the SLK230 was a 2.3-litre 16-valve four, with 2.0-litre four-cylinder SLK200 and 3.2-litre V6-engined SLK320 versions following as the range expanded. Shorter than a Volkswagen Golf, the SLK was the smallest Mercedes-Benz ever at the time of its introduction yet in keeping with company tradition was as well equipped as many of its larger models. Competitively priced, the new SLK (the initials stand for Sport, Leicht, Kurz – Sport, Light, Short) was an immediate hit and an enormous commercial success for Mercedes-Benz, tens of thousands of delighted customers appreciating the model's up-to-the-minute styling and technological wow factor. Acquired by the current owner in April 2005, this automatic transmission SLK320 has had three former keepers and is offered with full Mercedes-Benz service history, the last entry in the service booklet being dated 6th January 2011 at 54,855 miles (current odometer reading: 54,889 miles). Described as in generally good condition, the car also comes with current road fund licence, a fresh MoT and Swansea V5C document.

£3,000 - 3,500

€3,600 - 4,100



169

1970 Mercedes-Benz 300SEL 6.3 Sports Saloon

Registration no. UOU 470H
Chassis no. 10901822001924

'The greatest sedan in the world,' according to *Road & Track*, and few would disagree with the authoritative American motoring magazine's assessment of what in its day was the last word in high-speed opulence: the Mercedes-Benz 300SEL 6.3. First shown at Frankfurt in 1965, the 'S' Class Mercedes range was outwardly distinguished from preceding models by a new sleeker bodyshell with lower roof and waistline as well as increased glass area. Joining the range for 1968 was the 300SEL 6.3, created by installing the powerful 6,332cc overhead-camshaft V8 of the leviathan 600 limousine in the long-wheelbase 300 saloon, while other refinements included the 600's air suspension and power-operated brakes. A superbly appointed luxury conveyance endowed with sports car performance, the 300SEL 6.3 could attain 60mph in around six seconds and had a top speed approaching 140mph. It is no at all surprising that the 300SEL 6.3 was a favourite with racing drivers of its era. This highly original right-hand drive example comes with stamped service history and bills totalling circa £14,000 for work carried out, including one for £6,000 for a major service and suspension renewal undertaken ten years ago, since when it has covered relatively few miles. Described as in generally good condition, the car also comes with owner's manual, spare key (new), old-style logbook and Swansea V5 registration document.

£8,000 - 10,000

€9,400 - 12,000



GOODWOOD FESTIVAL OF SPEED SALE

Friday 12 July 2013

Bonhams

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Chassis No. 00006/54*



1



2



3

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Collectors' Motor Cars, Motorcycles & Automobilia

The National Motor Museum
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Top Right:
1913 De Dion Bouton
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No Reserve



Below Right:
1934 Alvis SB Firefly Tourer
£25,000 - 30,000
No Reserve

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Saturday 14 September
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Wednesday 20 November
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Thursday 5 December

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London
Hong Kong
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Sunday 13 October
Wednesday 20 November
Wednesday 11 December

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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 2% 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 2% surcharge.

Credit cards: Visa and Mastercard only. Please note there is a 2% 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 strung 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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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Sale title: Collectors' Motorcycles & Motor Cars		Sale date: Saturday 15 June 2013	
Sale no. 20928		Sale venue: Oxford	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
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Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/08/12

Bonhams

1793

Motorcycle Index

Lot No	Year	Model			
11	1921	ABC 398cc	35	1954	MV Agusta 125cc 'Turismo TEL',
10	1923	Ajax 'Lady's Model' 147 cc	18		Norton 350cc Manx Replica,
5	1928	AJS 349cc K7	6	c.1951	Norton 490cc ES2/International
39	1939	Ariel 995cc Model 4G 'Square Four'	26	c.1944	Norton 490cc Model 16H Military
36	c.1968	BSA 172cc Bantam,	29	1956	NSU 247cc Max
28	1938	BSA 350cc M19	13	1907	NSU 460cc
17	1925	Cotton-Blackburne 348cc	4	1958	NSU 49cc Quickly S Moped
19	c.1933	Cotton-Norton 490cc Racing Motorcycle	12	1925	OEC-Blackburne 548cc
1	c.1951	Cyclenmaster 25.7cc Engine no. 27229	3	1964	Raleigh 49cc RM6 Runabout Moped
34	1975	Ducati 864cc '900SS Replica',	2	1970	Raleigh 49cc Runabout Moped
33	2000	Ducati 996 Biposto	8	1935	S.O.S. 172cc 'Brooklands Special'
23	1961	Francis-Barnett 249cc Model 85 Trials	9	1925	Sunbeam 3½hp Model 3
37	1975	Honda '400/4', 408 cc	24	c.1960	Triumph 199cc Tiger Cub Trials
38	1979	Honda GL1000 Gold Wing	15	1908	Triumph 3½hp
21	1971	Husqvarna 250cc Moto-Cross	16	1920	Triumph 550cc Model D
14	c.1921	Indian 7hp Powerplus	40	1948	Triumph 499cc 'Tiger 100 Grand Prix' Replica
20	1955	ISDT 1953 Royal Enfield 700cc Meteor Trials Combination	31	1963	Triumph 649cc T120R Bonneville
22	1959	James 199cc Commando Trials	30	1962	Triumph 650cc T120R Bonneville
32	1978	Kawasaki Z1000 A1	25	1954	Velocette 498cc MSS
27	1959	Lambretta FLI 175 Delivery Van			

Motor Car Index

Lot No	Year	Model			
127	1966	AEC Routemaster RML Double-decker Bus	147	1988	Jaguar XJ-S V12 Convertible
133	1974	Alfa Romeo 2000GTV Coupé	121	1988	Jaguar XJ-S V12 Coupé
155	1978	Alfa Romeo Spider 1300 Junior	160	1957	Jaguar XK150SE 3.4-Litre Coupé
125	1966	Aston Martin DB6 Sports Saloon	162	2008	Javan R1 Honda Roadster
105	1989	Audi Quattro Coupé	131	1972	Lancia Fulvia Sport Zagato 1600 Coupé
137	1937	Austin Seven Ruby Type ARR Saloon	157	1987	Maserati Biturbo Spyder 2.5
101	1934	Austin Seven Special	138	1983	Mercedes-Benz 280SL Convertible
111	1965	Austin-Healey 3000 MkIII Phase II Roadster	169	1970	Mercedes-Benz 300SEL 6.3 Sports Saloon
119	1958	Austin-Healey 100/6 BN4 Roadster Project	153	1966	Mercedes-Benz 600 Saloon
132	1960	Austin-Healey Sprite MkI Roadster	168	2000	Mercedes-Benz SLK320 Convertible
123	1993	Bentley Continental R Coupé	148	1962	Messerschmitt KR200 Micro-Car
164	1988	Bentley Eight Sports Saloon	135	1973	MG Midget MkIV Roadster
129	1953	Bentley R-Type Special Roadster	136	1953	MG YB Sports Saloon
159	1956	Bentley S1 Radford Saloon	114	1960	MGA Twin Cam Roadster
128	1959	Bentley S1 Long-wheelbase Saloon	102	1975	MGB GT '50th Anniversary' Coupé
152	1952	Cisitalia (by Auto Italia) 'Nuvolari Spyder'	142	1937	Morgan 4/4 Roadster Project
140	1899	Columbia Motor Buggy	143	1934	Morgan Model F4 Project
126	1949	Daimler DB18 Drophead Coupé	145	1934	Morgan Sports
117	1966	Daimler V8 250 Sports Saloon	144	1929	Morgan-Anzani Aero
161	1922	Delahaye Type 87	151	1936	Morris Eight Project
139	1953	Ferguson TED20 Tractor	167	1971	Morris Minor 1000 Pickup
108	1984	Ferrari 308GTSi Qv Targa Coupé	134	1959	Morris Minor 1000 Saloon
104	1998	FIAT Coupé Turbo	150	1965	Morris Minor 1000 Traveller
156	1964	FIAT 500D Saloon	166	1975	NSU Ro80 Saloon
154	1971	FIAT Abarth 595SS Replica Sports Saloon	149	1972	Porsche 911T 2.4-Litre Coupé
106	1992	Ford Sierra RS Cosworth Sports Saloon	122	1962	Rolls-Royce Phantom V Limousine
110	1972	Jaguar E-Type 'Series III'	116	1965	Rolls-Royce Silver Cloud III Saloon
118	1969	Jaguar 240 Saloon	109	1980	Rolls-Royce Silver Shadow II Saloon
130	1962	Jaguar E-Type 'Series I' 3.8-Litre Coupé	141	1952	Rolls-Royce Silver Wraith 'Teviot' Touring Limousine
115	1966	Jaguar E-Type 'Series I' 4.2-Litre Coupé	124	1981	Talbot Sunbeam-Lotus Rally Car
112	1973	Jaguar E-Type Series III V12 Roadster	103	1973	Triumph TR6 Roadster
146	1963	Jaguar Mk2 3.8-Litre Sports Saloon	120	1991	TVR V8S Roadster
107	1989	Jaguar XJ-S 3.6-Litre Coupé	165	1985	Volkswagen Golf GL Cabriolet
163	1993	Jaguar XJ-S 4.0-Litre Convertible			

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