

Bonhams

1793

The Beaulieu Sale



Collectors' Motor Cars,
Motorcycles & Automobilia
Saturday 7 September 2013
The National Motor Museum
Beaulieu, Hampshire

Collectors' Motor Cars, Motorcycles and Automobilia

Saturday 7 September 2013
at 11am, 1.30pm and 2pm
The National Motor Museum,
Beaulieu, Hampshire
SO42 7ZN

The Beaulieu Sale

Bonhams

101 New Bond Street
London W1S 1SR
bonhams.com

Viewing

Friday 6 September 10am to 5pm
Saturday 7 September:
9am event exhibitors
10am general admission

Sale times

Automobilia 11am
Motorcycles 1.30pm
Motor Cars 2pm

Bids

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

Please note that bids should be submitted no later than 4pm on Friday 6 September. Thereafter bids should be sent directly to the Bonhams office at Beaulieu on +44 (0) 8700 270 089.

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

Enquiries

Motor Cars

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

Motorcycles

+44 (0) 20 8963 2817
+44 (0) 8963 2801 fax
motorcycles@bonhams.com

Automobilia

+44 (0) 8700 273 621
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

Enquiries on view and sale days

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

Catalogue: £25 + p&p
(admits two)

Customer Services

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

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

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

Sale number: 20930

Illustrations

Front cover: 325
Back cover: 356

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

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

Bonhams UK Ltd Directors
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Charles Graham-Campbell, Miranda Grant, Robin Hereford,
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Fergus Lyons, Paul Maudsley, Gordon McFarlan,
Andrew McKenzie, Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, Peter Rees, Julian Roup,

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



General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

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

Damage

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this Catalogue, it should be borne in mind that the Veteran Car Club of Great Britain 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 makes every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £5,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.

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

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

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

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

VAT

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

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

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

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

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

Artists Resale Right Regulations 2006

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

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?

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

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

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 Julia Morelli motorcycle administrator. (Details on page 1 of this catalogue).

NOVA

All EU registered vehicles which are sold and remain in the UK must be registered with NOVA (HMRC) within 14 days of the sale date. We would be delighted to undertake this on your behalf, but you must let us know if you plan to register the vehicle in the UK. If NOVA is not completed within 14 days of the sale date, penalties apply. For further information please contact the Sale administrator.

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.

Keys

Lots are offered with and without keys. It is the buyer's responsibility to inspect the lot at the sale to satisfy oneself as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not list such said items.

Can someone arrange insurance for me?

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

UK

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

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

Your contacts for this sale

Motor Car Specialists

Tim Schofield
+44 (0) 20 7468 5804
tim.schofield@bonhams.com

Sholto Gilbertson
+44 (0) 20 7468 5809
sholto.gilbertson@bonhams.com

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+44 (0) 20 7468 5805
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John Polson
+44 (0) 20 7468 5803
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+44 (0) 20 7447 7440
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+44 (0) 1789 414 983 tel/fax
richard.hudsonevans@bonhams.com

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+44 (0) 20 8963 2819
ben.walker@bonhams.com

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james.stensel@bonhams.com

Automobilia Specialists

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+44 (0) 20 7468 8209 fax
helen.buckingham@bonhams.com

Catalogue subscriptions

+44 (0) 1666 502 200
+44 (0) 1666 505 107 fax
subscriptions@bonhams.com

Motor Car Administrators

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Alec Clucas
+44 (0) 20 7468 5807
alec.clucas@bonhams.com

Motorcycle Administrator

Julia Morelli
+44 (0) 20 8963 2817
julia.morelli@bonhams.com

Automobilia Administrator

Bill To
+44 (0) 8700 273 617
bill.to@bonhams.com

Buyers/Sellers Accounts

+44 (0) 20 7468 8240
+44 (0) 20 7447 7430 fax

Recommended Transporter

Polygon Transport
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hants SO40 4BL
+44 (0) 2380 871 555
+44 (0) 2380 862 111 fax
polygon@polygon-transport.co.uk

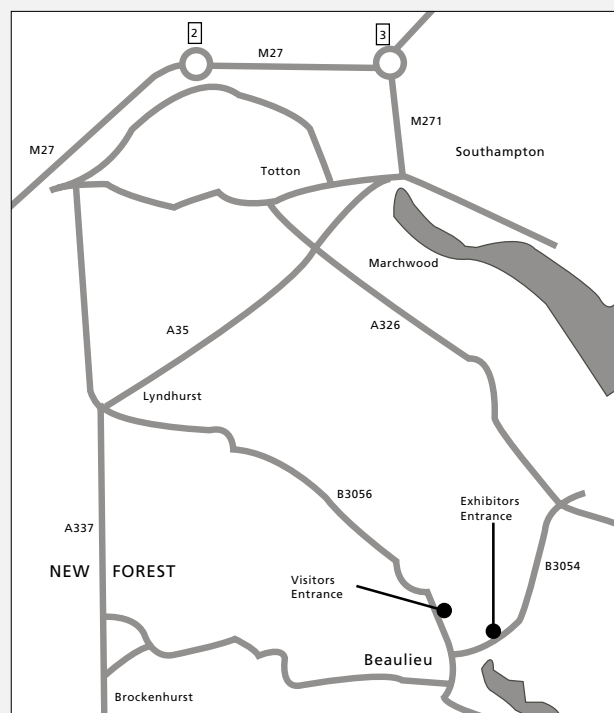
Recommended Vehicle Insurance

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

Motor Car Preparation

Showcase Special Valeting Services
Chris Bailey
+44 (0) 788 972 2333
www.showcasesvs.co.uk

Directions to the National Motor Museum



Sale Admission for Catalogue Holders

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

Bonhams at Beaulieu

The National Motor Museum
Beaulieu
Brockenhurst
Hampshire
United Kingdom
SO42 7ZN

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 12 noon on the day after the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 9 September 2013 by appointment only.

To arrange collection please contact the Automobilia Department +44 (0) 8700 273 617 or bill.to@bonhams.com to make an appointment.

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

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

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

All lots marked with a ◇◇◇ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects.

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

Motor Cars and Motorcycles

Motor Cars must be collected from the sale venue on the evening of the day of the sale or by 12 noon on Monday 9 September. Motorcycles must be collected from the sale venue on the evening of the day of the sale or by 12 noon on Sunday 8 September. 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 local store:

Polygon registered address:
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hampshire SO40 4BL
+44 (0) 2380 871555
+44 (0) 2380 862111 fax

Removal charges

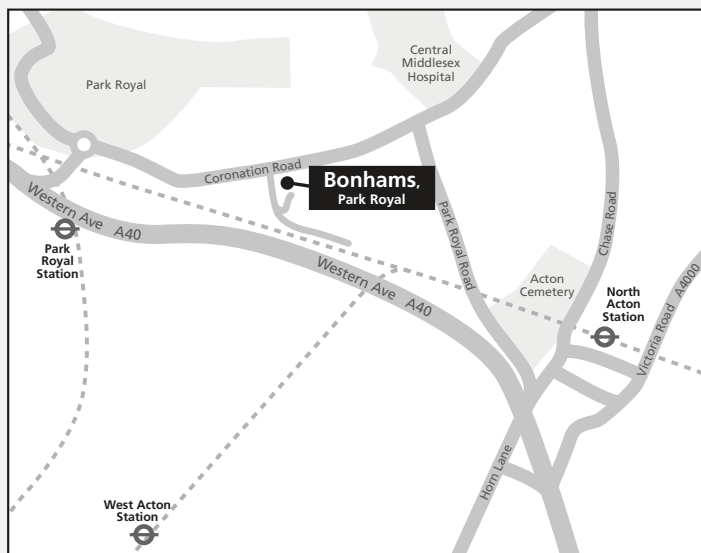
£70 + VAT per Motorcycle
£110 + VAT per Motorcycle Combination
£190 + VAT per Motor Car

Storage charges

£6 + VAT per day per Motorcycle
£10 + VAT per day per Motorcycle Combination
£14 + 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).

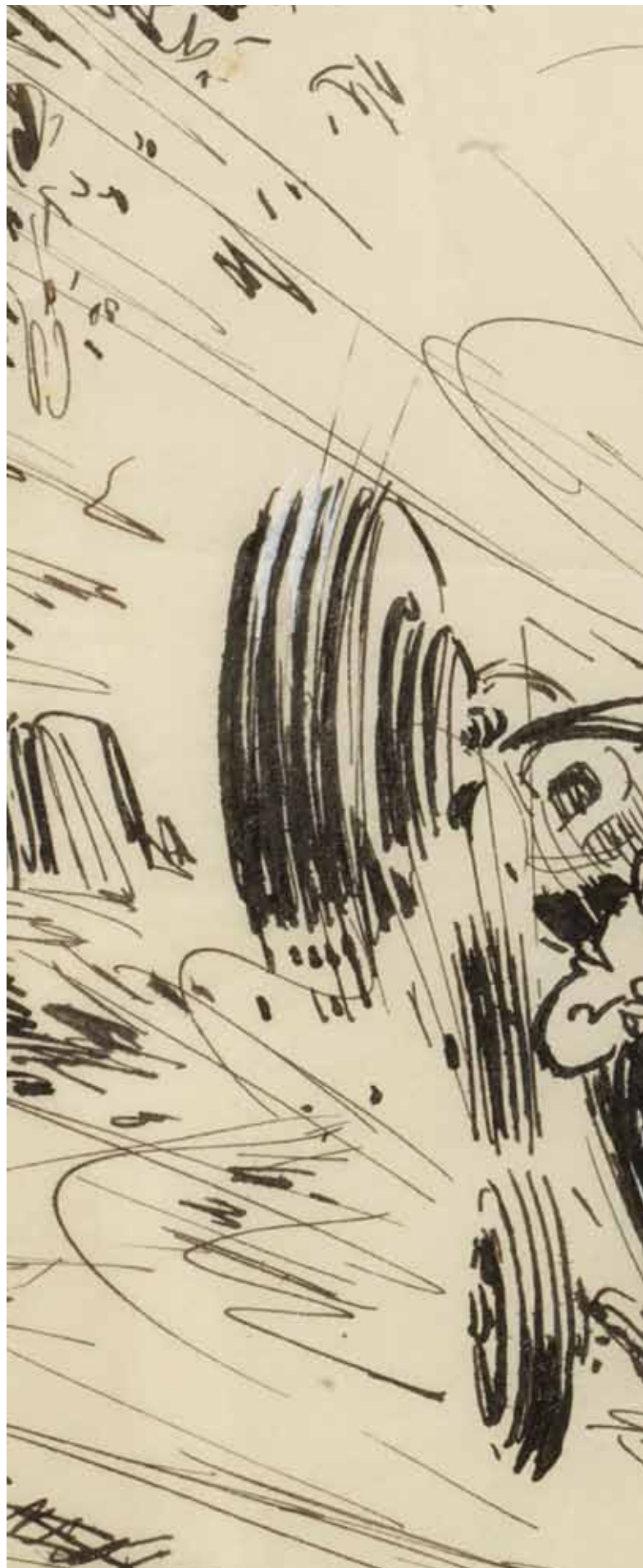


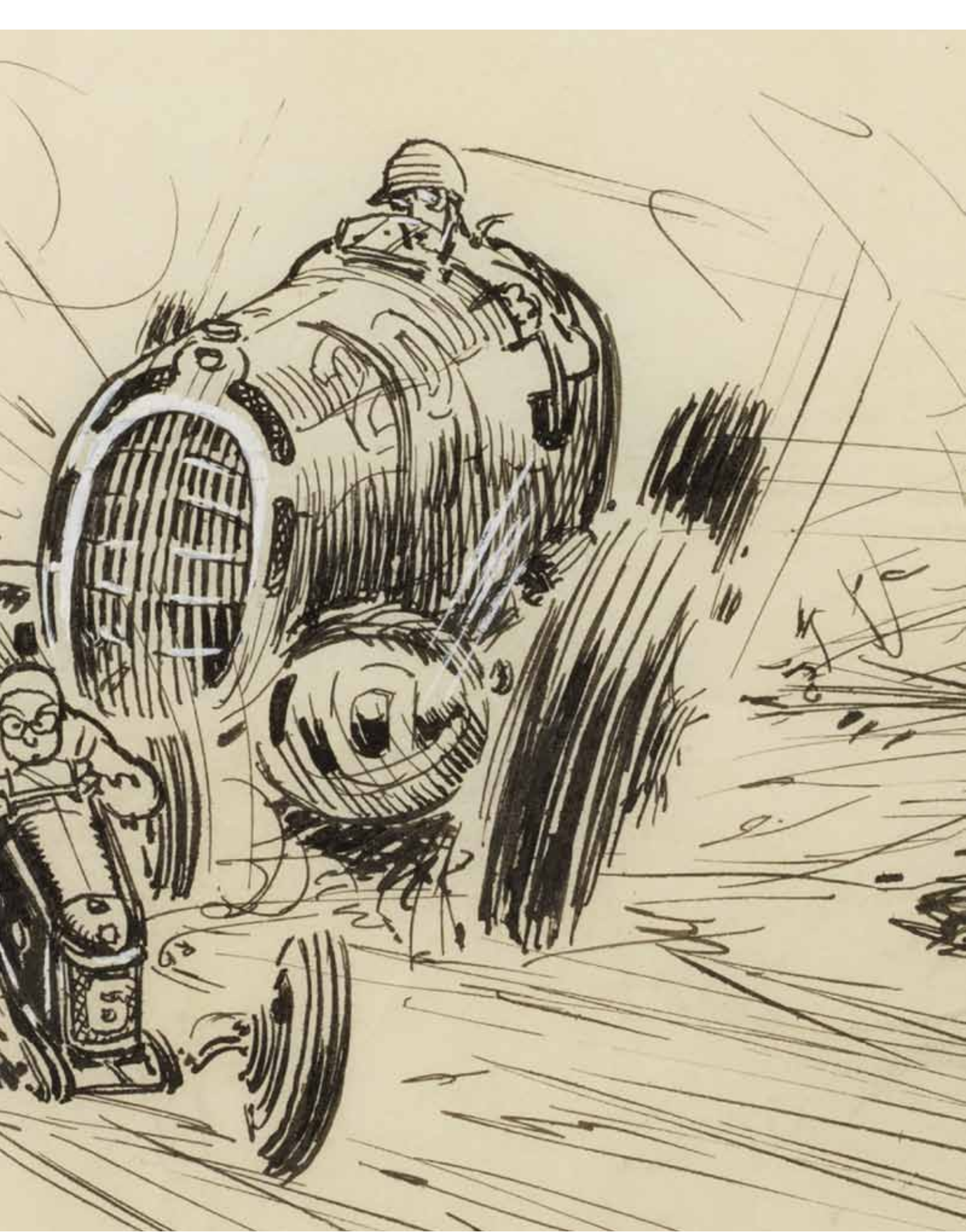
Automobilia

11am

Lots 1 - 217

Images of each lot can
be found at:
bonhams.com/20930





Books & Literature

1•

Yves Naquin: Le Grand Prix Automobile de Monaco - Story of a Legend 1929-1960;

bound in red leather, limited edition (No 943), small format edition of the well illustrated title, English text.

£80 - 120

€90 - 140

2•

Books relating to Speed Records,

including a signed copy of J S Irving: The Golden Arrow and the World's Land Speed Record, booklet dated 1930; George Eyston & W F Bradley: Speed on Salt; George Eyston: Flat Out; Sir Malcolm Campbell: My Thirty Years of Speed; Sir Henry Segrave: The Lure of Speed; Richard Hough: Book of the Racing Campbells; and other associated titles.

(18)

£100 - 150

€120 - 170

3•

Le Sport International book, 1929-30,

leather bound with gold tooling, with many illustrations and with inter-leaved pages, 120 numbered pages, some wear to edges.

£100 - 200

€120 - 230

4• ◇

A quantity of books relating to mainly British marques,

including Wyer & Nixon: Racing with the David Brown Aston Martins, Volume 1; Lawrence Dalton: Coachwork on Rolls-Royce 1906-1939; Johnnie Green: Bentley - Fifty Years of the Marque; Rivers Fletcher: Bentley - Past & Present; J R W Barker: ERA - A Concise History; Geoffrey Healey: Healey - The Specials; David G Styles: Sporting Rileys - The Forgotten Champions, and Riley - As Old as the Industry 1898-1969; Eric Dymock: Postwar Sports Cars - The Modern Classics; and other assorted books relating to various motoring subjects, several in French text.

(Qty)

£150 - 250

€170 - 290

5•

Assorted motorsport and racing driver books,

including William Court: Power and Glory, Volume 2 1952-1973; Giovanni Lurani: Mille Miglia 1927-1957; Anders Clausager: Le Mans; Denis Jenkinson: Sports Car Racing; David Owen: Targa Florio; an ACO publication: Les 24 Heures du Mans 1923-1982 (French text); Chris Nixon: Mon Ami Mate; W E Wilkinson: "Wilkie"; Earl Howe: Motor Racing; Moss & Porter: Stirling Moss Scrapbook 1955; Mike Hawthorn: Champion Year; and other assorted titles relating to mainly post-War drivers and motorsport.

(Qty)

£150 - 200

€170 - 230

6•

Laurence Pomeroy: The Grand Prix Car; Volumes 1 & 2,

both revised editions 1954, with dust-jackets, together with a 1st edition of Laurence Pomeroy: The Grand Prix Car 1906-1939, and The Racing Car Explained; and William Court: Power and Glory - A History of Grand Prix Motor Racing 1906-1951, with dust-jacket.

(5)

£150 - 250

€170 - 290

7• ◇◇

A quantity of assorted motoring reference books,

including Frank Oleski: World Sports Cars; David Burgess Wise: The Illustrated Encyclopedia of Automobiles; Gregor Grant: British Sports Cars; Doug Nye: British Cars of the Sixties; Richard Hough: A History of the World's Sports Cars; George Oliver: Cars and Coachbuilding; and many other assorted books and reference titles relating to various motoring subjects and eras.

(Qty)

£150 - 250

€170 - 290

8• ◇◇

Assorted books relating to pre-War motoring and racing,

including Rivers Fletcher: Mostly Motor Racing; Barre Lyndon: Combat; Raymond Mays: Split Seconds; Sir Henry Birkin: Full Throttle; Hermann Lang: Grand Prix Driver; C A N May: Wheelspin; Charles Jarrott: Ten Years of Motors and Motor Racing; Earl Howe: Motor Racing; and other assorted titles relating mainly to pre-War and Vintage motoring subjects.

(Qty)

£150 - 250

€170 - 290

9•

John Fasal & Bryan Goodman: The Edwardian Rolls-Royce, Volumes 1 & 2;

two volume set in maroon cloth bindings, complete with slipcase.

£200 - 300

€230 - 350

10•

A quantity of Jaguar books,

including Philip Porter: Jaguar E-Type - The Definitive History; Andrew Whyte: Jaguar Sports Racing and Works Competition Cars to 1953, and Jaguar Sports Racing and Works Competition Cars from 1954; Chris Harvey: Jaguars in Competition; Paul Skilleter: Jaguar Sports Cars; Michael Frostick: The Jaguar Tradition; Viart & Cognet: Jaguar Sport et Tradition (French text); and other books relating to Jaguar road and competition cars.

£200 - 300

€230 - 350

11•

Books relating to motoring art and models including signed editions,

including David Waldron: Grand Prix de Monaco - Le Regard de Michael Turner, signed by the artist, in slip-case; a signed limited edition (33/1500) of Nicholas Watts: The Motor Racing Art of Nicholas Watts; Gary D Doyle: Carlo Demand in Motion and Colour, signed by the author; signed limited edition (28/1500) of Barry Rowe & Gary Doyle: Atmosphere and Light - The Automotive Paintings of Barry Rowe, in slip-case; signed special edition (numbered 215) of Vincent Rosa: The Brooklin Collection; and other unsigned titles including Peter Helck: Great Auto Races; Walter Gotschke: Nurburgring, a 3-volume set in slip-case; Gerald Wingrove: The Complete Car Modeller; and other books.

(Qty)

£200 - 300

€230 - 350

12•

Yves Naquin: Le Grand Prix Automobile de Monaco - Story of a Legend 1929-1960; limited edition, and a Roy Salvadori signed letter,

numbered 93/500, beige canvas bound edition of the book, with dust jacket and contained in presentation box, originally sold at the BEN Charity auction in Monte Carlo, 14th March 1998, (see Lot 8), offered together with a Roy Salvadori signed and hand-written Grand Prix Drivers' Association letter, dated Nov 1997, thanking in advance the successful buyer for bidding and helping the charity.

(2)

£200 - 300

€230 - 350

13•

Aston Martin - The Compleat Car: limited edition published by Palawan Press;

numbered 1312/1500, in maroon cloth binding, a history of the illustrious marque, complete with slip-case, some wear and staining to slip-case.

£200 - 300

€230 - 350

14• ◇

A quantity of books relating to post-War racing and drivers,

including Cyril Posthumus: World Sports Car Championship; Paul Frere: On The Starting Grid; Anthony Pritchard: Formula One - Grand Prix Racing Since 1946; Denis Jenkinson: The Racing Driver; Mike Hawthorn: Challenge Me The Race; Duncan Hamilton: Touch Wood!; five author's proof copies, and other books, reference and biographical titles relating to Monte Carlo Rally, Moss, Fangio, Formula 1, and other motorsport subjects.

(Qty)

£200 - 300

€230 - 350

15♦

Books relating to British and European marques,

including Angelo Tito Anselmi: Isotta Fraschini; Arnold Davey & Anthony May: Lagonda - A History of the Marque; W O Bentley - The Cars in My Life; Luigi Fusi & Roy Slater: The 6c 1750 Alfa Romeo; Anthony Pritchard: Maserati - A History; Geoffrey Healey: Healey - The Specials; George Oliver: Cars and Coachbuilding; and other titles relating to MG, Aston Martin, Riley and other marques, and other assorted motoring reference books.

(Qty)

£200 - 300

€230 - 350

16•

A Ferrari Spyder 275/GTS and Berlinetta 275/ GTB workshop manual, circa 1964,

believed factory issue, large format stud-bound tan canvas hard covers, 176 pages, containing various technical diagrams and with fold-out wiring diagram to rear, Italian text, some light workshop wear to covers, 4to.

£250 - 350

€290 - 410

17♦

A quantity of motor racing related books, including David Weguelin: ERA The History of English Racing Automobiles Limited, in slipcase (slight damage to slip-case); L J K Setright: The Grand Prix Car 1954/1966 (1st edition); Anthony S Heal: Sunbeam Racing Cars 1910-1930, in slip-case; Taso Mathieson: Grand Prix Racing 1906-1914; William Court: Power and Glory; William Boddy: The History of Brooklands Motor Course 1906-1940; David Owen: Targa Florio; Autosport Volumes I-III (1950-1951), and other titles.

(Qty)

£300 - 400

€350 - 460

18♦♦

Griffith Borgeson: Errett Lobban Cord - His Empire, His Motorcars - Auburn-Cord-Duesenberg; a signed limited edition author's copy,

published by Automobile Quarterly, large format title bound in brown leather with gilt tooling, signed by the author to title page and numbered 'A/C', in brown leather library case, offered together with a near complete run of Automobile Quarterly from Vol.1, No.1 to Vol.28, No.4, (missing Vol.24, No.1, and Vol.27, Nos.1-3), and three editions of Car Styling.

(Qty)

£300 - 400

€350 - 460

19•

A quantity of mainly Ferrari books, relating to road and competition cars including Jess Pourret: Ferrari 250GT Competition Cars; Gianni Rogliatti: The Ferrari; Louis Klemantaski: Klemantaski & Ferrari (limited edition 418/1200); Bluemel & Pourret: Ferrari 250 GTO; Dominique Pascal: Ferraris at Le Mans; Jean-Pierre Gabriel: Dino - Les Autres Ferrari (French text); Orsini & Zagari: Maserati, in slip-case; Anthony Pritchard: Maserati - A History; and other books relating to Ferrari, some in French text.

(Qty)

£400 - 500

€460 - 580



21

20

A good collection of motoring and other postcards, circa 1900 to post-war, approximately 430, many of bawdy nature including examples after Donald McGill and work from the Bamforth Comics, photographic cards including images of petrol stations, tourist cards with many miniature photographs attached, images of charabancs and others after Lawson Wood, Mable Lucie Attwell and Perkins, contained in five albums and six framed and glazed displays, includes some reproductions and some period cards relating to other subjects.

(Qty)

£600 - 900

€700 - 1,000

21

A collection of photographs and ephemera relating to the 'Racing Campbells', comprising signed photographs and postcards including signed Malcolm Campbell photograph and signed post card addressed to 'Jack Hellen', and envelope signed by Malcolm and Donald Campbell, a postcard of Malcolm Campbell's Bluebird on Coniston Lake signed by Malcolm Campbell, Donald Campbell, Leo Villa and others, more photographic images relating to the Campbell family, press photographs, press cuttings, postcards and other Bluebird ephemera and printed material.

£1,800 - 2,400

€2,100 - 2,800

22♦♦

Formula 1 Yearbooks and race programmes,

comprising 12 Formula 1 Yearbooks for 1997/98 to 2008/09, seven Official Formula 1 Season Review annuals 2004 to 2010, each with dust jackets, together with a quantity of assorted mainly British Grand Prix race programmes 1960s-2011 and others for Goodwood Festival of Speed.

(Qty)

£150 - 200

€170 - 230

23•

Speed Magazine; bound Volumes I to IV (1935-1939),

complete run of issues 1-46, in blue leathercloth bindings, bound without covers and trimmed, together with a bound Volume 27 of Motorsport (Jan-Dec 1951) in publisher's binding with covers and index.

(5)

£200 - 300

€230 - 350

24•

Motor Sport; Volumes 11 to 21, bound as 11 volumes in publisher's cloth binding, covering the dates November 1934 to December 1945, bound with covers and advertisements.

(11)

£500 - 700

€580 - 810

25♦♦

Autosport; bound Volumes 1 to 45 (1950-1971),

a complete run of 45 volumes bound in publisher's maroon bindings with covers, adverts and indices, and covering the dates August 1950 to December 1971.

(45)

£500 - 600

€580 - 700



32

26• ◇◇

Motor Sport; Volumes 22 to 61, January 1946 to December 1985,

a complete run bound as 53 volumes in publisher's cloth binding, bound with covers and advertisements and with indices.

(53)

£500 - 700

€580 - 810

27•

Motor Sport; Volume 6, November 1929 to October 1930,

bound in publisher's cloth binding, with covers and advertisements.

£500 - 700

€580 - 810

28•

Motor Sport; Volumes 7 to 10,

bound as four volumes in publisher's cloth binding, covering the dates November 1930 to October 1934, bound with covers and advertisements.

(4)

£500 - 700

€580 - 810

29•

Motor Sport; Volumes 4 and 5,

bound as one volume in publisher's cloth binding, comprising issues Volume 4 No. 1 (July 1927) to Volume 5 No.1 (October/November 1928), with covers and advertisements, and photocopied issues Vol.5 No.2 (May 1929) and Vol.5 No.3 (June 1929).

£700 - 900

€810 - 1,000

30•

Motor Sport; Volume 3, July 1926 to June 1927,

bound in publisher's cloth binding, with indices covers and advertisements.

£700 - 900

€810 - 1,000

31•

Assorted AC sales literature,

including a sales brochure and a specifications pamphlet for AC Cobra, and other brochures for ACE Bristol, 2-Seater Sports (hole-punched), ACE 2.6, AC428 Convertible, an AC 428 photocopied instruction book, and other sales ephemera.

(11)

£150 - 250

€170 - 290

32•

An original Ferrari 250 GT Berlinetta sales brochure,

red covers, Italian text, 4-page fold-out brochure, with specifications, 4to.

£200 - 300

€230 - 350

33•

A good lot of assorted post-War sales literature for various marques,

majority 1950s-60s, including a Lagonda 2½ Litre saloon sales brochure, other brochures and sheets for Mercedes-Benz Type 180, 180D, 220 and 300, Jaguar XK, Mk 2 and Mk VII, Bentley coachwork, and others for mainly British marques including Daimler, Austin, Lanchester, Hillman, Humber, Armstrong Siddeley, Wolseley, Sunbeam-Talbot, Riley, Triumph, Singer, commercial vehicles including Bedford, Foden, Commer, and agricultural vehicles and equipment including David Brown tractors.

(Qty)

£250 - 350

€290 - 410

34

A lot of sales brochures and ephemera,

majority British 1950s and 60s, commercial and private vehicles including Ford, Austin, Standard, Rover, Range Rover, Humber, Land Rover, Riley, Singer, Hillman, Jaguar, Wolseley, MG, Austin Healey, Sunbeam and Vauxhall, other European brochures including Volkswagen, Peugeot, Citroen, Mercedes and Saab, together with assorted workshop manuals and other publications.

(Qty)

£280 - 350

€320 - 410

35•

Assorted handbooks and instruction manuals,

including Daimler Conquest, Daimler Regency, Humber 16/50Hp, Humber Super Snipe, Riley Imp, Morris Minor, Wolseley Fifteen-Sixty, MG Midget TC, and others with a Daimler 15 Spare Parts catalogue.

(Qty)

£100 - 150

€120 - 170

36•

Assorted motoring literature,

including instruction books for Rolls-Royce 20Hp, Bentley 4¼ Litre, Bentley 3½ Litre condensed edition, and Isotta Fraschini 8A, 1938 Brown Brothers Motor Catalogue, SCH Davis: Motor Racing; various road maps including Bartholomew's, motorcycle literature including Ixion: Motor Cycle Cavalcade; Pitman: The Book of the Sunbeam; accessories brochures for Lucas and Miller lighting, other assorted literature of a mainly technical nature, and other books relating to military aviation and transport.

(Qty)

£150 - 200

€170 - 230

37•

Aston Martin and Jaguar technical literature,

including Aston Martin parts lists folders for DB5, DB6 and DBS, Jaguar folders for 420 spare parts and XJ12 repair operations manual, Jaguar books for MK VII and XK120 service manual, XJ12 parts catalogue and an Australian Jaguar Mk I and Mk II service manual.

(Qty)

£200 - 300

€230 - 350

38•

A Bugatti Type 44 instruction book issued for chassis 44547, printed January 1929,

light card covers, 36 numbered pages includes covers, illustrated, French text, large 8vo, some light wear and soiling to covers.

£240 - 300

€280 - 350

Chassis number 44547 was sold at auction for \$187,000 in 2009.

39

A quantity of assorted motoring literature and ephemera,

including several period photographs and approximately 30 postcards of Vintage cars and early aviation, brochures for 1908 Plissonnier agricultural machinery and Solex, three issues of La Vie Automobile, a quantity of L'Auto-Carrosserie loose supplementary sheets of 1920s cars and commercial vehicles, loose issues of Ford News 1931-1936, a Jaguar 3.4 Litre handbook, 1972 Le Mans race programme, W F Bradley: Targa Florio; Gregor Grant: British Sports Cars; Klementaski & Frostick: Racing Sports Cars; Philip H Smith: Design and Tuning of Competition Engines; William Boddy: Continental Sports Cars; and other assorted books and a modern cased 'The Baron' cocktail set for one person.

(Qty)

£200 - 300

€230 - 350

40•

A collection of sheet music with a motoring theme,

comprising an album of 116 printed musical scores, (some duplicates), where the song relates to motoring or a car is featured on the cover artwork, from circa 1900 to 1970s, together with a framed and glazed laser print of 'My Fancy' two-step sheet music, depicting a female motorist.

(Qty)

£600 - 800

€700 - 930

Art & Photographs

41

Amy Johnson: an autographed calling card and photograph of her de Havilland Gipsy Moth, 'Jason', 1930s,
the card, printed Miss Amy Johnson, C.B.E., signed and inscribed in black ink, *"Herewith photo as promised. Kind regards Amy Johnson Sorry I haven't a clearer one but have very few of Jason. 15, Vernon Court, N.W.2."*, 13.5 x 18cm, in original frame.
£300 - 500
€350 - 580

Amy Johnson gained her pilot's licence in July 1929 and, just under a year later, won worldwide recognition as the first woman to fly solo from England to Australia, piloting her de Havilland Moth, purchased second-hand, which she named 'Jason'. She left Croydon aerodrome on 5th May and arrived in Darwin, Northern Territory, on the 24th May. She was awarded the C.B.E. for her achievement. She made several other record-breaking flights during the 1930s and after the outbreak of WWII joined the Air Transport Auxiliary (ATA). In January 1941 she was ferrying an Airspeed Oxford from Blackpool to RAF Kidlington in Oxfordshire when poor weather sent her of course. Apparently out of fuel, the aircraft crashed into the Thames Estuary and Amy's body was never recovered. Mystery still surrounds the exact circumstances of her death.

42

Two photograph albums of pre and post-War motorsport images,
one album formerly owner by Arthur Cotterell of Thompson & Taylors, ring-bound with images of Southsea Motor Club hillclimbs in 1947, Autumn Trials, VSCC Speed Trials Luton Hoo in 1948, Prescott 1948, the first Goodwood Meeting 1948, and others, the second album includes Prescott circa 1937, various Invicta cars, post-war Prescott, 1948 Jersey Road Race, and other images.
(2)
£100 - 150
€120 - 170

43

A collection of photographs of early live steam engines and vehicles,
comprising many mainly 1930s-40s period monochrome post-card size images, covering a range of early traction and showman engines, road rollers, steam wagons and agricultural vehicles including Allchin, Burrell, Brown & May, Foster, Garrett, Mann, Marshall, McLaren, Davey Paxman, Ruston, Savage, Wallis & Steevens, and others, many with hand-written details to reverse, together with some negative slides, all contained in an archive box.
(Qty)
£180 - 240
€210 - 280

44

Ten framed Le Mans race photographs,
late 1950s/early 1960s, majority monochrome, 7 x 9", depicting various race scenes including Aston Martin DBR1 and DB4 GT Zagato, Jaguar E-Type, and start scenes, each glazed.
(10)
£200 - 300
€230 - 350

45

An album of motor racing photographs,
mainly 1960s, colour and monochrome, depicting various cars and drivers at various events, including Graham Hill and John Surtees at Monaco, James Hunt at Brands Hatch and Zandvoort 1969, Lorenzo Bandini at Monaco 1967, other images featuring Chris Amon in Ferrari, BRM, Lotus Ford, workshop images of Frank Williams and Piers Courage building their first F1 Brabham race car, and other later F1 images, together with assorted loose Autosport issues 1969-1971.
(Qty)
£100 - 200
€120 - 230

46

A signed photograph of Juan Manuel Fangio,
depicting the racing driver being interviewed, hand signed in blue ink by Fangio for the vendor in his home in Buenos Aires, mounted framed and glazed 30 x 20cm.
£100 - 150
€120 - 170

47

J G ***, in the manner of H J Moser, 'Mercedes-Benz W163',**
signed but signature unclear, watercolour and mixed media, depicting the car with period driver at speed, retouched in places, 50 x 34cm, mounted, framed & glazed.
£150 - 200
€170 - 230

48

George Lane, 'John Eason-Gibson and Lancia Astura',
signed, gouache charcoal and wash heightened with white on artists' board, monochrome illustration of the car at speed, with Eason-Gibson at the wheel, his unprepared passenger 'weathering the elements', 24 x 28cm, mounted, framed & glazed.
£100 - 150
€120 - 170

49

An Association Sportive de L'Automobile Club de L'Ouest 1960 Le Mans poster,
printed in orange, brown and black on paper, 58 x 35cm, unframed.
£150 - 200
€170 - 230



40 (sample)



41



48



60

50
An 'Auto Union Seig' poster, replica, printed with date '9 Juli 1939', pasted to board, 100 x 70cm, framed, loose.
£60 - 100
€70 - 120

51
A Peugeot poster after Rene Vincent, signed, depicting a Peugeot at speed, 92.5 x 67cm, framed and glazed, crack to top right hand corner of glazing, together with two Rolls-Royce framed and glazed prints and assorted motorsport posters.
(Qty)
£40 - 60
€50 - 70

52
"Two Minutes Before Departure" depicting Jim Clark Lotus F1, limited edition of three, British Grand Prix at Brands Hatch, monochrome lithograph on yellow paper, heightened with white acrylic, 115 x 79cm, framed and glazed.
£150 - 200
€170 - 230

Notice: This signed print by Michel Raimon, (one of only three produced) is reproduced from a photograph taken by the artist in 1966, printed as catalogued, is hand tinted by him in black and white acrylic.

53
1914 Grand Prix de L'ACF, after Carlo Demand, signed limited edition print number 88/500, depicting Christian Lautenschlager driving his Mercedes to victory, 70 x 51cm, unframed.
£80 - 100
€90 - 120

54
'The Train' after Alan Stammers, signed by Juan Manuel Fangio and Stirling Moss, limited edition, depicting the pair as team mates in the Mercedes Benz W196 Grand Prix cars, 60 x 90cm.
£100 - 150
€120 - 170

55
Rolls-Royce and Bentley Fine Art Reproductions after Claudio Bravo, limited edition set number 0993, a set of six prints contained in a protective slipcase.
£60 - 80
€70 - 90

56
'Thunderbolt Strike' after Robert Taylor, signed by the artist and three members of the US ninth Air Force, limited edition print, numbered 4/1250, together with three others after the same artist, including the twin print, 'Marauder Mission' from the same series entitled, number 4/1250 with three signatures, 'Operations On' signed by Marshall of the Royal Air Force Arthur Harris, numbered 663/850, and 'Typhoon Attack', signed by Squadron Leader 'Bee' Beaumont, each framed and glazed.
(4)
£250 - 350
€290 - 410

57
Assorted framed motoring prints, some limited editions, after various artists including Tony Smith, Barry Rowe, Michael Turner, Jack Vettriano and others, some signed by the artist, relating to various Grand Prix, F1 and motorsport subjects, various sizes, two framed displays of trade cards, and other unframed motoring prints and posters.
(Qty)
£200 - 300
€230 - 350



52



64

58
'Mercedes-Benz W125 "Silver Arrow"', giclee print on canvas after Roy Nockolds, after the original painted in 1947, colour print depicting the car at speed, 74 x 102cm, unframed.
£100 - 150
€120 - 170

59
'Damon's Dream', a signed limited edition print after Tony Smith signed by the artist, mounted, framed and glazed, 43 x 62cm and a Jaguar E Type series one limited edition promotional print, signed by Stirling Moss, Norman Dewis and the artist John Francis, framed and glazed, 48 x 60cm.
(2)
£80 - 100
€90 - 120

60^{AR}
Keith E Rainer, '1963 Lotus-Ford Mk 29 Indianapolis car' cut-away illustration, composite pen and ink illustration, with airbrushed and painted watercolour and gouache, mounted on card, 40 x 55cm, mounted, framed and glazed, with artist's card applied to back of picture and back of frame.
£300 - 400
€350 - 460

61
Ten original monochrome racing photographs, each in good condition and relating to the 1959 Dutch Grand Prix, together with an original lap chart and grid sheet.
(Qty)
£80 - 120
€90 - 140

62

Barker Coachwork designs drawn by W.S.C. Deacon, 1923-1930,

comprising a watercolour profile, initialled and dated WD'30, 17.5 x 40cm, a pencil sketch on a black background 22.5 x 35.5cm, a pencil and ink sketch, signed W S Deacon, dated February 1924, 19 x 30.5cm, a Barker coachwork photograph 22 x 28cm, and a sketch of a 1923 40hp 6 cylinder Lanchester, 20.5 x 27cm, all framed and glazed.

(5)

£200 - 300

€230 - 350

63^{AR}

Dexter Brown (1942-), '1920's American Racing Car',

signed, pencil on tracing paper, preparatory sketch depicting the car at speed, 19 x 29cm, mounted, framed & glazed.

£100 - 150

€120 - 170

64^{AR}

John Ketchell (1944-), 'Porsche 911 turbo at Le Mans',

signed, water colour and gouache, 66 x 75cm, framed and glazed.

£150 - 200

€170 - 230

65

Tony Upson, 'Alfa-Romeo Girl',

signed, acrylic on board, a cut-out panel depicting an attractive female attendant sitting on the Alfa-Romeo script, 150 x 150cm.

£300 - 400

€350 - 460

66

R Gesellbroun, 'Dick Seaman 1938 German Grand Prix',

indistinctly signed, pen and ink with wash on paper, portrait montage of the driver with race scenes including W125, MG-K3, Grand Prix Delage, and 8C-35 cars, 26 x 56cm, cut-out, mounted, framed & glazed.

£100 - 150

€120 - 170

67^{AR}

Craig Warwick, 'Stirling Moss',

signed and dated '95, watercolour and acrylic on artists' board, portrait montage of the driver with victory wreath and at the wheel, 41 x 47cm, mounted and glazed within a gilt wooden frame.

£150 - 200

€170 - 230

68

Tony Upson, 'Bentley at Le Mans',

signed, acrylic on board, depicting a racing Bentley at speed, 120 x 200cm.

£500 - 600

€580 - 700

69^{AR}

Graham Turner (1964-), 'Prince Henry Vauxhall',

signed, gouache on artists' paper, miniature colour study of the car, 10 x 20cm, mounted, framed & glazed.

£80 - 100

€90 - 120

70

Boissier, 'Fangio 250F Maserati',

signed, dated 2001, watercolour on artist's paper, depicting this great combination, 40 x 60cm, mounted, framed and glazed.

£100 - 150

€120 - 170

71

Richard Macy, 'Monochrome Memories',

signed by the artist and Stirling Moss, pencil on artist's paper, depicting Moss, Fangio and Ascari and the cars they made famous, 40 x 60cm, mounted, framed and glazed.

£100 - 150

€120 - 170

72

Unknown, 'Barnato's Bentley chases Caracciola's Mercedes Benz at Le Mans',

oil on board, depicting Barnato preparing to overtake Caracciola as they both enter the Mulsanne straight, 45 x 55cm, framed.

£200 - 300

€230 - 350

73^{AR}

Frank Adams, '1912 Morris Oxford',

signed, mixed media on canvas stretched over board, a view of the car at rest, 71 x 91cm.

£200 - 300

€230 - 350

74

Phil May, 'Rudolf Caracciola',

signed, mixed media, pen and wash, depicting the great German driver in variety of poses, 40 x 50cm, mounted, framed and glazed.

£80 - 120

€90 - 140

75 ◇

Tony Upson, 'Ferrari 250 GTO',

signed, acrylic on board, a cut-out panel depicting a profile of the car, 48 x 163cm.

£300 - 400

€350 - 460

76 ◇

Tony Upson, 'Mercedes-Benz W154',

signed, acrylic on board, a cut-out panel depicting the car above lettering, 55 x 173cm.

£300 - 400

€350 - 460



72

77 ◇

Tony Upson, 'Blower Bentley - Brooklands Raceway',

signed, acrylic on board, featuring a raised cut-out panel depicting the car, 90 x 90cm.

£300 - 400

€350 - 460

78 ◇

Tony Upson, 'Bugatti - Automobile Service',

signed, acrylic on board, featuring a raised cut-out panel depicting the Type 35, 110 x 110cm.

£300 - 400

€350 - 460

79 ◇

Tony Upson, 'Castrol Girl',

signed, acrylic on board, a cut-out panel depicting an attractive female petrol attendant with oil can, 95 x 95cm.

£300 - 400

€350 - 460

80

An Alfa-Romeo garage display emblem,

modern, cold-cast resin and aluminium composite, in the form of the Alfa-Romeo script, 140cm long.

£300 - 350

€350 - 410

81

A hand-painted Royal Endorsement Coat of Arms,

modern, fibreglass, 70 x 70cm.

£150 - 200

€170 - 230

82 ◇

A hand-painted Porsche garage display shield,

modern, fibreglass, in the form of the Porsche badge, 120cm high.

£300 - 350

€350 - 410

83 ◇

A Ferrari 'Prancing Horse' garage display emblem,

modern, cold-cast resin and aluminium composite, 140cm high.

£300 - 350

€350 - 410

84

A Ferrari garage display emblem,
modern, cold-cast resin and aluminium
composite, in the form of the Ferrari script,
140cm long.

£300 - 350

€350 - 410

85 ◇

An Amilcar garage display emblem,
modern, cold-cast resin and aluminium
composite, in the form of the Amilcar logo,
140cm long.

£300 - 350

€350 - 410

86

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

£150 - 200

€170 - 230

87

Four painted 'car badge' wall mounts for Aston Martin, Lotus, Ferrari and Porsche,
together with three prints of pencil drawings
after Alan Stammers, signed by the artist,
un-mounted, other un-framed and framed
motoring art, rolled posters, assorted Lotus
News magazines and Lotus sales publications,
and a Lotus engraved glass decanter, tankard
and two paperweights.

(Qty)

£200 - 300

€230 - 350

88 ◇

A set of four hand-painted Esso 'Mr & Miss Drip' cut-out figures,
modern, painted cut-out wooden panels,
comprising one pair of Mr & Miss Drip figures
and another pair depicting Mr Drip with
a petrol pump hose and Miss Drip with a
chequered flag, each 120cm high.

(4)

£500 - 600

€580 - 700

89

An Aston Martin garage display emblem,
modern, cold-cast resin and bronze composite,
in the form of the winged badge, 140cm long.

£300 - 350

€350 - 410

90

An Aston Martin garage display emblem,
modern, cold-cast resin and aluminium
composite, in the form of the winged badge,
140cm long.

£300 - 350

€350 - 410

91

An Aston Martin DB5 garage display emblem,

modern, cold-cast resin and aluminium
composite, in the form of the DB5 badge, 100
x 70cm.

£200 - 250

€230 - 290

92

A Jaguar garage display emblem,
modern, cold-cast resin and aluminium
composite, 140cm wide.

£300 - 350

€350 - 410

93

A Rolls-Royce garage display emblem,
modern, cold-cast resin and aluminium
composite, featuring the entwined 'RR' logo,
120cm high.

£300 - 350

€350 - 410

94 ◇

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

£400 - 450

€460 - 520

95

An Aston Martin Zagato garage display emblem,

modern, cold-cast resin and aluminium
composite, in the form of the Zagato 'Z', 70 x
110cm.

£200 - 250

€230 - 290

96

Four advertising cards,

comprising a Bleriot Klaxon shop card, French
text, 23.5 x 37cm, single-sided with string
hanger, a Maison Rougeot 'Specialite d'articles
de voitures', 1901 saint's day calendar, 36.5
x 27.5cm, single-sided with string hanger, a
Master Searchlights sign, American, 1916, 23 x
43cm single-sided with card stand to rear and
a USL 'Niagara' batteries sign, printed on card,
48 x 35cm.

(4)

£200 - 300

€230 - 350

97

A Geographia Distance Clock Chart centred on Horsham,
wooden framework, wormed, with a paper
map and pin network, string clock mechanism
inoperative, 82 x 68cm., some wear and
discolouration.

£200 - 300

€230 - 350

Garage Equipment, Spares & Accessories

98 ◇

An MG illuminated garage sign,
single-sided, aluminium frame with Perspex
panel, 70 x 70cm.

£400 - 600

€460 - 700

99 ◇

An Aston Martin Service illuminated sign,
double-sided, alloy frame with decorated
Perspex panels, 30 x 81cm.

£400 - 600

€460 - 700

100

An enamelled Bugatti sign, modern,
curved oval shape in red, black and white,
35.3cm wide.

£200 - 300

€230 - 350

101

Two glass petrol pump globes for Shell and Shellmex,
each shell-shaped with raised lettering in red,
comprising 'Shell' by Webb's Crystal Co Ltd,
damage to one lower corner and minor chips
to base, and Shellmex' by Hailware, minor
chips to base, each 46cm high.

(2)

£300 - 500

€350 - 580

102

A set of tools for a Vintage Bentley,
comprising Tecalemit grease guns, BSA
spanners, 3 Abingdon King Dick adjustable
spanners, screwdrivers, tyre gauge and other
accessories, part contained in green canvas tool
roll with yellow trim.

(Qty)

£200 - 300

€230 - 350

103

An original Aston Martin DB6 Jack,
a hard to find example in good useable
condition.

£150 - 250

€170 - 290

104

A pair of cast Bentley side steps,
partly finished castings, together with a Bentley
cam cover and a filler cap by Enots, used.

(4)

£100 - 150

€120 - 170

105

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

(Qty)

£100 - 200

€120 - 230

106

A Jaeger of Paris 8-day car clock, circa 1930,
Swiss made, with bevelled lens, 78mm
diameter.

£100 - 150

€120 - 170

107

A Bosch headlamp,
chrome plated rim with black case, new/old
stock, 22cm diameter.

£150 - 200

€170 - 230

108

An Autojumbler's lot,
including a bronze Zenith carburettor with float
stamped '22 EF 931', an Alfred Russell & Co
oil illuminating brass lamp (lacking chimney),
an 8-day car clock, a 1920s 8-day car clock by
Winsor Bishop & Co in leather wallet, and a
Dunlop desk blotter/paper punch.

(5)

£180 - 240

€210 - 280

109

Rolls-Royce tools and accessories,
comprising a Bakelite ignition coil for 20/25Hp
models, an O.S. four day car clock, and five
assorted Rolls-Royce C-spanners, one double-
ended.

(7)

£200 - 300

€230 - 350

110

A pair of Carl Zeiss Jena headlamps,
numbered 76726 and 76727, brass, in good
condition, unpolished, 22cm diameter.

(2)

£300 - 400

€350 - 460

111

**A Derby Bentley paired Speedometer/Rev
counter instrument,**
comprising 110mph speedometer and 50 x
100rpm rev counter with integral clock, each
with black dial and bevelled lens and together
with dashboard mount.

(3)

£300 - 500

€350 - 580

112

**Assorted lamps, lighting equipment and
associated spares,**
various types and conditions, including Lucas
headlamps, a CAV sidelamp and others.

(Qty)

£60 - 80

€70 - 90

113

A pair of Hella driving lamps,
post-War, chrome plated, in good original/
used condition, pillar mounted with mounting
brackets, 15cm diameter.

(2)

£80 - 120

€90 - 140

114

A Bosch driving lamp,
chrome plated, pillar mounted, well worn
condition, but complete, 11cm diameter.

£80 - 120

€90 - 140

115

**A pair of self-contained acetylene head
lamps, circa 1910,**

each brass body with single cross-body
generator, fork mounting brackets, carrying
handles, 5½ inch diameter lens, worn and in
need of restoration, lacking maker's plaque,
believed Powell & Hanmer, model No. 50.

(2)

£100 - 150

€120 - 170

116

A pair of Autoroche electric headlamps,
post-War, chrome plated, new/old stock, 18cm
diameter.

(2)

£120 - 160

€140 - 190

117

A pair of small Bosch driving lamps,
chrome plated, pillar mounted, used condition,
12cm diameter.

(2)

£150 - 200

€170 - 230

118

A Scintilla headlamp,
nickel plated rim, painted black case, stirrup
mounted, worn/used but in good clean order,
25cm diameter.

£150 - 200

€170 - 230

119

A pair of Bosch model J70 sidelamps,
numbered 9610 and 9611, nickel plated brass,
pillar-mounted, condition aged with some
polishing through to the brass, 8cm diameter.

(2)

£150 - 200

€170 - 230

120

Two Bosch headlamps,
one chrome plated rim with black case, wing-
mounting bracket attached, the other, chrome
plated, pillar mounted, but missing bracket,
both 21cm diameter.

(2)

£150 - 200

€170 - 230

121

A pair of Marchal driving lights model

672/682,

chrome plated, pillar mounted, 13cm diameter.

(2)

£180 - 250

€210 - 290

121AA

**A pair of Marchal 'Fantastic' 662 driving
lamps,**

chromed cases, 6 inch convex lenses with
nipple centres, with bulbs, one with mounting
bracket.

(2)

£200 - 300

€230 - 350

122

A pair of Autoroche Type 404 headlamps,
nickel plated rim, painted red cases, convex
lenses, pillar mounted, good condition, 17cm
diameter.

(2)

£180 - 250

€210 - 290

123

**A pair of Magondeaux/BRC type 194
electric headlamps, French, 1930s**

each pillar mounted red painted case, chromed
rim with 8 inch part ribbed lens, polished
reflector with two bulb mounts.

(2)

£220 - 280

€260 - 320

124

**A Veteran Lucas 'King of the Road' No.484
acetylene headlamp,**

brass body, stirrup mounting, with 5½ inch
convex lens, break to loop handle.

£250 - 350

€290 - 410

125

A pair of Bosch headlamps,

chrome plated rims, painted red cases, pillar
mounted, some wear, one lens missing, 17cm
diameter.

(2)

£250 - 350

€290 - 410



129

126

A pair of BiFoC Argentinian headlamps, chrome plated rims, painted cases, pillar mounted with brackets, clean but used condition, 22cm diameter.

(2)

£250 - 350

€290 - 410

127

A pair of Bosch electric headlamps, chrome plated, pillar mounted, worn condition, but complete with wiring, 22cm diameter.

(2)

£250 - 350

€290 - 410

128

Two Bosch Jg200 series headlamps, one model Jg200L, numbered 304676, with nickel plated rim and black painted case, in good condition with etched lens, the other model Jg200R, numbered 246294, nickel plated, plated in worn and dented condition, plating well aged, both stirrup mounted, 22cm.

(2)

£400 - 500

€460 - 580

129

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

(2)

£500 - 800

€580 - 930

130

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

(2)

£500 - 600

€580 - 700

131

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

£500 - 600

€580 - 700



130

132

A pair of DB100 'bulls-eye' electric headlamps, British, each Japanned black case, pillar mounted with badge to top of rim, polished and mirrored reflector, tri-bar bulb holder, 10 inch diameter lens, each in used condition, with some wear and denting to rims.

(2)

£1,200 - 1,500

€1,400 - 1,700

133

A CAV model G3 12-Volt horn, circa 1910, number 06298, nickel plated brass, 28cm long with black painted mounting bracket.

£180 - 240

€210 - 280

134

Three Hispano Suiza instruments, each in brass, comprising a petrol gauge and two small pressure gauges, together with a brass articulating lever with linkages and a Mawson & Thompson grease gun.

(5)

£200 - 300

€230 - 350

135 ◇◇

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

£400 - 500

€460 - 580

136 ◇◇

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

£400 - 500

€460 - 580

137 ◇◇

A Riley (Coventry) Limited pre-selector gearbox by Armstrong-Siddeley Motors Limited, 1930s, built under license from Improved Gears Limited, un-tested and used condition, fitted with bell housing.

£100 - 200

€120 - 230

This lot was purchased by the current vendor over 40 years ago as a spare for his Riley. It was not required during his ownership and as the car has been sold is now surplus to requirements.



151

138

A Rolls-Royce distributor by Delco-Remy, with Bakelite cap and makers plaque stamped 656RD3416 model number and 004453A serial number, used.

£100 - 150

€120 - 170

139 ◇◇

A Fiat 500 rear axle cutaway full-size instructional model, by Vitto Baldi of Imola Italy, steel and alloy, with cutaway section showing fully articulating differential, shafts and brake unit to one hub, mounted on a wheeled display stand, 130cm wide, 114cm high.

£400 - 500

€460 - 580

140

A Scintilla Vertex 6-cylinder magneto, Swiss made, with brass maker's plaque numbered 580-2240-17, the casing stamped NV6 452412, with Bakelite cap, would suit 6C Alfa Romeo.

£500 - 700

€580 - 810

141 ◇

Assorted 4½ Litre Bentley spares, comprising a set of pistons, con-rods, crankshaft, camshaft, propshaft, clutch brake yoke and other spares, used.

(Qty)

£500 - 700

€580 - 810

142 ◇◇

A Rolls-Royce 20/25Hp gearbox, number E29W, with bell housing, part of mount and other externals, together with a gear lever mechanism and gate.

(2)

£500 - 700

€580 - 810

143 ◇

A vintage Bentley radiator from a 6½ litre car, (YF3984) comprising radiator core with lever mounted radiator cap and a nickel plated surround with mesh grille and blue enamelled winged B badge.

(2)

£1,500 - 2,500

€1,700 - 2,900

6½ litre Bentley chassis number TB2526, registered as YF3984, was originally fitted with Hooper body number 6537, a limousine landaulette with glass division. It served as an ambulance during the war, then as a van and then as a racing 2 seater. It was then re-built as a Le Mans Replica with a speed six radiator. This radiator was then removed and has been modified to fit a 4½ litre car.

144 ◇

A set of four Aston Martin DB6 wire wheels.

painted grey.

(4)

£150 - 250

€170 - 290

145 ◇◇

A set of four green painted Aston Martin

DB6 wire wheels,

fitted with Runway Enduro - 706 tubeless tyres.

(4)

£300 - 400

€350 - 460

Badges & Mascots

146

Two enamelled car badges for RAC and Automobile Club de Monaco, comprising RAC Full Member's badge, type 8A-B, chrome-plated alloy, by The Patent Die-Casting Co., numbered MCB19337, with enamel Union Flag centre, 14cm high, and ACM badge, with enamelled Monaco emblem, numbered 793, 11cm high, each on plastic display base.

(2)

£100 - 150

€120 - 170

147

A rare Les Vieux Du Volant enamelled badge, French,

signed Perot, rubbed to the front but visible from the back, stamped Trusse-Demey on the reverse, numbered 4896, polished brass enamelled in red and blue, 10.3cm high.

£200 - 300

€230 - 350

148

A display of assorted car badges, some enamel examples including Sunbeam Talbot Owners Club, Auckland RAC Associate and Scottish RAC badge, each with enamel centre, a Keystone Automobile Club badge, a 1968 Swedish XIX K.A.K. Rally enamel badge, and others, mounted to a wooden board, together with four 1980s RSAC rally awards.

(5)

£200 - 300

€230 - 350

149 ◇

A large selection of assorted car badges from the workshops of enamellers

Manhattan-Windsor Products Limited of Birmingham,

majority MG, Lotus, and Super Sprite (many duplicates) and very few examples for Cooper, Cobra, Healey and Lola, from various stages of the manufacturing process, including stampings, cleaned stampings, early stages of enamelling, part enamelled badges awaiting finishing and others rejected by quality control.

(a lot)

(Qty)

£200 - 300

€230 - 350



153 (sample)

150*

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

£500 - 600

€580 - 700

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

151

An early Automobile Association brass car badge, Number 81, issued to Michael Stephens, April 1906,

hand-cut brass made by Nash & Hull stamped 'Stenson Cooke 81', drilled with two mounting holes, corners knapped, the badge 14.7cm high.

£500 - 600

€580 - 700

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

152

An early Brooklands Flying Club enamel badge by H A Shelley & Co, circa 1930, number 17, inter-War period Flying Club member's car badge in chromed brass with red and black enamel depicting a frontal view of a period monoplane over the Brooklands Flying clubhouse, by maker 'Shelley & Co. 12 Holborn Viaduct, London', 11cm high, mounted on a display base.

£1,500 - 2,000

€1,700 - 2,300

153 ◇◇

A large archive of motoring and aviation enamelled plaques, badges, lapel pins and key-fobs from Manhattan-Windsor Products Limited of Birmingham,

post-1960 to modern, including many original watercolour and/or pen and ink designs, some with corresponding enamelled or blank samples, including marques Rolls-Royce, Bentley, Lotus, Rover, Jaguar, Triumph, Riley, Wolseley, BRM, Mini, Land Rover, Rover, Volvo, Simca, Alfa-Romeo, Lancia, Ferrari, Bugatti, Porsche, Fiat, Audi, Ford and other marques, others relating to commercial vehicles including large enamel plaques with designs for Leyland Swift and Britannia Trucks, American and Japanese marques, related commercial and industrial groups, a good selection of similar items for the aviation industry, and other collectable fobs and pins, together with assorted printed promotional material and a large collection of designs and badges for speedway racing clubs produced by William Griffith & Sons (Birmingham Ltd) and W Reeves & Co (Jewellers Ltd), mounted on trade cards (a lot).

(Qty)

£2,500 - 3,000

€2,900 - 3,500



162



163



158



159

154
A modern Bentley winged B mascot, 2000 to present, polished stainless steel, mounted on a custom made hardwood stand, 9cm long.
£200 - 300
€230 - 350

155
A Vulcan car mascot, circa 1918-1928, smaller nickel plated version for post-WW1 cars, mounted on integral radiator cap, 11.5cm high overall.
£200 - 300
€230 - 350

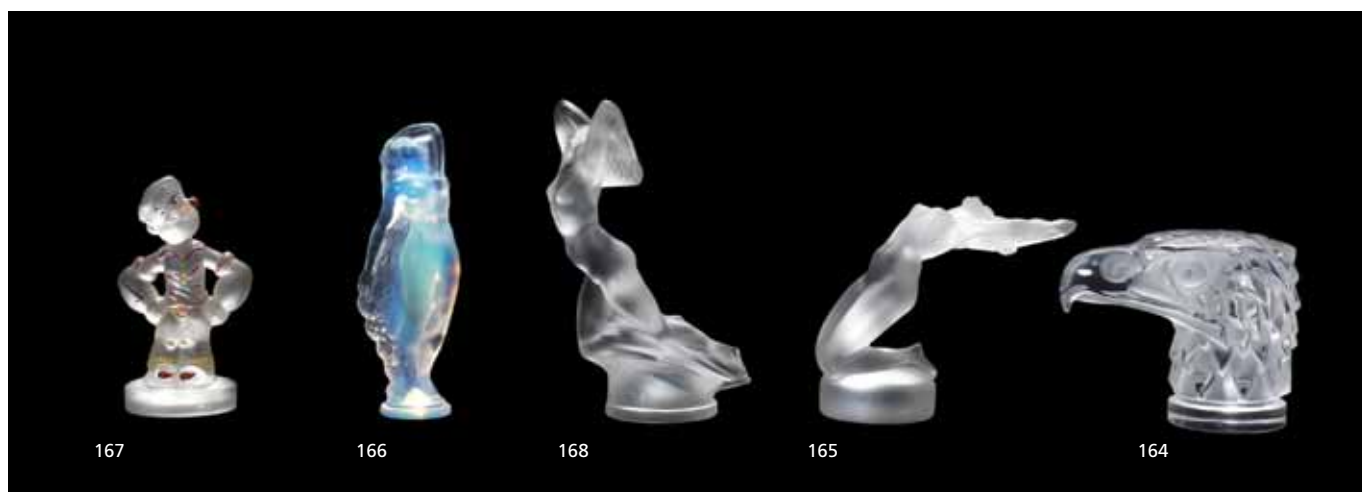
156
A Telcote Pup mascot after George Studdy, British, 1930s, chrome plated, hollow cast, with red painted tongue, 14.5cm long.
£200 - 300
€230 - 350

Based upon the popular cartoon character 'Bonzo the Dog' was drawn by George Studdy from 1911 until he died in 1948 aged 70.

157
Two replica car mascots, comprising one Rolls-Royce late Ghost type on radiator cap above wooden mount, and a large vintage Bentley Winged B, on a black display base.
(2)
£200 - 300
€230 - 350

158
Four 'Countryside' mascots, British, various dates, comprising a 'Pegasus the Flying Pig' by Louis Lejeune, a green painted Welly-Boot, a chrome plated composite Horses Head post-war and a bronze leaping fox (lacking brush) pre-war, mounted on a radiator cap.
(4)
£220 - 280
€260 - 320

159
Five scarce motor-cycle mascots, comprising a 1950s swallow in cellulose plastic and chromed alloy, and three pre-war miniature mascots of Mercury (2) and a Lucky Cat, together with a Death Head chrome embellisher.
(5)
£240 - 300
€280 - 350



160

A 'Girl Sitting on Hand' mascot, 1930s, unsigned, chrome-plated, depicting female nude seated within an oversized hand, 14cm high.

£350 - 450

€410 - 520

161

A Leaping Jaguar mascot by Desmo, 1930s, as often fitted to Jaguar SS cars, chromed, stamped Copyright Desmo, 20cm long, mounted on a period Jaguar cap.

£500 - 700

€580 - 810

162

A Bird mascot in opalescent glass, by Verlux for Etling, French, 1930s, with moulded 'Verlux' signature to right side of base, 15cm long, set within a stepped metal display base.

£200 - 300

€230 - 350

163

A Dove glass mascot, by Warren Kessler, British, 1920s, moulded 'Warren-Kessler' under right wing, in clear glass, in the form of a brooding dove, 15cm high.

£200 - 300

€230 - 350

164

A post-War 'Tete d'Aigle' glass mascot, by Crystal Lalique, post-1977, engraved 'Lalique ® France' under base, in clear and frosted glass, depicting an eagle's head, 14cm long.

£200 - 300

€230 - 350

165

A post-War 'Chrysis' glass mascot, by Crystal Lalique, post-1977, engraved 'Lalique ® France' under base, in frosted glass, depicting a backward leaning female nude, 18cm long.

£200 - 300

€230 - 350



169

166

A 'Silhouette' mascot in opalescent glass, by Sabino Art Glass, modern, moulded 'Sabino Paris' to rear of left leg, depicting a standing female nude with her hair cascading down her back, 17cm high.

£200 - 300

€230 - 350

167

A Popeye glass mascot, by the American Cut Crystal Co. of Italy, 1960s, in satin glass, moulded '© K.F.S.' (King Features Syndicate) to front of base, depicting the cartoon character, with some painted details, 14cm high.

£400 - 600

€460 - 700

168

A post-War 'Vitesse' glass mascot, by Crystal Lalique, with engraved signature 'Lalique France' under base, in satin glass, depicting a forward leaning female nude caressing her hair, 18.5cm high.

£500 - 600

€580 - 700

169

A post-War 'Coq Nain' glass mascot, by Lalique, French, stencilled 'Lalique France' to underside of base, depicting a standing cockerel in clear and frosted glass, 20.5cm high.

£500 - 600

€580 - 700

170

A 'Coq Nain' glass mascot, by Rene Lalique French, introduced 10th February 1928, faintly moulded 'R LALIQUE FRANCE' around the base, claws ground down, 20.5cm high.

£500 - 600

€580 - 700



179

178

Miscellaneous & Fine Items

171

A wall-mounted 'perpetual lighter' in the shape of a Peugeot radiator, circa 1930, nickel plated, the radiator cap removes and holds the flint and wick, to be struck on the central vane of the radiator, lacking striking board, mounted on shield shaped board, 17cm high overall.

£150 - 250

€170 - 290

172

The Charlie Bell Trophy, by Walker & Hall, silver hallmarked Sheffield 1928, pagoda form with three winged wheel feet, engraved 'Presented to Mrs A Bell, by the Hull Auto Cycle & Light Car Club, as a token of esteem', 9cm high.

£200 - 300

€230 - 350

173

An Autojumbler's lot of assorted automobilia, including enamel plaques for 1957 Automobile Club Torino Rally enamel plaque, and 1957 Tour de Corse Automobile, a Morgan Sports Car Club enamel car badge, Aston Martin DB6 Saloon sales brochure, three Aston Martin related books, Aston Martin Heritage Trust Journals 1-12, two Morgan sales pamphlets and two books, a 1st edition of G E T Eyston & Barre Lyndon: Motor Racing and Record Breaking; a 1920s Auteroche oil illuminated opera-type sidelamp, Lucas spotlamp, a 1967 Grand Prix vinyl LP, and other items.

(Qty)

£200 - 300

€230 - 350



180



186



152

174

A silver cigarette case, hallmarked Birmingham 1937, the case lid with blue enamel banding applied with later image of Racing Jaguars after Tony Smith, with poured polymer resin cover, the case 14 x 8cm.

£200 - 300

€230 - 350

175

A Bakelite tray with Coca-Cola decoration, British, 1930s, engraved design depicting a single seat racing car and driver, painted white, the Gadaware tray 31cm wide.

£200 - 300

€230 - 350

176

A 3 Litre Bentley turret-type magneto and camshaft drive casing, 1920s, cast alloy casing, stamped 721s, used.

£200 - 300

€230 - 350



181

177

Two Series Ware motoring plates by Royal Doulton, each decorated with hand-tinted glazed image of an early motoring scene, comprising 'Blood Money' and 'A Nerve Tonic'. each numbered D2406 to reverse, each 26cm diameter.

(2)

£200 - 300

€230 - 350

178

A Jaguar E-Type glass deskpiece, by Daum, moulded crystal showing engine and interior detail, with engraved signature to left sill, 32cm long.

£200 - 300

€230 - 350

179

A Ferrari 250 GTO glass deskpiece, by Daum, moulded crystal showing engine and interior detail, with engraved signature to left sill, 32cm long.

£200 - 300

€230 - 350

180

A Bentley radiator decanter by Classic Stable Ltd, chrome plated with red enamel badge, town cap stopper and green painted grille, maker's label underneath numbered BCC B158, 20cm high.

£200 - 300

€230 - 350

181

An Autojumbler's lot including a Heuer 1/100th second stopwatch, white dial, divided into 3 seconds with 100ths scale, subsidiary dial measuring up to 3 minutes, seven jewelled movement, bezel 4.5cm diameter and other items including three spanners, a brass radiator cap, nine games counters, eleven lapel badges and an Alvis ashtray.

(Qty)

£220 - 300

€260 - 350

182

A cased set of Bartholomew's road maps for England & Wales, by Sifton Praed & Co, circa 1930, pigskin leather case with handle to lid, nickelled locks and catches, opening to reveal compartmentalised interior fitted with full set of 37 cloth-backed folded road maps, complete with measuring wheel housed in the lid, the case 36cm wide.

£300 - 400

€350 - 460

183

A circa 1993 Lotus F1 Team denim jacket by Tommy Hilfiger, signed by various drivers and team members including Ayrton Senna,

in blue denim, size M, bearing Hilfiger patch and Team Lotus embroidered logo above the breast pockets and with Lotus race car design embroidered to back, signed in black marker to the reverse by Mika Salo, Peter Collins, Peter Wright, Johnny Herbert, Alessandro Zanardi, Pedro Lamy, Mika Hakkinen, Derek Warwick, Nelson Piquet, Martin Donnelly, and Ayrton Senna, at various races and events during 1993/94, offered together with a letter of provenance relating to the jacket and the acquisition of the signatures.

(2)

£500 - 600

€580 - 700

According to information supplied by the vendor, this jacket is believed to be a one-off prototype design sent by Hilfiger, one of the team sponsors, to Peter Collins for personal wear or for his approval.

184 ◇

A 110Hp Le Rhone twin bladed wooden propeller, circa 1916, to fit model 9J engine, laminated wooden construction, the hub marked 'H3 110HP, LE RHONE ENG, ENGLISH TYPE BOSS', with other stamped marks including 'A. CLARKE', distressed with some de-lamination and loss to blades, 256cm diameter.

£500 - 700

€580 - 810

According to information supplied by the vendor this propeller was found in building rubble on a site in North Peckham in 1967.



183



193

185

A lot of memorabilia from the collection of Rolls-Royce Driver Mechanic W. Rose, including a small red enamelled silver Rolls-Royce Chauffeur's badge number 2485, a rubber key fob, a boxed radiator decanter by Ruddspeed with 'golden' mascot, sales card and letter celebrating ten years of Mr Rose's employment, dated 1968, four black and white photographs three depicting chauffeuring duties, an 'Excellent' Certificate of Merit from Rolls-Royce dated 1935 for 118,000 miles in chassis 57-UF, H. Massac Buist: 'Rolls-Royce Memories', some wear to covers, small 4to, other printed material and photographs, copies of drawings and a letter from restorer McHarg, relating to Barker Cabriolet 1931 8 Litre Bentley, chassis number YR5099.

(Qty)

£700 - 900

€810 - 1,000

186

A Schneider Trophy Seaplane deskpiece, British, 1930s, nickel-plated brass, of the Supermarine S6b racing seaplane, with three-bladed propeller, 18cm long, above a stem and with mounting stud, on a black-painted wooden base applied with brass Rolls-Royce Supermarine engine plate stamped 'S6B 3'.

£350 - 450

€410 - 520

187

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

£450 - 550

€520 - 640

188

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

£100 - 200

€120 - 230

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

189

A 1:24 scale Ferrari SWB model kit, by Ertl of Italy, unconstructed plastic kit, unused and in original box with packing and instructions, together with a can of Tamiya Italian Red spray lacquer and a small jar of Humbrol liquid adhesive.

£250 - 350

€290 - 410



188

190

A model of a Reynard Formula 3 single seat racing car, in the style of a late 1980s car, cast resin body, metal and plastic parts, rubber tyres, finished in a red livery, lacking decals, 51cm long, detachable rear wing and roll bar.

£150 - 200

€170 - 230

191

A 1:10 scale model of a Chris Craft gentleman's runabout, detailed model of the triple-cockpit boat, constructed from wood and plastic parts, 61cm long, on a wooden display base.

£200 - 300

€230 - 350

192 ♦♦

A carousel child's car, 1950s-60s, two-tone blue and white painted fibre-glass body, alloy floor pan, red vinyl upholstery, twin cast alloy 'steering wheels', chrome wheel-discs and brightwork, the rear luggage rack fitted with miniature 'suitcase' Perspex windscreen, 158cm long.

£1,000 - 1,200

€1,200 - 1,400

193 ♦

A Mack Tipper Truck child's pedal car, by Steelcraft, American, 1920s, 'Junior' size, steel chassis and panels, repainted in green and black, with wooden pedals, dashboard with instrument decals, wheels with solid rubber tyres, with lever releasing rear open-box bed, 130cm long, with later bulb horn and 'Mack' radiator badge (detached).

£500 - 700

€580 - 810

The Ron Hickman Collection

Lots 194 - 217 are offered from the Estate of the Late Ron Hickman OBE (1932-2011), the South African born and Jersey based car designer. Former stylist at the Ford Motor Company at Dagenham and later Director of Lotus Engineering in the 1960s, Ron was responsible for the design of the original Lotus Elan, Elan+2, and the Lotus Europa, and also inventor of the innovative Black & Decker Workmate.



194•

A quantity of books relating to Lotus cars, including Dennis Ortenburger: Lotus Elite - Racing Car for the Road; Jeremy Walton: Lotus Elise - The Official Story; Chris Harvey: Lotus - The Elite, Elan, Europa; Anthony Pritchard: Lotus - The Competition Cars; Mark Hughes: Lotus Elan; bound re-print workshop manuals for Elan and Europa, and other titles relating mainly to Lotus road cars including Elite, Elise, Elan, Esprit and Europa.

(Qty)
£200 - 300
€230 - 350

195• ◇

A quantity of books relating to motorsport and race drivers, including a signed copy of Raymond Mays: Split Seconds; Michael Cooper-Evans: Rob Walker; Jack Brabham; The Jack Brabham Story; John Tipler: Graham Hill - Master of Motor Sport (author signed); Karl Ludvigsen: Stirling Moss (signed by Moss with dedication); Cyril Posthumus: World Sports Car Championship; Maurice Rowe: Track Record; Anthony Pritchard: The Motor Racing Merchants; loose issues of Autosport for 1960, and other assorted Grand Prix and motorsport reference books and biographical titles relating to Graham Hill, Moss, Mansell and others.

(Qty)
£200 - 300
€230 - 350

196•

Books relating to motorcar development and design,

including an author signed copy of L J K Setright: The Designers; Doug Nye: History of the Grand Prix Car 1945-65, and History of the Grand Prix Car 1966-91; Clutton, Posthumus & Jenkinson: The Racing Car Development and Design; Costin & Phipps: Racing and Sports Car Chassis Design; Mike Lawrence: Grand Prix Cars 1945-65; Antoine Prunet: Pininfarina 1930-2000; and other books relating to road and race car design, styling and technical subjects.

(Qty)
£200 - 300
€230 - 350

197• ◇◇

A good quantity of general motoring books, including Nick Georgano: The Beaulieu Encyclopaedia of the Automobile, Volumes 1 & 2; George Bishop: Classic Cars; Ralph Stein: The Great Cars; David Burgess-Wise: The Illustrated Encyclopedia of Automobiles; Gerald Wingrove: The Complete Car Modeller; Wilton J Oldham: The Hyphen in Rolls-Royce; Doug Nye: British Cars of the Sixties; and many other books and reference titles relating to various motoring subjects.

(Qty)
£200 - 250
€230 - 290

198• ◇

A quantity of sports car related books, including bound volumes 1 & 2 of Sports Cars Illustrated for 1957/58 & 1958/59; another set of the same in ring-bound folders; bound volumes 10 & 11 of Sporting Motorist for 1960 & 1961; Richard Hough: A History of the World's Sports Cars; Philip Porter: Jaguar E-Type - The Definitive History; Chris Harvey: Lotus - The Elite, Elan, Europa; G N Georgano: A History of Sports Cars; and other related books and reference titles.

(Qty)
£180 - 240
€210 - 280

199•

A quantity of Ford related books, including Lorin Sorensen: The American Ford, and The Commercial Fords; Ronni Spain: GT40; Karl Ludvigsen: The Inside Story of the Fastest Fords; David Burgess-Wise: Ford at Dagenham (signed); Graham Robson: Boreham (signed); Leo Levine: Ford - The Dust and the Glory - A Racing History; Graham Robson: Cosworth; Mike Lawrence: The Reynard Story; and other titles.

(Qty)
£200 - 300
€230 - 350

200• ◇

Automobile Review/Automobile Year annuals; 1 to 17 (1953/54 to 1969/70), complete run, some wear to covers, some with dust-jackets, offered together with a bound run of The Autocar Jan 1956-June 1962, bound without covers as 26 volumes in card covers with green canvas spines, and 21 assorted editions of Automobile Quarterly (several duplicates).

(Qty)
£300 - 400
€350 - 460

201•

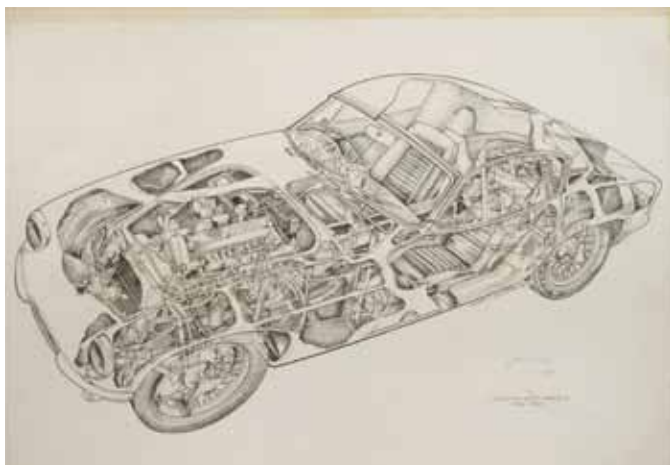
A quantity of books relating to Lotus racing, competition and sports cars,

including Michael Oliver: Lotus 49 - The Story of a Legend; William Taylor: 1965 - Jim Clark & Team Lotus - The UK Races; Andrew Ferguson: Team Lotus; Doug Nye: Theme Lotus; Anthony Pritchard: Lotus - The Competition Cars; Karl Ludvigsen: Colin Chapman - Inside the Innovator; Chris Harvey: Lotus - The Sports, GT and Touring Cars; and other books relating to Lotus, Jim Clark, and Lotus and Caterham Sevens.

(Qty)
£200 - 300
€230 - 350



208



207

202•

Sports Car and Lotus Owner; bound volumes 1-5 (1956/57-1961),

complete run of issues bound in five volumes in dark-blue Rexine and cloth bindings, with covers, together with a set of five bound volumes of photocopied issues of the same, in green Rexine bindings with gilt tooling.

(10)

£300 - 400

€350 - 460

203•

A multiple signed Special Edition of Dennis Ortenburger: Lotus Elite - Racing Car for the Road; and other signed Lotus books, numbered 1589, in slipcase, signed by the author, Mike Costin, Hazel Chapman, Mike Ostrov, Warren King, and other Lotus staff and motoring authors with dedications to Ron, together with other author signed titles with dedications to Ron including William Taylor: The Lotus Book, editions 1-3; Peter Ross: Lotus - The Early Years; Mike Bennett: Lotus 12 Chassis No. 353 - The History; Mike Lawrence: Colin Chapman - Wayward Genius; Graham Capel: Lotus - The Historic Years 1956-1958.

(18)

£300 - 400

€350 - 460

204*

A quantity of assorted Lotus collectables, including a 'Colin Chapman's Old Boys' commemorative wristwatch, a 'Ford Racing' steering-wheel wristwatch, six Lotus gearknobs, Lotus and JPS caps, Lotus badges, lapels, patches, key fobs and mugs, two ashtrays, two 1:43 scale white metal unbuilt models, three boxed 1:24 scale unbuilt Japanese plastic kits for Elan and Esprit, a Lotus Festival 1995 glass paperweight presented to Ron, a Graham Hill autograph in pencil, three First Day covers signed by S C H Davis, Moss and Jack Fairman, several prints, and other collectables relating mainly to Lotus.

(Qty)

£350 - 450

€410 - 520

205* ♦

A quantity of assorted traditional wooden woodworking tools,

some 19th Century examples, including three jointer planes of various sizes, various moulding planes by Cockbain, W Parkes, Ames, Mathieson and others, three plow planes by Cockbain and W Greenslade, many fitted with blades, a bow saw, an iron brace drill, two brazing torches by Sievert and Optimus, a miniature anvil, together with some modern Japanese woodworking tools including a decorative sumitsubo wooden inking line device, a Ryoba-noko double-edged saw, several hammers and chisels of assorted types and sizes, two whet-stones, other bladed tools and instruments, and several books relating to woodworking, carpentry and tools.

(Qty)

£300 - 500

€350 - 580

206*

A mixed lot of items of scientific and technical interest,

comprising a miniature 'chair vice', a belt-driven flywheel, a height-adjusting rotating instrument in bronze with winding handle, and a C C Harriman's flatbed printer, together with other items including a pair of wooden lasts, a barrel tap, a bronze triple-cog bench vice, a loom shuttle, a display of Pierre Lecloux improving double-balance door bolts, and a padlock with key.

£200 - 300

€230 - 350

207*

Two Lotus Elite cutaway illustrations,

comprising one pen and ink on card illustration by R H Hodge for The Autocar, signed, dated August 1957 to reverse, a view of the car showing engine, interior and other details, 35 x 61cm, the other by James Allington, signed, being a pre-publication print on card with pen and ink detailing and amendments by the artist, depicting the Lotus 14 Elite Series II showing Coventry Climax engine, interior and other details, 54 x 76cm.

(2)

£150 - 200

€170 - 230

208*

Brian Hatton, '1974 Lotus M50 Elite', a colour cutaway illustration for The Motor,

signed, dated April 1974 to reverse, pen and ink with watercolour wash on paper applied to card, a view of the car in yellow livery, showing engine, interior and other details with numbered key decals, with handwritten dedication in pencil to Ron Hickman 2005, 50 x 78cm, offered together with a 1972 pen and ink on card cutaway illustration for The Motor, unsigned, of a Jensen Healey 907 4-valve DOHC engine as used in Lotus Elite cars from 1974, applied with shading decals and with overlay with blacked-out blocking, 61 x 55cm.

(2)

£200 - 300

€230 - 350

209*

Two Lotus Elan cutaway illustrations,

comprising one pen and ink illustration on card by James Allington, signed, depicting a view of the car showing engine, interior and other details, 39 x 55cm, and another by J G Hostler for The Autocar, signed and dated 7 Sept 1967, pen and ink with wash on card, a side view of the Elan + 2 showing interior and rear suspension details, 26 x 53cm, signed by the artist with dedication to Ron Hickman.

(2)

£200 - 300

€230 - 350

210*

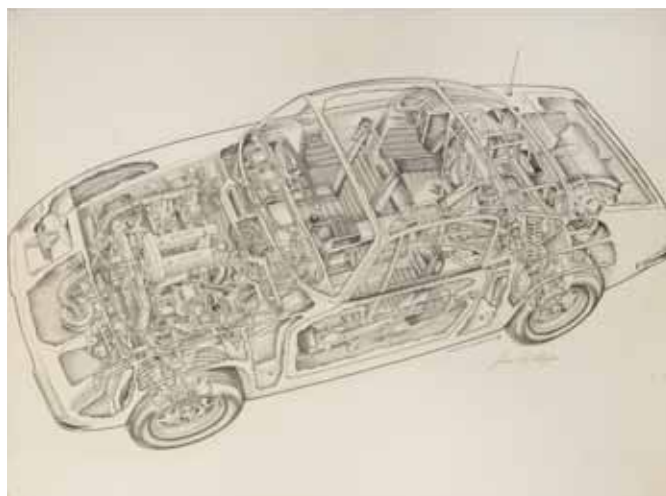
Two Lotus Europa Renault cutaway illustrations,

each pen and ink on card, comprising one by James Allington, signed, depicting a view of the 1967 S1 Type 46 showing engine, interior and other details, 39 x 54cm, and another by Brian Hatton for The Motor, signed, dated June 1969 to reverse, depicting a view of the S2 Type 54 model showing engine, interior and other details, with some over-pasted amendments by the artist, applied with numbered key decals and with pencil dedication to Ron Hickman 2005, 35 x 53cm.

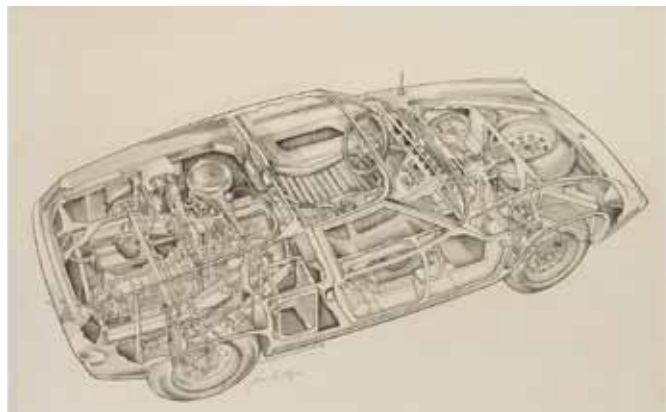
(2)

£200 - 300

€230 - 350



209



210



211

211

211*
Four Ford cutaway illustrations by Brian Hatton for The Motor, each on card, comprising 'Ford Zodiac Mk IV', signed, dated 1966 to reverse, pen and ink with numbered key decals, 52 x 74cm, 'Ford Consul Classic 315', signed, dated May 1961, pen and ink with airbrush, with some blue ink splashes, 54 x 75cm, both showing engine, interior and other details, '1962 Zephyr VI', pencil and airbrush, showing interior, door and boot details, 39 x 68cm, each with dedication in pencil to Ron Hickman 2005, and 'Ford Cortina Estate', signed, dated March 1963, pencil with some ink outlines, showing interior and boot detailing with measurements, 40 x 64cm.

(4)
£200 - 300
€230 - 350

212*
Ten assorted motorcar concept design illustrations by Ron Hickman, 1950s, each signed or initialled, various mixed media, bodywork styles for various marques and models including Rolls-Royce, Riley, Ford Prefect, 'Ford Chameleon GT', 'Asteroid' and 'Demon', assorted sizes, each framed and glazed.

(10)
£250 - 350
€290 - 410

213*
Four cutaway watercolour illustrations of early cars, for The Autocar and The Motor, 1970s, each pen and ink with colour wash on card, each a view of the car showing engine and other details, comprising '1911 Bedelia Cyclecar', 41 x 56cm, and 'Knight Steam Car', 46 x 65cm, both by Brian Hatton for The Motor, and '1888 Benz Three-Wheeler First Production Car', 39 x 42cm, and '1903 De Dietrich 24Hp Tourer', 37 x 48cm, both by John G Hostler for The Autocar, each signed by the artist and with later dedication in pencil to Ron Hickman.

(4)
£300 - 400
€350 - 460

214*
Engine and technical pen and ink cutaway illustrations for The Autocar and The Motor, majority on card, various sizes, comprising an interesting cutaway profile of a proposed 'Geodetic Race Car', by J V Hewes, 1941; 'Lotus Formula 1 GP Transmission' by Vic Berris, 1959; 'Lotus Classic Twin OHC Engine' by Vic Berris, 1962; 'Lotus LV220 4-Valve Head' by John Hostler, 1968, with dedication to Ron Hickman by the artist; 'Jensen FF Ferguson 4-Wheel Drive Unit' unsigned, 1965; all for The Autocar, two other engine cutaway illustrations by S E Porter for The Motor, another by Crawley, a pre-publication engine cutaway print with over-pasted amendments by the artist for The Motor, a 'Lotus Cortina' pre-publication print after James Allington with amendments by the artist, and two other pre-publication prints for '1954 Lotus Seven' after Allington, and a jet aero engine after Petr Tymal.

(12)
£350 - 450
€410 - 520

215*
Seven pen and ink cutaway illustrations for The Autocar and The Motor, on card or art paper, signed by the artist, each a view of the car showing engine, interior and other details, comprising 'Mercury V8 Sedan' by Max Millar for The Autocar, 1939; 'Austin Princess Rolling Chassis' by Brian Hatton for The Motor, 1956; 'Renault Dauphine' by Brian Hatton for The Motor, 1956, pen and ink with wash; 'Reliant GTE' by Brian Hatton for The Motor, dated 1968, 53 x 76cm, 'AC V6 3-Litre' by Brian Hatton for The Motor, 1973, with stippled shading applied decals; 'Mustang Sports Car' by Collins for The Motor, 1963; and another of a mid-1960s saloon car by James Allington; various sizes, four with dedication in pencil to Ron Hickman 2005.

(7)
£400 - 500
€460 - 580

216*
Six pen and ink cutaway illustrations of Ford cars for the Autocar and The Motor, on card, signed by the artist, each a view of the car showing engine, interior and other details, comprising '1959 Ford Anglia De-Luxe' and '1962 Ford Zodiac Mk III' both by John A Marsden; '1962 Ford Cortina 1200cc' by Vic Berris; '1961 Ford Consul Classic 315' by Dick Ellis, all for The Autocar; '1956 Ford Zodiac' by Cresswell for The Motor; each pen and ink with wash, and 'Ford Consul Classic 315' by James Allington, pen and ink, various sizes.

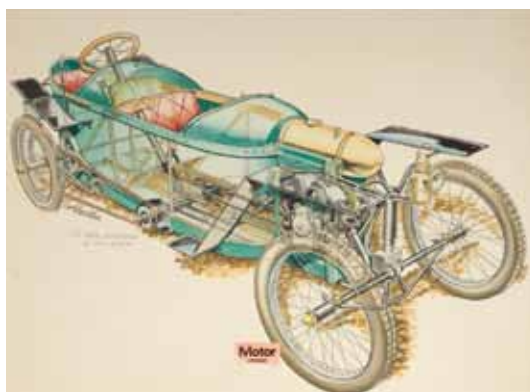
(6)
£400 - 500
€460 - 580

217* AR
Jock Leyden (1908-2000), eighteen motorsport cartoon illustrations, including some reproduced in 1937 and 1942 issues of The Autocar, pen and ink on tracing and cartridge paper, majority signed or initialled and with pencil annotations or captions, humorous images depicting mainly Grand Prix race scenes, featuring Lord Howe in ERA, Hans Ruesch in Alfa Romeo, Dick Seaman, Auto-Union, Maserati, MG, Freddie Dixon & George Eyston, Count Lurani, and other cartoon illustrations with a motoring theme, the largest 17 x 26cm.

(18)
£500 - 700
€580 - 810

No Lots
218-250

End of Automobilia



213



217

Motorcycles

1.30pm

Lots 251 - 270

Images of each lot can
be found at:
[bonhams.com/20930](https://www.bonhams.com/20930)







251



253



252



254

251 1953 Brockhouse 98cc Corgi MkII

Registration no. PYA 954

Frame no. 25552 Engine no. 1552

A development of the wartime Welbike, a small 'fold-away' lightweight motorcycle designed for dropping by parachute, the Corgi first appeared in 1948. Manufactured by Brockhouse Engineering of Southport, it was powered by a built-under-license Excelsior Spryt 98cc two-stroke single. A kick-starter and dog clutch were soon introduced on the Mark II version and then for 1949 a two-speed gearbox and telescopic forks became available as options. This restored example was purchased in 2005 from Mr Julian Norris of South Cadbury, Somerset, who told the current vendor that he had acquired it from the Haynes Motor Museum at Sparkford. It was said to have belonged to a gentleman who kept the Corgi on his narrow boat on the Great Western Canal and used it for trips to the pub or shops. Described as in generally good condition, the machine is offered with 'as purchased' photograph (taken in Mr Norris's bedroom), instruction manual and Swansea V5C document.

£500 - 800

€580 - 930

No Reserve

252 1948 Brockhouse 98cc Corgi MkI

Registration no. LUB 839 (see text)

Frame no. to be advised Engine no. MkI M6356

A development of the wartime Welbike, a small 'fold-away' lightweight motorcycle designed for dropping by parachute, the Corgi first appeared in 1948. Manufactured by Brockhouse Engineering of Southport, it was powered by a built-under-license Excelsior Spryt 98cc two-stroke single. A kick-starter and dog clutch were soon introduced on the Mark II version and then for 1949 a two-speed gearbox and telescopic forks became available as options. This Corgi MkI was purchased circa 1999 from an elderly gentleman who had owned it for some 50 years. There are no registration documents with this Lot, which is sold strictly as viewed.

£500 - 800

€580 - 930

No Reserve

253 1961 Honda 125cc C92

Registration no. 2167 MM

Frame no. 1400308 Engine no. 1400231

Honda introduced its first parallel twin - the 250cc C70 - in 1957. Although the crankshaft was of the 360-degree type, the Honda differed from the traditional British twin by virtue of its unitary construction, horizontally split crankcase and chain-driven overhead camshaft. The first 125cc twins - the C90 tourer and CB90 sports - appeared in 1958 and were swiftly superseded by the C92 and CB92 respectively. Today these Honda twins are among the most collectible of early Japanese classics. Restored in 1995 by a previous owner, this C92 was inherited by the vendor from his brother, who died in August 2012. Last used in March 2011, the machine is described as in generally good condition and offered with sundry restoration invoices and Swansea V5C registration document.

£600 - 800

€700 - 930

No Reserve

254 1970 Honda CB450

Registration no. NJT 174H

Frame no. CB450 3018905 Engine no. 17642

Known affectionately as the 'Black Bomber' after its black finish, the CB450 was Honda's largest model when launched and capitalised on experience gained with a succession of smaller-capacity twins. Nevertheless, the CB450 departed from Honda's usual practice in a number of ways, in particular its use of twin overhead camshafts, torsion-bar valve springs and constant-velocity carburettors. The tubular frame - replacing Honda's traditional fabricated spine type - was another departure from the norm. With a top speed of over 100mph and a standing quarter-mile time in the 14-second bracket, the refined CB450 sounded the death knell, not just for the traditional British '500' but for the entire UK motorcycle industry which, ever complacent, found itself at an ever increasing disadvantage in the all-important US marketplace. Imported into the UK and first registered in March 1997, this example was inherited by the vendor from his brother, who had acquired it in October 2001. Last used in April 2012, the machine is described as in generally good condition and offered with old/current Swansea V5/V5C documents.

£800 - 1,200

€930 - 1,400

No Reserve

255

Property of a deceased's estate

1982 Honda CX500E

Registration no. UKJ 693X
Frame no. CX500 2003458
Engine no. PC06E4007667

There had been nothing quite like the CX500 before its arrival in 1978. Conceived as a middleweight sports-tourer, the CX featured an 80-degree v-twin engine with water-cooling and four valves per cylinder, mounted transversely beneath a spine-type frame and driving the rear wheels via shaft. While few would deny that the result was a technological tour de force, the styling proved somewhat controversial. Despite its 'ugly duckling' looks, the CX500 proved an enormous success, especially with commuters and dispatchers who appreciated its combination of performance and economy (105mph, 44mpg) in a medium-sized package, which was combined with a decent tank range, low-maintenance shaft drive and ease of access for home servicing. With that kind of pedigree it is not surprising that there is an increasing demand for good examples of what was one of the most individual motorcycles of its day. This example was acquired by the late (fourth) owner in July 1987. The machine comes with two expired MoTs, the most recent of which was issued April 2006 at 47,005 miles, and carries a tax disc that expired in June 2007. The current odometer reading is 47,292 miles and the machine is known to have been in storage for the last half-a-dozen years. Ownership was transferred to the lady vendor (the deceased's sister) in March 2013. Offered in need of re-commissioning and sold strictly as viewed, the machine comes with sundry invoices, owner's manual, Haynes workshop manual and old/current Swansea V5/V5C documents.

£300 - 500

€350 - 580

No Reserve



256

Property of a deceased's estate

1975 Honda CB400F

Registration no. KPE 599E
Frame no. CB400F-1041764
Engine no. CB400F-E-1044686

Now regarded as one of the classics of the 1970s, the Honda 400 Four first appeared in 1974. Described as 'the poor boy's muscle bike', its combination of a four-cylinder, overhead-camshaft engine in a 250-sized package endowed it a performance better than many 500s. With a stylish four-into-one exhaust, six gears and rear-set footrests, it was every boy-racer's dream and a huge commercial success. Comparing it to the opposition, Bike magazine reckoned the CB400 'represents a brilliantly engineered concept. It retains its appeal on several fronts: it's a four-stroke, and an awful lot of people are biased towards four-strokes; it's as quick as the two-strokes, yet on average road use will give considerably better fuel consumption; its handling is noticeably better than the two-strokes; and who can dispute that it's easily the best sounding 400?' Bought new by its late owner from Dixon Racing Ltd of Godalming, Surrey, this example comes with the original purchase invoice and numerous service bills relating to the first nine-or-so years of its life, the last of which is dated 16th August 1984 at 24,310 miles. The current odometer reading is 33,274 miles, suggesting that 'KPE 599E' was taken off the road a few years later. It is known to have been in storage for some considerable time. In need of re-commissioning and sold strictly as viewed, the machine is offered with the aforementioned documentation, owner's manual, service booklet, Haynes workshop manual and its original Swansea V5 document.

£600 - 1,000

€700 - 1,200

No Reserve





257

1994 Kawasaki GPz900R Ninja

Registration no. M308 JNY
Frame no. ZX900A-060793
Engine no. ZX900AE065580



"When it appeared in 1984, the GPz900R moved the goalposts in the performance bike market. It was the first real 150mph machine and was the cutting edge of motorcycle development with four valves per cylinder, liquid cooling, rising-rate rear suspension, a 16" front wheel and anti-dive forks." – Bike Magazine. Reviewing Kawasaki's increasingly collectible 'time machine' in its November 2002 issue, Britain's best-selling motorcycle magazine rated the GPz900R a decent sports tourer (even by today's standards) and a good buy with an excellent club spares back-up.

Never off the road, this pristine GPz900R was purchased in Wales by the original owner and used to commute from there to the Isle of Wight and back for some 16 years. It was then sold to the current vendor in October 2010 and used for one year before being extensively refurbished over the winter of 2011/2012. Having benefited from regular oil and filter changes, and a new timing chain and tensioner at 26,600 miles (600 miles ago), the engine was merely checked, treated to new gaskets and repainted in satin black. At the same time the valve clearances were adjusted and the carburettors overhauled and balanced. The undamaged bodywork is original and in excellent condition, as is the paintwork. The frame and fittings have been powder-coated and the wheel rims repainted.

New parts fitted include the wheel bearings, Avon tyres, Merlin slip-on end cans, chain and sprockets, swinging arm and linkage bearings, braided steel brake hoses, brake pads, rear disc rotor, calliper and master cylinder seals, H-T leads and battery. The front fork and rear mono-shock have been overhauled and the machine comes with restoration bills totalling £1,600. Much admired wherever it goes, this beautiful future classic comes complete with Renntec luggage rack, original full tool kit, owner's manual, service book, spares and accessories catalogues, exhaust warranty, current road fund licence, MoT to June 2014, old/ current Swansea V5/V5C documents and all expired MoTs and tax discs dating back to 1994.

£3,500 - 4,500

€4,100 - 5,200

258

1977 Yamaha XT500

Registration no. TJT 421R
Frame no. 1U6-000261
Engine no. 1U6-000261

Introduced for 1976 and sold only in the US market at first, the Yamaha XT500 single-handedly made singles cool again thanks to its smart, functional styling and bullet-proof engine. An 'adventure bike' before the term was coined, the XT was soon proving its reliability and speed in desert races in North America and the gruelling Paris-Dakar Rally. Although marketed as a dirt bike, the XT500 was equally capable as an urban commuter, its upright riding position, wide handlebars and responsive engine making an ideal combination for carving through city traffic. Dispatchers loved them. Today the XT500 enjoys a cult following and original early models are highly prized. This early XT500 is believed to have been imported into the UK prior to its acquisition by the immediately preceding owner in 2008. It was then totally restored over the next two years and first registered in this country in February 2010. Works carried out included overhauling the engine and gearbox, rebuilding the wheels with heavy-duty spokes, powder-coating the frame, and fitting a new chain and sprockets. The current owner acquired the XT in June 2011. Described as in generally excellent condition, the machine is offered with VJMCC dating certificate, assorted DVLA correspondence, purchase receipt (2011), MoT to 29th May 2014, current road fund licence and Swansea V5C document.

£1,500 - 2,500

€1,700 - 2,900



259

1968 Cotton 250cc Cougar Special

Registration no. UXD 33G
Frame no. C2
Engine no. X12

It was during the 1960s that Gloucester-based Cotton changed to a policy of building competition-only models. Following that decision the firm's Cobras, Cougars, and Telstars -- invariably fitted with engines from Villiers -- performed with consistent distinction in the trials, scrambles, and road racing events of that period. While the main opposition came either from DOT or Greeves, Cotton's twin down-tube frame enjoyed a reputation for fine handling, irrespective of whichever off-road sport it was competing. Presented in trials specification the Cougar has been unusually modified by the fitment of Greeves front forks which, although similar in operation to the original Armstrong suspension, have slightly more movement, and are a couple of pounds lighter. The Cotton Special was purchased by the vendor about four years ago, but a busy retirement has prevented him undertaking any work on this machine, about which little is known, other than that it was stored for many years in a Sussex barn, unused, prior to his purchase. Offered strictly as viewed the Cougar has excellent potential for rebuilding as a functional trials special, based on its 250cc Villiers A-series engine, together with a chassis that appears visibly correct, and original full-width BH hubs. The machine is supplied with an old style logbook.

£500 - 700

€580 - 810





260

Property of a deceased's estate

1952 Triumph 498cc Speed Twin

Registration no. SPB 956

Frame no. 29998

Engine no. 5T 29998

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Meriden - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. The example offered here dates from 1952, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. 'SPB 965' carries a tax disc that expired in March 1965 and comes with an MoT certificate that expired in January 1966, which is almost certainly when it was last on the road. The deceased owner is the only one listed in the old-style continuation logbook (issued 1960) indicating that he owned it for at least 50-plus years. An instruction manual, a copy of 'The Book of the Triumph' and old-style Swansea V5 come with the machine also.

£1,800 - 2,500

€2,100 - 2,900

No Reserve



261

c.1928 BSA 557cc 'Sloper'

Registration no. PK 7428

Engine no. H.9681

Introduced for the 1927 season, the influential 'Sloper' started a trend that saw many of BSA's competitors adopt inclined motors. The Sloper also featured a trend-setting saddle tank that afforded a low seating position and for 1930, gained chromium-plated brightwork and a new frame with forged steel spine. The Sloper range remained essentially vintage in character until its demise in 1935, by which time the line-up had shrunk to just two models: one overhead-valve, the other sidevalve, both of 595cc. This sidevalve-engined Sloper was purchased as a restoration project around 1975 and restored at that time. Not used since the rebuild, 'PK 7428' has been stored and maintained by the Brooklands Museum since circa 1998 and will require re-commissioning before returning to the road. There is no registration document with this Lot but the machine does carry an expired tax disc (March 1936) which should facilitate the retrieval of the registration number (if still available). An RAC badge is included in the sale.

£4,500 - 5,000

€5,200 - 5,800



262

Property of a deceased's estate
c.1927 Raleigh 498cc Model 22

Registration no. WW 2063

Frame no. 1003

Engine no. 1171

Once Britain's best known and longest-surviving bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and again from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds and a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engined, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin. One of the mainstays was the 350cc 2¾hp model, a compact sidevalve-engined lightweight that while not devastatingly fast 'flat out', accelerated smartly and handled well by the standards of its day.

A typical example of a Vintage-era Raleigh, this Model 22 is powered by a 496cc single-cylinder sidevalve engine driving via a three-speed Sturmey-Archer gearbox. The Model 22 was intended for sidecar work and in line with most of the range received a new saddle-style fuel tank in 1928. In actual fact, this new fuel reservoir consisted of a pair of separate pannier tanks mounted either side of the upper frame tube, which was concealed beneath a central cover plate. Raleigh's 350cc offerings were always the most popular and surviving 500cc models are today relatively rare.



First registered in the Leeds area of West Yorkshire around 1927, 'WW 2063' was purchased by its late owner in July 1986 from one H White of Wimblington, Cambridgeshire (purchase receipt on file). Little else is known of its history, which can only be traced as far back as 1975 when the accompanying old-style continuation logbook was issued. Its owner at that time was one William Hall of Harrogate while the old-style V5 on file (issued April 1982) records the owner as one A E Wynn of Knaresborough. Still carrying its last tax disc (expired May 1985), the machine has been kept garaged and not used since acquisition, and thus will require extensive re-commissioning – at the very least – before returning to the road. Sold strictly as viewed, 'WW 2063' represents a rare opportunity to acquire a Raleigh '500' from the Vintage era, ideal for next year's Banbury Run and other similar events.

£3,000 - 4,000

£3,500 - 4,700



263

1959 Norton 497cc Dominator 88

Registration no. 619 GKL

Frame no. P122 82599

Engine no. P122 82599

Norton jumped aboard the vertical-twin bandwagon in 1948 when it introduced the Model 7. Designed by the legendary Bert Hopwood, the new 500cc engine went into the existing ES2 plunger-frame/tele-fork cycle parts, a marriage that necessitated a redesign of Norton's well-proven four-speed gearbox. In November 1951 Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated year by year, the Dominator had received an alloy cylinder head, full-width hubs, welded rear subframe, alternator electrics and coil ignition by the decade's end and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Motor Cycle magazine clocked 92mph on an '88' in 1957 and, needless to say, the handling and roadholding were found to be first class. The current (second) owner acquired this Dominator 88 in 1968 and used it as ride-to-work transport for the next 2-3 years. '619 GKL' was then garaged and not touched again until its restoration commenced in 1995, and on completion in 1998 was reregistered with its original number. Works undertaken include a repaint, powder coating the frame, re-chroming the mudguards and stays, and rebuilding the wheels with stainless rims and spokes. Taxed and MoT'd from 1998 onwards but little used since the rebuild's completion, the machine is described as in generally good condition and offered with expired MoT certificates, Swansea V5C document and current MoT/tax.

£5,000 - 6,000

€5,800 - 7,000



264

1975 Norton 829cc Commando 'Fastback'

Registration no. HGA 227N

Frame no. 111554

Engine no. 111554

The Commando's vibration-beating Isolastic frame enabled Norton Villiers to successfully prolong the life of their ageing parallel twin. Launched in 1967, with production commencing in 1968, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News' 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. The sole model available initially became the 'Fastback', so called because of its streamlined seat cowl, when the range was extended by the addition of a more sporting, though conventionally styled, 'S' version in 1969. Introduced in 1973, the '850' version (actually 829cc) featured a larger-bore, through-bolted cylinder block, a stronger gearbox casting and an all-metal clutch among a host of other, more minor improvements. The Commando offered here was manufactured in 1975 as an '850' model and has been rebuilt in the earlier 'Fastback' style complete with drum front brake, seat cowl and '750' decals. Completely restored over the course of the past 20-25 years, the machine is described as in generally excellent condition and offered with sundry parts invoices, Swansea V5 document and installation instructions for the Boyer Bransden electronic ignition.

£4,500 - 6,500

€5,200 - 7,600



265

Property of a deceased's estate

1963 BSA 646cc Rocket Gold Star

Registration no. 378 HWO

Frame no. GA10 1465

Engine no. DA10R 10145



Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 along with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. The idea of making what was effectively a twin-cylinder Goldie originated with Banbury motorcycle dealer Eddie Dow, who had built up a considerable body of expertise in looking after BSA's high-performance singles. Dow believed that his hybrid would bridge the gap between the end of Gold Star production and the introduction of new unitary construction sports models, and so it proved.

The Super Rocket engine's compression ratio was raised to 9.25:1 for the RGS, the claimed maximum power increasing to 46bhp. But for some reason best known to BSA, the RGS frame was unique, although not that different from the production A7/A10 item, as was the wider dual seat. The model was offered in a number of different forms and with a host of options relating to controls and equipment. Motor Cycle tested a Rocket Gold Star in November 1962, summing up the new BSA as a 'scintillating high-performance road burner: good brakes, excellent rider comfort and docile traffic manners.' A top speed of 105mph was achieved. Around 1,800 Rocket Gold Stars were made over a two-year period and today genuine examples are highly sought after.

The restored example offered here comes with a Science Museum letter confirming matching frame/engine numbers and stating that the machine was despatched from the factory to 'R Ware, Newport, Monmouthshire' on 6th June 1963. Copies of local registration records on file reveal that '378 HWO' was first registered to one Edward David Morgan of Manmoel. The late owner acquired the BSA in March 2011 and there are various invoices on file for parts purchased for it subsequently. Described as in generally excellent condition, this most desirable of post-war BSAs is offered with Gold Star Owners Club dating letter, assorted DVLA correspondence, sundry invoices, two expired MoT certificates, current MoT/tax, current Swansea V5C and copies of previous registration documents.

£14,000 - 18,000

€16,000 - 21,000



266

Less than 360 miles from new
1999 BSA Regal SR500 Gold Star

Registration no. T602 ARV
 Frame no. SA95R5001097X0318
 Engine no. 2J2-222860



Always the name that springs to mind when BSA is mentioned, the iconic 'Gold Star' was and is the model which is the pinnacle of any BSA collection. In DBD 34 500cc form the 'Goldie' is loud, arguably anti-social and visually intrusive with lashings of chrome and polished alloy; all of these being qualities appealing to most riders, openly acknowledged or not. The passing of the BSA empire in that final period of Britain's eminence as a maker of motorcycles left a gap never entirely filled by the newer bikes from Europe and Japan. However, that wasn't quite the end of the road for the 'Goldie'. BSA re-emerged as BSA Regal (Southampton) and a new 'Goldie' was born in 1997. British-made, expensive and in very small numbers, the new machine was, sneered the old guard, a 'look-alike'. But what a look-alike it was.

Based around the punchy and reliable Yamaha SR 500 engine unit, the new machine faithfully replicated the style of the original with polished alloy finish and the sound of its ancestor. T602 ARV, with kick-start specified 'for authenticity', was a custom build for its only owner, a very prominent figure in the motor industry, and carries the maker's plate to that effect. Work and travel have meant that the 'Goldie' has been little-used, having covered fewer than 360 miles at the time of cataloguing. The machine benefits from a recent oil and filter change. Offered in 'as new' condition. The machine represents a BSA collector's dream. Offered with V5C, expired MOT, sundry invoices, owner's manual.

£3,500 - 5,000
€4,100 - 5,800

267

1957 Ariel 650cc Model FH Huntmaster Motorcycle Combination

Registration no. 132 AKJ

Frame no. PR3152

Engine no. MLF2596

A BSA Group exercise in 'badge engineering', the Huntmaster deployed the 650cc twin-cylinder engine of the BSA A10 in Ariel's new swinging-arm frame. In Ariel guise the power unit differed only in detail, its origins being disguised beneath a reshaped timing cover, while on the primary drive side Ariel's traditional 'dry' clutch was retained. The factory claimed a top speed of 90-95mph, with fuel consumption of 65-70mpg when cruising at 45mph. Produced from 1954, the Huntmaster disappeared along with the rest of Ariel's four-strokes in 1959. This very smart example is hitched to a stylish Garrard Grand Prix sports 'chair', featuring Zeppelin-style alloy panelling, bubble screen, lockable boot and a braked sidecar wheel, which the vendor had spent a year rebuilding prior to acquiring the Ariel. We are advised that the motorcycle has benefited from ongoing restoration since the vendor purchased it in August 1993 and that it is in generally good condition. It is worth noting that the engine has been upgraded with unleaded compatible valve seats, a BSA A65 oil pump and crankshaft-end oil feed, the latter modification addressing a recognised weakness of the BSA twin-cylinder engine. '132 AKJ' has won several awards and was featured in the January 1998 edition of Classic Bike Guide magazine. The machine is offered with old-style logbook, road fund licence to November 2013 and Swansea V5C registration document.

£2,200 - 2,800

€2,600 - 3,300



268

1957 Norton 596cc Dominator 99

Registration no. LDB 669

Frame no. 71987 M14

Engine no. 71987 M14

Norton's 500cc twin found a new home in the racing singles' 'Featherbed' duplex frame in November 1951. The newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Updated annually, by the decade's end the Dominator had received an alloy cylinder head, full-width hubs, welded rear subframe, alternator electrics, coil ignition and - for 1960 - the narrower 'slimline' Featherbed frame among countless other improvements. Introduced for 1956, the 596cc Dominator 99 was outwardly identical to the 88. Endowed with greater power and higher gearing enabling it to top the magic 'ton', the 99 nevertheless retained all the excellent handling and steering characteristics associated with the Featherbed chassis. One of the Rockers' favourites, the 99 remained essentially unchanged - apart from gaining alternator/coil-ignition electrics for 1958 - until dropped in 1962. This Dominator 99 was inherited by the vendor from his brother. Last used in May 2012, the machine is described as in generally good condition and offered with road fund license to April 2014 and Swansea V5C registration document. Belt primary drive and a diaphragm clutch are the only notified deviations from factory specification.

£3,500 - 4,500

€4,100 - 5,200





269

Property of a deceased's estate, one owner from new
c.1949 Ariel 350cc Red Hunter

Registration no. KLX 587

Frame no. RF2210

Engine no. DJ1190

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger an upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner, developed into fast and stylish machines. When civilian production resumed after WW2, the Red Hunters became the first models to feature Ariel's new telescopic front fork, and from 1947 could be ordered with the optional Anstey Link plunger rear suspension. This rigid-frame, twin-port Red Hunter was purchased new by its late owner and ridden to southern Italy soon after acquisition. An older restoration last taxed some eight years ago, the machine appears complete and will require re-commissioning, at the very least, before returning to the road after several years in storage. There are no registration documents with this Lot, which is sold strictly as viewed.

£1,800 - 2,500

€2,100 - 2,900

No Reserve



270

Property of a deceased's estate
c.1954 Ariel 350cc Red Hunter

Registration no. GOW 170

Frame no. KS3614

Engine no. BE1616

By 1930 the single-cylinder Ariel had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under chief designer Edward Turner were developed into fast and stylish machines. In mid-1946 the Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954, the 500cc VH gaining an alloy 'head' at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). In 1956 full-width alloy hubs were adopted across the range, and the Red Hunters continued in this form until production of Ariel four-strokes ceased in 1959. Although carrying a 1950 registration, this machine consists of a 1954 swinging-arm frame and 1939 350cc engine. (It should be noted that although the engine number is recorded on the DVLA database, the frame number differs). The mag-dyno is missing but the machine does come with the exhaust pipe and silencer, which have been re-plated. There are no registration documents with this Lot, which is offered for restoration and sold strictly as viewed.

£1,500 - 2,000

€1,700 - 2,300

No Reserve

Motor Cars

2pm

Further images of each
lot can be found at:
bonhams.com/20930



The following 17 Lots are offered from a Private European Collection

All photos by Simon Clay



301

1988 FIAT X1/9 1500 Coupé

Registration no. E900 EPN
Chassis no. ZBB128AS007163202
Engine no. 6525938

Conceived by Carrozzeria Bertone and introduced in 1972, the FIAT X1/9 was the world's first really successful mass-produced mid-engined sports car. Of unitary construction, the X1/9 boasted all-round independent suspension by McPherson struts and disc brakes on all four wheels, and could be converted to open 'spider' configuration by removing the detachable roof panel, which was stowed in the front luggage compartment. Mounted transversely, the 1.3-litre engine was sourced from the FIAT 128 Rally and transmitted its 75bhp via an integral four-speed transmission. The X1/9's superb chassis obviously deserved greater power, which materialised in 1978 with the 2nd Series that used the Ritmo Strada's 1,498cc engine and five-speed gearbox. Now with 85bhp available, the X1/9 could top 110mph and reach 60mph in under 11 seconds. The X1/9 was developed by FIAT as a rally car, in which role it was fitted with an Abarth 2.0-litre 16-valve engine, but corporate policy favoured Lancia and so this promising project never got beyond the prototype stage. The right-hand drive example offered here was purchased by the current vendor at Bonhams' Harrogate sale in November 2008 (Lot 606). It has been kept in museum storage since acquisition and will require re-commissioning before returning to the road. Finished in yellow with tidy black interior, the car is presented in generally fair-to-good order and comes with a good history file. Representing a wonderful opportunity to acquire a well-preserved example of this iconic modern FIAT, 'E900 EPN' is offered with expired MoT (June 2009) and Swansea V5 registration document.

£2,000 - 4,000

€2,300 - 4,600

No Reserve



302

1979 Rolls-Royce Silver Shadow II Saloon

Registration no. HWR 110T
Chassis no. SRH 36895
Engine no. 36895

'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*. This Rolls-Royce Silver Shadow II was purchased by the current vendor at Bonhams' Harrogate sale in November 2008 (Lot 666) prior to which it had received a new exhaust system, brakes and fuel pump together with a reconditioned steering rack. All MoT certificates and receipts relating to work carried out since 2003 come with the car, plus some earlier bills and expired MoTs. Finished in gold/brown, 'HWR 110T' is presented in generally good condition, with very good cream leather interior, and is offered with the aforementioned documentation, Swansea V5 and a certificate recording the odometer's replacement at 30,000 miles (the current reading is approximately 70,000 miles). Kept in museum storage since acquisition, the car will require re-commissioning before further use.

£4,000 - 6,000

€4,700 - 7,000

No Reserve

303

1980 MGB GT Coupé

Registration no. SVV 509W
Chassis no. GVGEJ1AG514476
Engine no. 35199

Styled by Pininfarina of Italy, the GT Coupé version of the MGB arrived in 1965 to be greeted by universal acclaim. The adoption of a stylish fastback bodysell enabled the provision of two occasional rear seats which, when folded flat, created a generous load platform accessible via the rear tailgate. The more robust five-bearing B-Series engine was fitted to the GT right from the start, and when the Abingdon production lines finally stopped rolling, over 125,000 MGB GTs had been built. The popularity of the MGB - both the Coupé and Roadster versions - remains undiminished, one of the major factors being the continuing availability of spare parts and expertise, making it one of the easiest of classic sports cars to run and maintain. This MGB GT comes with numerous bills dating back some 25 years testify to the fact that it has been well cared for. A desirable manual/overdrive transmission model finished in black with grey/black interior, the car has been professionally converted to provide greater luggage space in the rear, the rear seat being removed (but included in the sale). The current owner purchased the MG at Bonhams' Harrogate auction in November 2008 (Lot 609). Kept in museum storage since then, it will require re-commissioning before further use. Presented in generally good condition, 'SVV 509W' is offered with the aforementioned service invoices, expired MoT (April 2009) and Swansea V5. It should be noted that the engine has not been converted to accept unleaded fuel, a petrol additive being used instead.

£1,000 - 1,500

€1,200 - 1,700

No Reserve



304

1958 Austin-Healey MkI Roadster

Registration no. UFK 757
Chassis no. HAN 55472
Engine no. 9CU 44805

Having forged strong links with BMC in the process of developing the successful Austin-Healey 100, Donald Healey turned his attention to designing a smaller version intended to make sports car motoring affordable to a wider sector of the market. Raiding the BMC parts bin for suitable components, Healey used Austin's 948cc A-Series engine; the A30/35's front suspension and rear axle; the Morris Minor's steering rack and an MG twin master cylinder. Although its power train and running gear were entirely conventional, as well as thoroughly tried and tested, Healey's new baby was notable for its state-of-the-art unitary construction body/chassis. Christened 'Sprite', the new sports car entered production in March 1958 featuring a distinctive forward-hinging bonnet/wings topped by two fixed 'frog eye' headlamps, thus ensuring instant recognition and the now-familiar nickname. 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 example had been subject to a ten-year restoration immediately prior to its purchase by the current vendor at Bonhams' Harrogate Sale in November 2008 (Lot 665). Finished in red with matching interior, the latter re-carpeted in 2007, the car comes with invoices exceeding £2,000 in total for work carried out and is offered with Swansea V5C document. We understand that the vehicle was last MoT'd in 2006. Kept in museum storage since acquisition, it will require the customary careful re-commissioning before further use.

£4,000 - 6,000

€4,600 - 7,000

No Reserve





305

1967 MGB GT Coupé

Registration no. LJU 526E

Chassis no. GHD3125743

Engine no. 78003

Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time. Attractively styled, cheap to run and easily maintained by the home mechanic, the 'B' carried on MG's traditional role of providing affordable sports car motoring for the ordinary enthusiast. Its popularity remaining undiminished today, the classic MGB is one of the easiest sports cars of its era to run and maintain in the 21st Century, being served by a worldwide industry of spare parts and service providers. As well as being a desirable chromed bumper model, this MGB GT also boasts the optional wire wheels and overdrive transmission, and thus is to what many would consider the ultimate specification. The car was restored in 2002 while in the possession of a previous owner, when work carried out included converting the engine to accept unleaded fuel. Its current owner purchased the MG at Bonhams' Harrogate sale in November 2008 (Lot 670) since when it has been kept in museum storage. The previous owner had described the car as in generally very good condition and reported that driving it gave him a great deal of pleasure. It was only offered for sale - complete with tax and MoT - because his arthritis made ingress and egress increasingly difficult. Finished in red with black leather interior, 'LJU 526E' is offered Swansea V5 document.

£3,000 - 5,000

€3,500 - 5,800

No Reserve



306

1973 MG Midget MkIV Roadster

Registration no. JYV 578L

Chassis no. GAN5132901G

Engine no. 12V/5861/H4290

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 comes with a quantity of expired MoTs and invoices for work and parts, including new carburetors and a replacement fuel tank. Previously forming part of a small private collection, 'JYV 578L' was offered for sale at Bonhams' Harrogate auction in November 2008 (Lot 683) where it was purchased by the current vendor. Since acquisition the car has been kept in museum storage and will require the usual careful re-commissioning before further use. Finished in red with black interior, it is presented in generally tidy order and offered with Swansea V5C document.

£2,000 - 4,000

€2,300 - 4,600

No Reserve

307

1970 Bugatti Type 35 Replica

Registration no. XYS 79J
Chassis no. 1112231301
Engine no. AS123898X

'Among racing cars it is the 1924 Type 35 Bugatti which tops the list of beautiful cars of the (1920s) period. Some would say it's the most beautiful racing car of all time. Although it underwent detail changes through the years and the radiator was enlarged, its lines were virtually unchanged from its appearance in the Grand Prix of the Automobile Club of France in July 1924, through to its final, 51 version of 1931-32.' - *Autocar magazine*. For those who yearn for Bugatti-style motoring yet cannot afford the associated expense, a replica is the obvious solution and for many years the classic Type 35 has inspired the construction of numerous lookalikes, some using a mixture of components from other Bugattis, others, like the example offered here, being entirely of non-Bugatti origin. The Type 35 continues to be a favourite among manufacturers of kit cars, and this particular right-hand drive replica is based on 1970 Volkswagen 1300 Beetle components and retains the donor car's identity. (However, it should be noted that the engine capacity is stated as 1,600cc). It is understood that the build was completed to a very high standard circa 1995, and the car has acquired a pleasant patina of age over the course of the intervening years. Purchased by the current vendor at Bonhams' Beaulieu sale in September 2009 (Lot 500), at that time it was said to drive exceptionally well, having recently completed a tour of Essex with no problems whatsoever. Offered with sundry invoices and Swansea V5 registration document, 'XYS 79J' has been kept in museum storage since acquisition and will require re-commissioning before returning to the road.

£6,000 - 9,000
€7,000 - 10,000
No Reserve



308

2003 Electric Streamliner World Land Speed Record Contender 'E=motion'

This amazing vehicle was commissioned for an attempt on the FIA World Electric Land Speed Record by UK Land Speed Record holders Prime Time Land Speed Engineering and was built to exceed all FIA regulations at the time. Christened 'E=motion', the car was constructed by Hauser Race Cars, one of the UK's leading dragster constructors, and joined Prime Time's 350mph-plus 'Vampire' and 'Split Second' jet-powered cars. The chassis is constructed from chrome-molybdenum tubing and the body panels are of aluminium and carbon fibre. Weighing 1,650lbs (750kgs), 'E=motion' is 32' long, only 24" high and 30" wide. The car is powered by two through-ventilated AC motors supplied by ABB while stopping power is provided by Willwood drag racing units on each wheel. AVO fully adjustable coil-overs damp the suspension, and all drive train components are 'off the shelf' proprietary items. During testing, the car consistently achieved back-to-back speeds of 147mph over a one-mile distance at Bruntingthorpe, and in 2005 was taken to the Chott el Jerid salt flats in the Tunisian Sahara for its World Record Attempt. Regrettably, the region had been affected by its worst rain in 15 years and the record attempt was cancelled. 'E=motion' was subsequently taken to Nevada for a further attempt. During final testing the drive controller was set conservatively to deliver 48% power and over the measured mile 'E=motion' achieved an average speed of 189.9mph with a terminal velocity in excess of 200mph. A minor technical problem prevented an officially timed run and lack of funding shelved the programme. On return to the UK 'E=motion' was exhibited at the National Motor Museum, Beaulieu. The current vendor purchased the vehicle at Bonhams' Beaulieu sale in September 2009 (Lot 478). It is worth noting that the official FIA World Electric Land Speed Record has only recently been raised to more than 200mph. This was achieved at Elvington in June of this year when Lord Drayson posted a speed of 204.185mph at the wheel of his specially adapted Lola B12 Le Mans prototype. The UK's first electric car to exceed 200mph, 'E=Motion' could be re-commissioned for another attempt on the World Electric Land Speed Record.

£3,000 - 5,000
£3,500 - 5,800
No Reserve





309

1959 Dodge Coronet Lancer Hardtop Coupé

Registration no. RVS 363
Chassis no. M312130343
Engine no. 1737929



After WW2 Dodge, like the majority of its rivals, recommenced production with face-lifted 1942 models, which in Dodge's case would remain little altered until 1949 when the first new body styles were introduced. The model names 'Wayfarer', 'Meadowbrook' and 'Coronet' were adopted for these new Dodges, the latter signifying the top trim level available. As the 1950s progressed, the 'Jet Age' exercised increasing influence in automobile styling, most memorably in the form of tail fins that became ever more extreme as the years passed, reaching their zenith in 1959. Dodges had been totally restyled for 1957 by Virgil Exner, and this 'swept wing' look continued in exaggerated form into 1959 when the Coronet offered here was made.

This car has been in the UK since 1985, spending much of the time cosseted on the Isle of Wight. It is equipped with pushbutton automatic transmission, power steering and electric windows, and has been subtly modified over the years to reflect the previous owner's taste with the addition of Boyd Coddington wheels, rear spats, neon under-body lights in body colour and an extremely powerful yet discretely hidden Pioneer CD sound system.

However, this Dodge could very easily be returned to standard specification as none of the modifications have compromised the vehicle's integrity. Both bodywork and interior have been restored and are in good condition while most of the brightwork has been re-plated or replaced over the years. With its exuberant styling and beautiful finish, this car can only be described as stunning.

In September 2009 the Dodge was offered for sale at Bonhams' Beaulieu auction (Lot 424) together with other cars belonging to the well-known collector, the late Barry Burnett, who had acquired it in 2006. Purchased by the current vendor at that sale, the Dodge comes complete with a massive history file going back many years recording all the care and attention lavished upon it. A copy of the original build sheet, an owner's handbook and a workshop manual are included in the sale. Offered with Swansea V5, the Dodge has been kept in museum storage for the last four years and will require re-commissioning before returning to the road.

£8,000 - 10,000

€9,300 - 12,000

No Reserve



310

1968 Jaguar 240 Sports Saloon

Chassis no. 1J2230-DN

Engine no. 7J2119-8

Introduced in September 1967, the 2.4-litre 240 and 3.4-litre 340 were the ultimate developments of the immensely successful Jaguar Mk2 sports saloon. Intended as new base models, the 240 and 340 were barely distinguishable from each other, and differed from the final Mk2s by virtue of their Ambler 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, while the 0-60mph time was 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.

This particular Jaguar 240 was purchased by the current vendor at Bonhams' Harrogate sale in November 2008 (Lot 676). The then owner had advised us that the speedometer was changed on 20th August 2005 (at which time the odometer displayed a total of 48,957 miles) while the reading at time of sale was 26,076, making a total of approximately 75,000. A desirable manual/overdrive-equipped model, the car is presented in generally very good condition and offered with a quantity of expired MoT certificates and Swansea V5. Chromed wire wheels, wing mirrors, badge bar, chromed 'GB' badge and a radio/cassette player are the only notified deviations from factory specification. Kept in museum storage since acquisition, the car will require re-commissioning prior to further use.

£7,000 - 10,000

€8,100 - 12,000

No Reserve



311

2004 Maserati Quattroporte AB4 SA Saloon

Registration no. FJ04 TXW
Chassis no. ZAMCD39C000013469
Engine no. 83694



Maserati introduced an all-new version of its long-running Quattroporte (four-door) model in 2004 and in doing so came up with an outstandingly luxurious conveyance that nevertheless was aimed squarely at the enthusiastic owner-driver. A luxury saloon with the soul of a sports car, the new Quattroporte featured DuoSelect six-speed sequential manual transmission complete with Formula 1-style paddle gearshift. The latter could be switched to fully automatic mode, and when used manually it automatically blipped the engine during downshifts. Displacing 4.2 litres, the Quattroporte's quad-cam V8 revved to 7,200 and produced 394bhp, a remarkably high specific output for a normally aspirated engine, particularly that of a luxuriously appointed four-seater saloon. Unusually, Maserati chose not to limit the car's top speed, unlike the majority of its (mainly) German rivals; thus the Quattroporte was allowed to realise its full potential, achieving a maximum velocity of 171mph (275km/h) with 62mph (100km/h) attainable in 5.2 seconds.

By mounting the dry-sump engine aft of the front axle line, Maserati's engineers achieved a slight rearward weight bias, endowing the Quattroporte with sports car-like balance and communicative steering. The suspension - Maserati's familiar Skyhook - incorporated both anti-dive and anti-squat geometry while offering electronically controlled adaptive damping and excellent ride comfort.

Performance was restrained by ventilated Brembo disc brakes all round, supplemented by four-channel ABS, electronic brake force distribution, traction control and stability control. The first Maserati to be styled by Pininfarina for 50 years, the Quattroporte combined elegant Gran Turismo looks with a sumptuously equipped interior featuring Poltrona Frau leather upholstery, six airbags, Blaupunkt information centre, satellite navigation and a BOSE sound system.

One of only a few hundred examples imported annually into the UK, this right-hand drive Quattroporte was supplied new via Graypaul Motors, Loughborough and has enjoyed only two previous keepers. The current owner purchased the Maserati at Bonhams' Harrogate sale in November 2008 (Lot 634) since when it has been kept in museum storage. 'FJ04 TXW' is offered with expired MoT (June 2009) and Swansea V5, while the accompanying service booklet records annual servicing from 2004 onwards, the most recent of the four stamped entries being dated 24th September 2007 at 43,543 miles (the current total is circa 48,800). Presented in generally very good condition, this car represents a rare opportunity to acquire one of the most exciting sports saloons of recent years at a fraction of the approximately £77,000 launch price.

£16,000 - 18,000

£19,000 - 21,000

No Reserve



312

1962 Jaguar Mk2 3.4-Litre Saloon

Registration no. 882 XUK

Chassis no. 159267DN

Engine no. KH 8522-8

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. A progressive development of the Mk1 - Jaguar's first unitary-construction saloon - the Mk2 made its debut in October 1959. Slimmer windscreen pillars and deeper side windows greatly enlarged the Mk2's glass area, while the deletion of its predecessor's full-sized rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability.

Otherwise, running gear remained much the same as before, with independent front suspension by wishbones and coil springs, a leaf-sprung live rear axle and Dunlop servo-assisted disc brakes (optional at first on the Mk1 but standard from November 1957) on all four wheels. A redesigned dashboard, with speedometer and rev-counter ahead of the driver and minor gauges grouped in the centre, established Jaguar's layout for years to come. Transmission options were either a four-speed manual or Borg-Warner automatic gearbox, and when equipped with the former a 3.4-litre Mk2 was a genuine 120mph car, with the automatic version not far behind.



A desirable manual/overdrive-equipped UK model, this 3.4-litre Mk2 is understood to be largely original and un-restored except for new sills and a repaint carried out in the early 1990s. The car had been stored for approximately 12 years prior to November 2008 when it was purchased by the current vendor at Bonhams' Harrogate sale (Lot 662) while expired MoTs indicate only 8,000-or-so miles covered by three owners since 1983. Re-commissioned prior to sale in 2008, it benefits from overhauled brakes and an engine fully rebuilt earlier that year.

The car has been kept in museum storage since acquisition and will require further re-commissioning before returning the road, while the engine, which was reinstalled only 200 miles ago, still requires running in. '882 XUK' is finished in Carmine Red with nicely patinated original navy blue leather interior, the latter re-carpeted and equipped with working Motorola radio. The vehicle is offered with sundry invoices, old-style logbook, original handbook, expired MoT (January 2009) and Swansea V5. Chromed wire wheels and Coombes-type rear spats are the only notified deviations from factory specification.

£8,000 - 10,000

€9,300 - 12,000

No Reserve

313

No Lot



314

Formerly part of the Richard C Paine Jr Collection
1926 Studebaker Model ER Standard Six Sedan

Chassis no. 1327835

Engine no. 123096-5

Having made a fortune out of horse-drawn transportation, the Studebaker Brothers Manufacturing Company built the first of its own automobiles - an 'electric' designed by Thomas Alva Edison - in 1902 and its first gasoline-powered motor car - an 8hp twin - late in 1903. In 1904 a twin-cylinder 16hp chain-driven model was added, followed by a 20hp 'four' with shaft drive in 1905, both of which used chassis supplied by A L Garford of Elyria, Ohio; indeed, up to 1911 cars were marketed under the 'Studebaker-Garford' name.

In 1908 Studebaker commenced an association with the E-M-F company, whose cars it marketed, eventually taking over the Detroit-based manufacturer in 1910 to form the Studebaker Corporation on January 1st 1911, at which time the link with Garford was broken. By this time the range consisted of a brace of fours - the Models G-8 and G-10 - of 40 and 30 horsepower respectively. Studebaker's big news for 1913 was the arrival of its first six-cylinder automobile - the Model E - recognised by historians as the first mass-produced 'six' to have its cylinders cast en bloc. For 1916 the four-cylinder Studebaker's engine was enlarged to 235.6ci (3,862cc) having been 192.4ci (3,154cc) for many years, while bodies were restyled with smoother lines. Studebaker continued to offer four-cylinder models up to 1920 when the range became sixes only.

The 1926 Studebaker ER sedan offered here previously formed part of the celebrated collection belonging to the late Richard C Paine Jr and was purchased from Bonhams' sale of the collection at the Owls Head Transportation Museum in September 2008 (Lot 857).



An excellent example of the Studebaker automobile's quality and modernity of construction, it is powered by a six-cylinder, four-main-bearing, sidevalve engine displacing 242ci (4.0-litres) that produces 50bhp at 2,200rpm. It is equipped with a three-speed manual transmission, four-wheel brakes and whitewall tyres. Although the Standard Six was the smallest of Studebaker's offerings in 1926, this example is nevertheless very well appointed, featuring accessories including a Paralite accessory driving lamp, opening windscreen with visor, bud vases, rollup shades on the rear quarter windows and rear window, luggage rack and a folding footrest, while the front axle is fitted with Gabriel 'snubbers' to smooth the ride.

Finished in olive green with black wings and roof with grey cloth interior, the car has the appearance of an older cosmetic refurbishment of a very sound and original example. The body has been painted and the interior upholstery re-trimmed, while the brightwork is fair and the original glass clear. The engine, chassis and suspension look like they have never been touched.

Priced at \$1,595 in 1926, Studebaker's ER Standard Six was a lot of car for the money and it remains an exceptional automobile today in specification, equipment and performance. Kept in museum storage since acquisition, this example will require re-commissioning before returning to the road but once back in action may be driven and enjoyed with pride, its fortunate new owner secure in the knowledge that this magnificent Studebaker will be among the most unusual and remarked upon cars at any tour, gathering or concours event.

£12,000 - 15,000

€14,000 - 17,000

No Reserve



315 1937 Ford 1½-ton Pumper Fire Truck

Chassis no. BB1831718809

Appointed its director in 1930, Arthur Fiedler was for some 50 years conductor of the famous Boston Pops Orchestra, an ensemble dedicated to popularising light classical music. A man of many hobbies, Fiedler was also interested in fire-fighting and owned this fully equipped Ford 1½-ton pumper fire truck, which was manufactured in 1937, just two years after he began recording the music of the Boston Pops.

He loved to watch fire fighters at work and was made an 'Honorary Captain' of the Boston Fire Department. Fiedler's biography states that the conductor once helped in the rescue efforts at the tragic fire at Boston's Cocoanut Grove night club in 1942, and many years later he even appeared in the role of a fireman in an edition of CBS television's 'The Red Skelton Show'.



Fiedler purchased the Ford fire truck from a New Hampshire fire department. It was subsequently restored (in the 1970s) and has covered fewer than 1,000 miles since the 85hp V8 engine was rebuilt. Arthur Fiedler passed away in Brookline, Massachusetts at the age of 84 on 10th July 1979 and the fire truck passed into the care of the Larz Anderson Museum, appearing in parades throughout the 1980s and '90s.

The current vendor purchased the vehicle at Bonhams' sale at the Larz Anderson Auto Museum in Brookline in October 2008 (Lot 544). At that time it was stated that the tyres appeared in good condition, likewise the brakes, while the exhaust had been renewed and the bells and emergency sirens were in working order. Kept in museum storage since acquisition, the vehicle will require re-commissioning before further use. Offered with State of Massachusetts Certificate of Title.

£8,000 - 10,000

€9,300 - 12,000

No Reserve

316

1916 Rauch & Lang Model BX6 Electric Brougham

Chassis no. 60441

Body no. 287

Makers of electrically powered automobiles from 1905, Rauch & Lang of Cleveland, Ohio had previously been active in the carriage trade. The company had been founded in 1884 when wagon builder Jacob Rauch formed a partnership with real estate magnate Charles Lang to manufacture high quality carriages. By the turn of the century, Rauch & Lang's horse-drawn carriages were among the more costly and prestigious available locally.

The company's first venture into 'horseless carriages' came in 1903 with the acquisition of a Buffalo Electric dealership, and in 1905 Rauch & Lang began to build and sell electric vehicles under their own name. By 1916, when the example offered here was made, there were some seven different body styles on offer ranging in price from \$2,600 to \$4,500. Electric cars were particularly favoured by wealthy urban ladies, being easy to drive and quiet in operation, while their high-torque motors enabled them to carry heavy closed coachwork capable of accommodating several passengers.



However, from around 1912 the increasing adoption of the self-starter on petrol-driven cars diminished the market for the electric alternative and sales of the latter began to decline. In 1915 Rauch & Lang merged with the Baker Motor Vehicle Company, another well-known Cleveland-based builder of electric cars, becoming the Baker R & L Company. The firm was also known - unofficially - as Baker-Raulang, though after 1916 all vehicles carried the Rauch & Lang nameplate.

In 1919, Baker R & L diversified into coachbuilding by establishing its Raulang Body Division while also expanding its range of electric commercial vehicles. The following year its electric car business was acquired by the Stevens-Duryea Company of Chicopee Falls, Massachusetts, a manufacturer of petrol-powered luxury cars.

Production was transferred to a newly constructed factory there, where Rauch & Lang Incorporated began building taxicabs with either petrol or electric power. The former was the more successful, forming the bulk of production, while the latter proved much less popular, likewise the surviving electric passenger cars.

By 1928, production had all but ceased, though in 1929 the company did build an experimental petrol/electric hybrid vehicle, developed in conjunction with the General Electric company. The Wall Street Crash of October 1929 effectively finished off Rauch & Lang.

The current vendor acquired this stately electric brougham from Bonhams' sale at the Larz Anderson Auto Museum in Brookline, Massachusetts in October 2008 (Lot 517). The then vendor reported that the 'matching numbers' body and chassis had been restored, the original interior remaining intact while showing signs of age. The vehicle was said to be fully operational while its 90-volt electric motor appeared to have good batteries. It has been equipped with a built-in charger, negating the need for an external charging device. The ongoing development of non-fossil fuel methods of propulsion has reawakened interest in early electric cars and the example offered here represents a rare opportunity to acquire such a vehicle.

£30,000 - 35,000

€35,000 - 41,000

No Reserve



317

Formerly part of the Richard C Paine Jr Collection

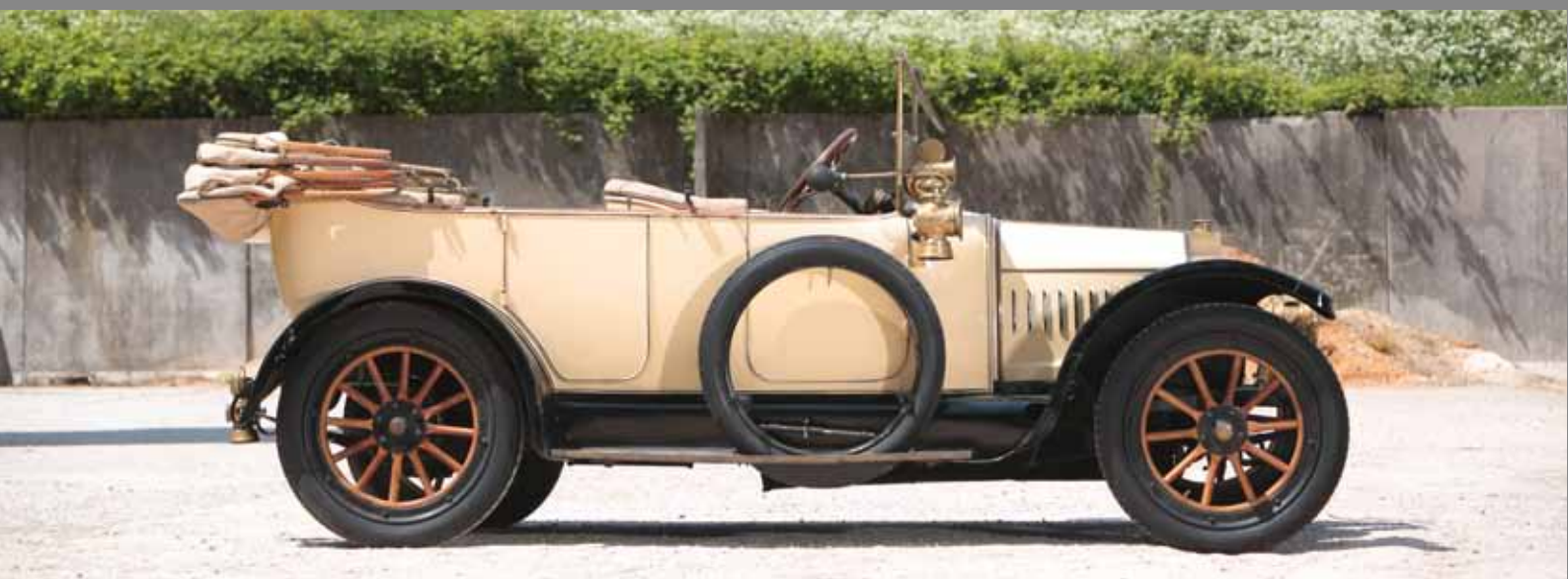
1913 De Dion Bouton Type DX Touring

Chassis no. 337

Engine no. 11035C

The names of De Dion and Bouton are inextricably linked with the pioneer years of the motor car, initially in company with Trépardoux in the building of light steam carriages, the first of which appeared in 1883. In the early 1890s De Dion and Bouton turned their attention to the internal combustion engine, much to the annoyance of Trépardoux who quit in 1894, leaving his erstwhile partners to develop what was, in effect, the first high-speed internal combustion engine.

Engineer Bouton's power units developed significantly greater output than their contemporaries from Daimler and Benz yet matched them for reliability. Small wonder then that De Dion Bouton engines were adopted by many other manufacturers of tricycles, quadricycles and light cars, both in Europe and the United States, influenced no doubt by the success of the flying tricycles in such events as the Paris-Bordeaux and other endurance races.



Early De Dions were rear engined and of the vis-à-vis type – where the passengers sat facing the driver – but from 1902 onwards the firm began to adopt what would become accepted as the conventional layout for a motor car. In 1905 De Dion began to build four-cylinder engines, expanding its range to include larger, more powerful and luxurious models while diversifying into the manufacture of commercial and agricultural vehicles. Modular design enabled De Dion to offer a wide variety of engines using only a limited number of components and by 1912 there were models powered by single-, twin- and four-cylinder power units, as well as the world's first series-produced V8.

The 1913 De Dion Bouton Type DX Touring car offered here previously formed part of the celebrated collection belonging to the late Richard C Paine Jr and was purchased from Bonhams' sale of the collection at the Owls Head Transportation Museum in Maine, USA in September 2008 (Lot 850). Right-hand drive, like the majority of French automobiles of the period, it is powered by De Dion's 1,642cc four-cylinder sidevalve engine rated at 10.8 horsepower by the RAC formula. The threshold plates are inscribed 'De Dion Bouton (1907) Ltd, London' while the presence of a Lucas acetylene generator, 'King's Own' acetylene headlamps and 'King of the Road' side lamps and, together with a Smiths speedometer calibrated in miles, is further confirmation that the car was delivered in the UK. It is not known when it arrived in North America.

Finished in beige with black wings and a beige canvas interior, it is equipped with varnished wood spoke wheels, 'SMA' trumpet horn and full weather equipment including a beige cloth top and side curtains. Suspension is by beam axle at the front and live axle at the rear with semi-elliptical front springs and $\frac{3}{4}$ -elliptical rear springs. There are expanding shoe drum brakes at the rear.

The 2009 sale catalogue states that the largely original car had been given a complete cosmetic refurbishment 'some time ago and has been preserved in complete condition in the Seal Cove Museum but is aged and in need of comprehensive attention.' The timber body trim appeared sound and the body sound and straight, the doors closing well. Apparently well maintained mechanically, the vehicle has been kept in museum storage since acquisition. De Dions are renowned for the quality and longevity of their engines, which should make the restoration of this elegant example a most rewarding project.

£18,000 - 22,000

€21,000 - 26,000

No Reserve



318

1934 Alvis Firefly SB Tourer Coachwork by Cross & Ellis

Registration no. BPB 997

Chassis no. 16030

Engine no. 11541



'For many years Alvis cars have been famous both for performance and sturdy construction; the chassis is essentially one to stand very hard driving for long periods with a mini-mum of trouble. These character-istics are admirably exemplified in the four-cylinder Firefly Twelve model introduced about a year ago.' – *The Motor*, February 13th 1934.

The replacement for the immortal Alvis 12/50 was delayed and it was not until 1933 that the 1½-litre Firefly made its appearance. Powered by a 1,496cc overhead-valve four, it was in many ways similar to the six-cylinder Speed Twenty SA, incorporating a 'double drop' frame, class-leading brakes and unitary construction of the engine and ENV pre-selector gearbox, all features of its larger sibling. In fact, the Firefly was a mere 5" shorter than the Speed Twenty, which made for a relatively spacious interior, while the generous wheelbase, wide track and low-slung build all contributed to the reportedly excellent handling characteristics. With 50bhp on tap, its maximum speed when new was around 75mph, with 50mph attainable through the gears in 19 seconds, figures superior to those of the larger 1,842cc Firebird. The bulk of Firefly production was bodied by Alvis's Coventry neighbours, Cross & Ellis.

The history of this particular Firefly is well documented, there being on file copies of bills and an old-style continuation logbook confirming that the car was first registered on 31st January 1934 as 'BPB 997', a Surrey mark. The logbook lists owners in the Bournemouth area during the 1950s while further documents record the sale of the Alvis by long established trader Malcolm Elder to a Mr R L Wall in 1982.

Contemporary photographs show the car as being sound but very clearly un-restored. It was subsequently refurbished by Highstone Restorations of Oxfordshire and put back on the road. This restoration saw the bodywork substantially re-timbered in ash and the body's rear metalwork repaired, together with a repaint in the coffee-over-chocolate livery that the car retains today. At the same time the interior was re-trimmed in dark brown leather and a complete new convertible top and side screens fitted.

Subsequently (believed circa 1998) the Firefly was exported to the USA and shortly after its arrival the gearbox was sent back to the UK and rebuilt. In October 2008 the car was offered for sale at Bonhams' auction at the Larz Anderson Auto Museum in Brookline, Massachusetts (Lot 530) where it was purchased by the current vendor. Stated at that time to benefit from light cosmetic refreshment and a rebuilt fuel pump, it was described as in generally sound condition, the 1980s rebuild having aged gently while remaining very presentable. The car was said to have started promptly and once warm rolled along the road without hesitation, its pre-selector gearbox fully operational. A most handsome 'Post-Vintage Thoroughbred' from one of this country's premier sporting marques, the Alvis has been kept in museum storage since its acquisition by the current owner and will require re-commissioning before returning to the road.

£25,000 - 30,000

€29,000 - 35,000

No Reserve



319

1935 Talbot BA105 Sports Tourer

Registration no. 188 YUM

Chassis no. 84556

Engine no. 85087

The most successful division of the Anglo-French Sunbeam-Talbot-Darracq (STD) combine, Talbot might well have escaped takeover by Rootes in 1935 had it not been shackled to its weaker partners. The company's healthy position had been achieved by a succession of well-engineered products penned by its designer, Swiss-born Georges Roesch, whose obsession with the pursuit of high performance through increased engine revolutions led to some of the most memorable cars of the 1930s.

Talbot's Chief Engineer from 1916, Roesch rescued the company from the brink of failure with the launch of the 14/45. Introduced in 1926 as the basis of a one-model policy, the 14/45, like all Roesch's Talbot creations, was powered by a smooth and flexible six-cylinder overhead-valve engine endowed with a remarkably high output for its size.

Abandoning the one-model programme, Roesch developed the 14/45 to produce the 75 and 90 models, the latter setting Talbot on the path towards renewed sporting success.



1931 saw the arrival of the 3.0-litre 105 powered by a new 'six' featuring staggered valves, a Roesch stratagem allowing for improved breathing. There was more technical innovation for 1933 in the form of Luvax adjustable dampers and the Roesch-designed, Wilson pre-selector gearbox, the latter augmented for 1935 by Talbot's famous automatic 'traffic clutch' which permitted sequential upward gearchanges. Also new for '35 were a dropped chassis frame and a 3.4-litre model - the 110 - that would turn out to be the ultimate Roesch Talbot. One of the great makes of the 1930s, Talbot was axed by new masters Rootes in 1937.

The BA series of the Talbot 105 was made in much fewer numbers than the other series. Only 23 chassis were erected and of these only four had the catalogued Sports Tourer coachwork by Darracq. One of three known survivors, this particular example was delivered on 12th April 1935 to the Thornton Engineering Company Limited, the Talbot agents in Bradford. On 13th April 1935 the car was sold to Mr C Ambler, a local mill owner. No history is known between that date and 1964 when it was acquired, and restored over a period, by Roy Ireland.

The current vendor first saw this Talbot BA105 tourer in 1998 at an STD rally being driven by the STD Register's then secretary, John Kearley. Bought from John Kearley in 2001, the car came with a file of bills relating to his 19 years of ownership totalling approximately £12,000.

Also on file is a published letter written by Roy Ireland, who had owned the Talbot before selling it to Tony Hull. In an addendum, Tony Hull said that he owned the car between 1972 and 1982, during which period some 12,000 miles were covered, mainly on STD events, national rallies and driving tests. 'KY 9680' was featured on the Esso Calendar for 1980. Responding to Roy Ireland's letter, John Kearley recalled that he had blown up the engine, writing off the block and sump. An identical Type 95 engine was fitted in its place.

When purchased in 2001 the car displayed a total of 13,720 miles on the odometer to which the vendor has added a further 10,000-or-so. Recent mechanical refurbishment includes an overhaul of the rear axle by Ian Polson in 2004 (£4,695); reconditioning the Wilson pre-selector gearbox, undertaken by Cecil Schumacher in 2009 (£2,903); various works by Arthur Archer in 2009 (£5,103); and a cylinder head overhaul, including new valves, by Arthur Archer in 2011/2012 (£4,865). Only some 1,000 miles have been covered since the gearbox rebuild in July 2009. Described as in generally good condition, this beautiful 'post-Vintage thoroughbred' is offered with current MoT/tax, Swansea V5 registration document and an extensive history file containing correspondence and invoices dating back to the early 1970s. A modern oil filter is the only notified deviation from factory specification.

£60,000 - 70,000

€70,000 - 82,000



Further Properties



320 1935 Wolseley Hornet 14hp Special Daytona Sports Coachwork by Abbey for Eustace Watkins

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



Although its image in later years became ever more difficult to distinguish from that of other makes within the British Motor Corporation, in the early 1930s Wolseley occupied the front rank of British sports cars alongside MG, Riley and Frazer Nash. The single model responsible was the Wolseley Hornet.

Introduced in 1930, the Hornet saloon deployed Wolseley's overhead-camshaft, six-cylinder engine in a lengthened Morris Minor chassis equipped with hydraulic brakes. Its power-to-weight ratio was exemplary among contemporary 1.3-litre cars, the smooth and flexible six pulling from walking pace to more than 60mph. The model was revised for 1932 with a shortened, chain-driven overhead-cam engine (repositioned further forward to improve cabin space) and a four-speed 'silent third' gearbox.

Increased performance was offered by the Hornet Special chassis, which came with 12" brakes and remote-control gearshift. The Special used the shortened engine equipped with twin-carburettors and an oil cooler, in which form it produced 45bhp, good enough for a top speed, depending on coachwork, of around 75mph. The Special chassis rapidly became that of choice for the multitude of independent coachbuilders using the Hornet as the basis for a sporting two-seater.

The Hornet Special was soon making its mark in competitions, one noteworthy achievement being the victory achieved by a team of three Eustace Watkins Hornets (two E W Daytonas on the Special chassis, one E W International on the standard chassis) in the 1932 relay race at Brooklands at an average speed of 77.57mph.

For 1934 the Hornet Special chassis was strengthened and changed to an under-slung arrangement at the rear, while the engine was given a new block and cross-flow cylinder head. The gearbox was updated with synchromesh on 3rd/4th gears. In 1935 Wolseley installed the New Fourteen's 1.6-litre engine in a bid to counter the effects of increasingly heavy coachwork. Sadly, this would mark the end of Hornet Special development, the model being dropped at the end of 1935 when Morris rationalised its car production.

This 1.6-litre Hornet Special carries Eustace Watkins bodywork, commissioned by the London Wolseley agent from Abbey Coachworks. The Wolseley has been with the current owner in Denmark for the last 13 years and was previously registered 'BYL 497' in the UK. Finished in red/black with black upholstery, it is described as in generally very good condition mechanically, with excellent bodywork, good paint and fair interior. The car is offered with roadworthiness certificate (Danish) and Swansea V5 registration document.

£18,000 - 22,000

€21,000 - 26,000



321

1936 Alvis Speed Twenty Drophead Coupé Project Coachwork by Charlesworth

Registration no. NJ 9585

Chassis no. 13297

Engine no. 13748

'The new Alvis Speed Twenty is the type of car which looks right, feels right and is right. From the driver's point of view the controls are all just where they are required and the power, speed and acceleration provided by the "hotted-up" but, nevertheless, silky six-cylinder engine are literally an eye-opener to anyone accustomed to driving about in a more or less sedate manner in ordinary motor cars of medium size.' - *Motor* magazine in praise of the new Alvis Speed Twenty in March 1932.

Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511cc, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburettors, an output sufficient to propel the touring-bodied versions past 90mph. The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. 'When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid it is of the rear wheels only and easily controlled,' observed *Motor Sport's* tester.



This particular Alvis is an example of the later-series (SC or SD) Speed Twenty with the 2.8-litre engine, all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. Believed to be one of only six remaining Charlesworth-bodied Speed Twenty drophead coupés, chassis number '13297' was supplied new to Jean Demange of Eastington Hall, Upton-upon-Severn and is now with only its fourth owner, who acquired it in 1984. The car was in a stripped down condition (mainly in tea chests).

Restoration of chassis and brake parts followed while the engine was rebuilt with new pistons, main and big-end bearings, and new valves and springs. A new clutch unit was fitted; the suspension overhauled with new pins, bushes and re-profiled leaf springs; and the brightwork re-chromed. Dry stored and untouched for the past 20 years, 'NJ 9585' is offered requiring completion and sold strictly as viewed. The car comes with its original old-style logbook and Swansea V5 document.

£25,000 - 30,000

€29,000 - 35,000

322

1931 Lagonda 3-Litre Tourer

Registration no. GO 5483

Chassis no. Z9850

Engine no. Z1602

Founded by ex-patriot American Wilbur Gunn in 1898, Lagonda built successful motorcycles and forecars before venturing into motor manufacture proper in the early years of the 20th Century. Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, the Staines-based firm concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s. This change of direction was signalled by the introduction of the '14/60' model in 1925. A lighter, more powerful and faster (80mph) 2-Litre Speed Model was introduced for 1927, after which the '14/60' was dropped.

Davidson was less adventurous when asked to come up with a larger, six-cylinder engine for the new '16/65' model. Originally of 2,692cc, the seven-bearing overhead-valve unit was enlarged to 2,931cc (and later to 3,181cc) to create the 3-Litre model of 1928, finally being stretched to 3,619cc for the short-lived 3½-Litre in 1934, by which time the Meadows-engined cars were seen as the way forward. The '16/65' and early 3-Litre models, many of which were bodied by Lagonda using the Weymann system of flexibly framed, fabric covered coachwork, were intended for the carriage trade. From 1929 onwards though, the model was available in sporting 'low chassis' form, this new frame having resulted from the company's racing experience.



Testing a Lagonda 3-Litre in 1929, *The Motor* reckoned it was 'difficult to imagine a car nearer an ideal than one which combines the full performance of a speed model with the top gear performance of the best modern touring car.' The 3-litre was, indeed, exceptionally flexible, being able to accelerate from 5mph to its maximum of around 80mph in top gear. *Motor Sport* summed up the 3-Litre Lagonda as 'a very pleasant car of very high quality, and possessing that indefinable but very definite character which stamps the thoroughbred in every walk of life' – sentiments with which we can only concur.

Nothing is known of the early history of this Lagonda 3-Litre, which was first registered in London. The earliest ownership record on file is an old-style continuation logbook (issued December 1960) listing one Arthur William Taylor of London E8 as owner from February 1959. The last owner listed is Capt M J Hollinshead of Stapeley, Cheshire, who had bought the Lagonda for £320 from the previous owner listed – Peter Hennell of Welwyn Garden City – in May 1966 (purchase receipt on file).

It would appear that Capt Hollinshead was still the owner when the Lagonda was sold at auction together with a number of other 'barn find' cars in October 2003 (see copy of *The Automobile* on file). It was reported at that time that the vehicles had been in storage since the mid-1960s. The current vendor purchased the car at the October 2003 auction.

'GO 5483' was subsequently restored and fitted with a new Geoff Henderson-built replica T3 body during the rebuild and re-upholstered (see photographs on file). Other than the new body, the car was kept as original as possible. It was very much a conscious decision to not over-restore the car and to preserve its character, hence most of the brightwork is original. The engine ran well and it was decided, following specialist advice, to treat it with a ceramic sealant as there were some very slight cracks visible on the outside of the block. We are advised that the rev counter needs to be coupled up and that the sender in the fuel tank has never been connected/repared. The pedals have been altered to accommodate the current owner's stature.

Since completion the Lagonda has seen very little use, other than successfully finishing two Beamish Reliability Runs, and is described as in generally good condition. The car is offered with current road fund licence and Swansea V5C document. The accompanying substantial history file contains assorted previous-owner correspondence; various restoration photographs; SORN paperwork; a quantity of old MoTs (most recent expired July 2013); Lagonda Club parts list; and copies of period road tests, an instruction book and other technical literature.

£50,000 - 70,000

£58,000 - 82,000



Photo credit: Tom Wood

323

1899 Hurlu 3½hp Quadricycle

Registration no. DU 198

Chassis no. MO160

'The Etablissements Hurlu have seriously given their attention to the automobile industry and are now turning out a splendid "carriage-quadricycle", so designated because it is made up, where possible, on cycle lines for lightness.' – *The Autocar*, 19th February 1898.

The Hurlu motor car took its name from one of the partners in a company founded at Albert, France in 1880 to manufacture sewing machines. Bicycles were soon added to the firm's portfolio of products, which continued to be marketed under the Hurlu name after one of the founders – E Diligeon – bought out his partners in 1895, forming Sté E Diligeon et Cie.

Motor manufacture commenced in 1896 when licensed copies of the Leon Bollée tri-car began to leave the Albert factory. The following year Hurlu announced its first four-wheeled automobile, a close copy of the contemporary single-cylinder Benz, which was licensed to Marshall & Co of Manchester, who would go onto make the Belsize.

Reconstituted as Compagnie des Autos et Cycles Hurlu in 1899, the firm continued to build its Benz clone until 1900 when it was replaced by a more modern De Dion-engined design. Models with two and four cylinders followed, and in 1907 the Renault-style dashboard radiator was adopted.



As well as bicycles, Hurtu also manufactured commercial vehicles, machine tools and a host of other metal products, latterly at Neuilly sur Seine. This broad manufacturing base meant that the company was able to survive the economic upheaval that followed the Wall Street Crash of 1929, even though it produced no more motor cars after 1930.

Exceptionally rare, this particular example reportedly resided at a French chateau until around 1995 and had been converted to horse-drawn propulsion, presumably following an engine failure, which ensured its unlikely survival. The current vendor purchased the Hurtu at auction in the UK in 2005, the car having spent some time in Holland. Although missing its engine, the Hurtu had retained many original components including the brass water tanks, brake pedal, part of the final drive, steering gear (minus tiller) and - most importantly - the maker's plate bearing the chassis number '160'. In the late 19th Century, French automobiles were required to display a plate recording their owner's name, address and profession, and this too had remained intact. A contemporary press report described the body as complete, likewise the springs, axles, mudguards and seat. It was also reported that some refurbishment had been carried out, the vehicle being presented painted in grey primer.

A replacement Benz engine dating from circa 1900 was sourced by the enthusiast vendor and rebuilt, and by December 2007 this challenging restoration project had been completed. Issued on 11th December 2007, the VCC'S dating letter describes the Hurtu as follows: 'Replacement Benz engine of c1900; replica countershaft, differential gear, transmission, belt striking gear and battery. Replica steering column with Benz-type rack and pinion gearing, linkages and controls; fabricated fuel tank, replacement front suspension, engine lubricator. Zenith carburettor fitted temporarily.' The Dating Panel agreed to assign a manufacturing date of 1899, thus confirming the Hurtu's eligibility for the London-Brighton Veteran Car Run. It is the earliest Hurtu known to the VCC.

Following completion the car was entered in the London-Brighton Run but on the first occasion retired after Crawley. The following year, in torrential rain, the Hurtu never missed a beat and a successful run and a good time were achieved. The following year the driver somehow managed to get lost on the Brighton road and retired to a local hostelry!

This fascinating 19th Century French 'primitive' is offered for sale with a file containing assorted correspondence, numerous photographs, copies of motoring press articles and technical literature, some expired MoT certificates and old/current Swansea V5C registration documents.

£45,000 - 50,000

€52,000 - 58,000



Photo credit: Tom Wood

324

1914 Rover 12hp Tourer

Registration no. NO 1438

Chassis no. QE 3542

Engine no. QE 3542



What would eventually become the Rover company began by manufacturing one of the landmark designs in the history of human transportation: the 'Safety Bicycle'. The firm's first venture into powered transportation came in 1888 with an electrically powered tricycle but it would be another 16 years, by which time its founder J K Starley had died, before the Rover Cycle Company began experimenting with the internal combustion engine. Designer Edmund Lewis was recruited from Daimler and drew up Rover's first series-production automobile, an 8hp single-cylinder with aluminium backbone frame, an adventurous design that despite its shortcomings remained in production until 1912.

Lewis followed up with a more conventional 6hp model, which earned itself the distinction of being Rover's first entered in any competition, in this case the Bexhill Speed Trials of 1902. Before his departure for Siddeley-Deasy, Lewis bequeathed another significant design, the 16/20hp, winner of the 1907 Isle of Man Tourist Trophy race for Rover. After an undistinguished flirtation with the Knight sleeve-valve engine, Rover hired ex-Wolsley engineer Owen Clegg, who reorganised production and put the company back on track with a conventional poppet-valve engined car, the 12hp. Powered by a 2.3-litre four featuring pumped lubrication, for the first time on a Rover, the 'Clegg Twelve' was the sole model in the range by 1912 and would remain in production into the 1920s.

The immediately preceding owner purchased this Rover Twelve in October 1992 from a Mr J G Lumsden of Inverness, its owner since December 1982, who stated that the car had been registered 'ZA 7826' (a Dublin number) when the VCC dating certificate was issued. Purchased by the current vendor at Bonhams' Hendon sale in April 2011 (Lot 340) 'NO 1438' is described as in generally 'very fair' condition; the body having been repainted some years ago while the chassis is said to be sound. Bills on file testify to past engine work while the electrics have been rewired and the upholstery refurbished recently by The Leather Conservation Centre, Northampton University at a cost of £4,200.

Finished in maroon/black with brown leather interior, this charming Edwardian Rover is offered with VCC Dating Certificate, sundry invoices, current road fund licence and Swansea V5C registration document. The provision of a starter motor, new ammeter, flashing indicators and brake lights (discreetly concealed) and a Zenith carburettor, the latter a Rover-approved conversion, are the only notified deviations from factory specification.

£40,000 - 50,000

€47,000 - 58,000



325

1926 Sunbeam 3.0-Litre Super Sports ‘Twin Cam’ Tourer

Registration no. E 3511

Chassis no. 4231GF

Engine no. 4153F



Photo credit: Simon Clay

Founded by John Marston, a God-fearing Victorian industrialist who foresaw the growth in demand for private transport, Sunbeam was first associated with beautifully made, though expensive, bicycles. Although comparative latecomers to motor car manufacture, the Wolverhampton-based Sunbeam factory quickly established a fine reputation alongside Lanchester, Wolseley, Austin and Daimler at the heart of the expanding Midlands motor industry.

The company's first conventional car was largely conceived by T C Pullinger, who persuaded Marston to purchase a complete chassis from the French Berliet concern. Exhibited at the Crystal Palace in November 1902, it was marketed as the Sunbeam 10/12 but it was not until 1907, two years after the Sunbeam Motor Car Company had been formed, that the firm produced its first all-British model, the 16/20. The arrival from Hillman in 1909 of influential designer Louis Coatalen and the pursuit of an effective competitions programme enabled the marque to establish a formidable reputation prior to WWI, its superbly made products enjoying a reputation rivalling that of the best from Alvis and Bentley thereafter.

Coatalen's Sunbeams won countless races at Brooklands and set a number of speed records prior to WWI, and after The Great War the firm continued to be active in motor sport at the highest level, supplying racing cars to Major Sir Henry Segrave. An ex-Royal Flying Corps pilot, Segrave made history in 1923 when he won the French Grand Prix at the wheel of a Sunbeam, thus becoming the first British driver to win a Grand Prix driving a British car.

The Segrave/Sunbeam combination won two further Grands Prix in 1924, and in 1925 he was included in Sunbeam's team contesting the Le Mans 24-Hour race. Two of the new 3.0-litre Twin-Cam Super Sports road models were entered, and although that of Segrave/Duller retired with clutch trouble after 32 laps, the other, driven by Jean Chassagne and Sammy Davis, finished a magnificent 2nd, beaten only by the Lorraine-Dietrich of de Courcelles/Rosignol.

Drawing on Sunbeam's considerable experience of building double-overhead-camshaft engines for Grand Prix racing, which stretched back to 1914, the 3.0-Litre Super Sports was powered by a twin-cam 'six' featuring an eight-bearing crankshaft, twin Claudel carburettors and dry sump lubrication.



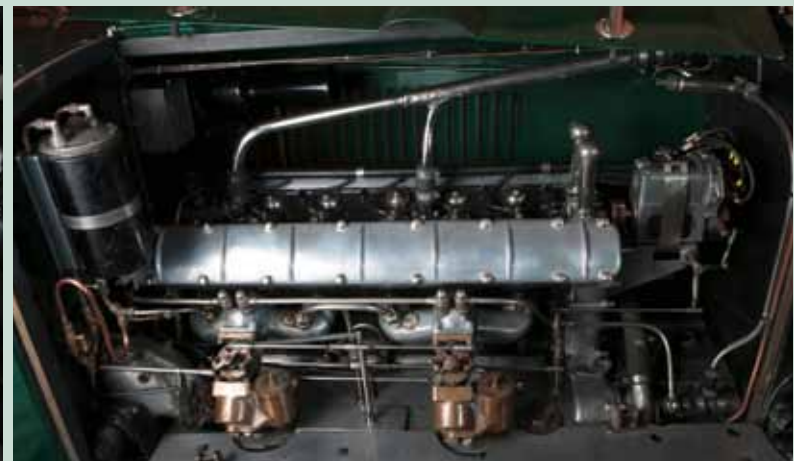
The chassis specification included a four-speed in-unit gearbox, torque tube back axle, semi-elliptic front suspension, cantilever rear suspension and four-wheel brakes. Producing anywhere between 90 and 120bhp, the Super Sports was capable of 90mph, making it one of the fastest production sports cars of the day.

This Sunbeam 3-Litre Super Sports was exported when new to Argentina, its first owner there being unknown. It is fitted with a deep radiator and a speedometer calibrated in kilometres, and has a unique four-seater touring body with two doors on the nearside. One E P Dillon of Buenos Aires owned the car in 1963 and it was believed to have been stored for 32 years having covered only 19,000 kilometres. In 1972 the Sunbeam was bought from H A Romallo and brought back to the UK by Colin Crabbe, then sold to Roger Gates. It next went to D Margulies Ltd and later that same year was bought by Frank Selwyn, who registered it as 'E 3511', this being the number of a 1921 16hp Sunbeam that had once belonged to the family. The car was sold at auction in December 1985 to one R Middleton, passing to John Zimble of Northamptonshire the following year and to the present owner in 2008.

Works carried out over the years have included upgrading the brakes with a vacuum servo in 1978 and rebuilding the engine with a new cylinder block in 1993, the latter being undertaken by Keith Taylor of Tectus Engineering while the Sunbeam 3-Litre Super Sports was in the meticulous care of John Zimble.

At the same time the car was fitted with a Derby Bentley overdrive, which makes it an excellent fast touring car. New Arias forged pistons were fitted in January 2004 while in January 2008 the radiator was rebuilt and nickel plated. More recently, the timing gears were replaced so their usual whining noise, which is a characteristic of 3-litre Sunbeams, is barely audible. There is a 3" thick file of receipts covering John Zimble's 20 years of ownership, including bills for the car's upkeep from Tectus, Holcombe Engineering and D H Day to name but a few. Clearly this is a car that has had no expense spared.

A perfectionist, present owner Professor Alan Richens has had the rear axle and transmission rebuilt, incorporating an STD Register 4:1 ratio crown wheel and pinion, and new hubs and brakes fitted all round, these works being carried out by marque specialists J C Engineering.



Last year Richards Brothers Wheel Services fitted new wire-spoked road wheels and splines, etc. Also benefiting from new shock absorbers, the car is now in first class mechanical order while the body and interior are excellent. It has to be one of the best Twin Cams currently available, possessing a delightful patina resulting from years of careful ownership. The accompanying history file is massive, containing numerous restoration receipts and other documentation, and the car also comes with old-style buff logbook, current MoT/tax and Swansea V5C.

One of only 305 manufactured between 1925 and 1930, this superb Sunbeam 3-Litre Super Sports Twin-Cam represents the very pinnacle of engineering excellence in the Vintage era. A wonderful opportunity to acquire a fine example of this most prestigious British marque, it exudes period charm and is eminently suitable for a variety of VSCC and other historic events - the perfect addition to any motor house.

£130,000 - 160,000

€150,000 - 190,000



326

1947 Allard M1 5.0-litre Drophead Coupé

Registration no. LTA 300

Chassis no. M1096

Engine no. 7212352

The unique Allard M1 offered here was first owned by a man of some stature in Devon, for Arthur Ferguson-Davie was not only a baronet but also a clergyman, an Army chaplain and an enthusiastic motorist. 'LTA 300' was supplied new by Hughes of Exeter, then one of the country's largest Ford dealerships and also an agent for Allard. This arrangement made sense as the major mechanical components of most Allards were supplied by Ford. The car was delivered finished in black with maroon upholstery.

Its original logbook reveals that the Allard first changed hands in November 1954, passing to inventor John George Pax Weatherlake, patentee of a novel type of sextant. 'LTA 300' was acquired in Somerset as a 'barn find' in 2006 by the current (third) owner, internationally renowned furniture designer Mark Wilkinson, OBE, though he had been aware of its existence for over 30 years. Mr Weatherlake generously parted with it as a gift. Complete but obviously requiring full restoration, the car was then totally stripped for inspection and assessment.

It was decided that the first step in the restoration should be to send the engine to the highly recommended H&H Flatheads in La Crescenta, California and to incorporate the kind of upgrades that Sydney Allard would have approved of. H&H's rebuild involved enlarging the engine to 5.0-litres capacity while other improvements included Red's Headers exhaust manifolds; bespoke stainless steel exhaust system with cast alloy fishtails; aluminium high-capacity radiator; Pacet thermostatically controlled electric fan; and a Mocal 16-row oil cooler.

On H&H's recommendation a rebuilt Ford C4 three-speed automatic gearbox was fitted. This transmission was often mated to the Flathead V8 as original equipment in the USA and adapters are readily available. The original manual steering column shift was removed and gear selection is now via a period-style Hurst Pro-Matic shifter. The gearbox too was fitted with an oil cooler, which was considered necessary to enable a period trailer to be towed. Unsuitable for the C4 automatic gearbox, the rear axle was replaced with a Ford 3.07:1 unit as found in the 1979 Ford Mustang GT, narrowed to suit, while the torque tube was replaced with a custom-made prop shaft.



The chassis was completely stripped, shot blasted, red oxide primed and finished with four coats of chassis enamel, prior to which it had been modified to accommodate the C4 transmission. The rear of the chassis was boxed in around the fuel tank and generally strengthened to facilitate the fitting of a removable tow bar, while the engine mounts were dropped 2" to lower the centre of gravity and improve under-bonnet clearance. Mounting points were provided for lap-type seat belts.

The suspension leaf springs were rebuilt; the kingpins and all bushes replaced at the front; and bespoke Pro-Tech 600-Series double-adjustable tubular dampers fitted in place of the original lever-arm type. The drum front brakes were replaced with ventilated discs and single piston callipers from a Suzuki Grand Vitara while the rear discs came from the front of a Grand Vitara diesel van. Dual circuit braking was accomplished via an ATE Mondeo 1" master cylinder, a remote dual fluid reservoir being mounted on the scuttle together with a Lockheed servo. All components were supplied by Combrake.

The car now has a stainless steel fuel tank and a Carter high-performance pump supplying two Stromberg 97 carburettors via an adjustable pressure regulator. A new wiring loom was fitted together with Cibie halogen headlights; an electric screen washer; and Lucas flashing indicators (the original semaphores were deleted). Beyond repair, the original rear lights were replaced with Lucas L542 items and reversing and rear fog lights added. A hazard warning system and indicator lights for high beam and the rear fogs were fitted also. All instruments and switches were rebuilt and re-calibrated by Speedy Cables.

The wheels were shot-blasted, trued, painted and shod with 600x16" Firestone whitewall tyres. Damaged wheel studs, replacements for which were not economically available, meant that all the original studs were replaced with M14s, the nearest metric equivalent.

As a spare wheel would swallow up much of the restricted boot space, the car was equipped instead with a Conti-Comfort quick repair/compressor system housed in a storage space created behind the drop-down access door carrying the rear number plate.

The bodywork was stripped, the aluminium panelling repaired as necessary and 90% of the original ash framework replaced. All woodwork was treated with preservative and any corroded steel panels carefully repaired. The body was reattached to the chassis with a closed cell neoprene strip sandwiched in between, and the voids between the frame and the aluminium cladding filled with fire-resistant structural foam. The front foot wells were deepened by 4" in order to avoid a potentially uncomfortable, virtually straight-legged driving position. The car was also fitted with bespoke running boards, which, in the opinion of most observers, significantly improved its appearance – 'tying it all together' as one of them put it.

The hood frame was reconditioned and carefully reshaped to improve its appearance, and then re-covered by Aerotrim of Westbury who were also responsible for the leather seats and interior trim, and the Wilton carpet. Comfort and safety are greatly enhanced by the provision of a Holden Vintage & Classic cockpit heater/demister. The original paintwork was black cellulose but is now a deep midnight blue two-pack, applied by Image Car & Commercial of Calne. All brightwork was refurbished and either triple-chromed or replaced. Holden Vintage & Classic and Paul Beck Vintage Supplies supplied miscellaneous items of trim, mirrors, etc. All superseded parts have been retained.

Completed in 2007 at an estimated cost of some £100,000, this no-expense-spared labour of love is described as in generally excellent condition and offered with sundry restoration invoices, the aforementioned original logbook, Swansea V5C document and a full account of the rebuild.

£35,000 - 40,000
€41,000 - 47,000





327

1948 Healey Duncan Sports Saloon

Registration no. DCL 274

Chassis no. to be advised

Engine no. B1953/N761



The Donald Healey Motor Company completed its first car in 1945, going into production the following year with the Elliott sports saloon and Westland roadster, both 2.4-litre Riley powered and featuring Healey's own trailing arm independent front suspension. For a time the Elliott was the world's fastest closed four-seater production car, clocking 110mph at Jabbeke, Belgium in 1947.

Chassis were also supplied to Duncan Industries Ltd of North Walsham, Norfolk until that company's closure in 1948, by which time an estimated 39 of the Riley-powered Healey variety (Duncan also bodied the contemporary Alvis chassis and those of other makes) had been completed. Approximately 15 of these Healey chassis were bodied as Drones, which were offered with only the bare minimum of rudimentary bodywork in order to keep the price down. The Drone's *raison d'être* was the 66% Purchase Tax levied on completed cars costing over £1,000 if they remained in the UK, a penalty calculated to encourage such cars to be exported. Sadly, relatively few Drones had been completed when Duncan Industries folded, fatally wounded by the swingeing levels of tax applied to its fully finished products.

This is all the more regrettable as the Duncan sports saloon with its aerodynamic, aircraft-inspired, pillar-less coachwork (designer Ian Duncan had worked for the Bristol Aeroplane Company during WW2) was one of the outstanding designs of the day and had been acclaimed on its debut at the Paris Motor Show.

It is estimated that of the 39 Duncan-bodied Healeys produced, some eight still exist in varying states of repair, six of which are sports saloons like that offered here. In 1962 this car was registered to D W Motors Ltd in Lowestoft, who in 1963 sold it to one J P Reilly of Metfield, Suffolk. Rodney Mulhurne of Ditchingham, Norfolk was its next owner (from 1975) followed by John George Walpole of Harleston, Norfolk. In 1993 the vendor's father acquired the Healey Duncan, which was now in a poor state of repair. David Wall, a specialist restorer, was commissioned to undertake its renovation, which was completed in 1996. Since then the car has been kept garaged in Norfolk, regularly maintained and occasionally taken to rallies. Recently serviced, this ultra-rare example of British automotive ingenuity is offered with sundry invoices, current MoT, Swansea V5 document and an album of photographs recording its renovation.

£18,000 - 24,000

€21,000 - 28,000



328

1951 Lagonda 2.6-Litre Drophead Coupé

Registration no. 575 MOF

Chassis no. LAG/50/267

Engine no. LB6/50/327

It's said that when David Brown acquired Lagonda in 1947 all he got was a famous name, a collection of engineering drawings and a handful of prototypes. And although Lagonda's chief engineer and designer, the great W O Bentley, quit the firm when Brown took over, he did leave behind the 2.6-litre, six-cylinder, twin-overhead-camshaft engine that would power the Aston Martin DB2 and the next generation of Lagondas.

Although it retained a separate chassis, W O's 2.6-Litre Lagonda was advanced in other ways, featuring independent suspension all round: by double wishbones and coil-springs at the front - a layout similar to that adopted on the DB4 - and semi-trailing arms at the rear where the brakes were mounted inboard to reduce un-sprung weight. It had been intended that the new Lagonda would exploit a perceived gap in the luxury car market between Jaguar and Rover at one end and Rolls-Royce and Bentley at the other. W O's design succeeded brilliantly in this, being able to carry five persons and their luggage at high speed and in great comfort.

One of Lagonda's, and David Brown's, greatest assets was stylist Frank Feeley, the man responsible for the Italianate flair of the DB2, and while Feeley's 2.6-Litre looked back nostalgically at the Lagondas of pre-war years, his prototypes produced on that chassis in the late 1940s hinted at the 3-Litre model to come.



A Mark 2 version arrived in the autumn of 1952 boasting revisions to body and interior, as well as a Jackall self-jacking system. Coachbuilders Tickford had begun to play an increasingly important role as body suppliers during manufacture of the 2.6-Litre and when the new 3-Litre model was announced in 1953, the Newport Pagnell firm assumed sole responsibility for body production.

Chassis number 'LAG/50/267' was supplied new via Brooklands of Bond Street to one Neville Hort Player of South Kensington, London and subsequently owned by Lt A P Robert, RN (see copy order form on file). The original registration was 'LXY 873'. In the early 1970s the Lagonda was acquired by the immediately preceding owner and used sparingly up to 1996, remaining unused thereafter. The current vendor purchased the car, which was offered for restoration, at Bonhams' Oxford sale in June 2012 (Lot 236). Mechanically re-commissioned (see invoice on file) it has been used sparingly throughout this summer and is offered for sale following the vendor's purchase of a Lagonda 3-Litre. Eminently deserving of further renovation, this handsome drophead Lagonda is offered with some expired MoT certificates from the 1990s, Swansea V5C document and MoT/tax to April 2014. A potentially most rewarding project. (It should be noted that the engine number stamped on the water pump is different from that recorded on the registration document).

£15,000 - 20,000

€17,000 - 23,000

**The following 3 Lots are sold in aid
of The Age Concern Charity**



329

1934 Austin 10hp Lichfield Saloon

Registration no. AVU 638

Chassis no. G46721

Engine no. IG47698

Introduced in the spring of 1932, the Austin 10hp would prove an outstanding sales success, out-selling every other Austin - including the Seven - from 1933 to 1939. Powered by a 21bhp sidevalve four, the Ten delivered 50mph-plus performance while bettering 30 miles per gallon. The four-speed gearbox was equipped with synchromesh for 1934 while 12-volt electrics were standardised at the same time. The model was updated for 1935 much in the manner of other Austins, gaining a cowled radiator and projecting boot. An older restoration with tidy, re-trimmed interior, this example was purchased by the current vendor from the Classic & Sportscar Centre of West Knapton, Yorkshire in December 2010 having covered over 3,000 miles in the preceding seven years. The car was described as a 'lovely driver with engine holding very good oil pressure', running well with 'impressive performance, pulling nicely through all four gears' and happily cruising at 35mph 'with no problems'. It appeared to be in very good mechanical order with 'no brake, handling or steering issues' and according to the current vendor is in similarly good condition today. Regularly used since acquisition, it benefits from partial rewiring undertaken in March 2013 by Britannia Motors. The car is offered with MoT to March 2014 and Swansea V5 document.

£3,000 - 5,000

€3,500 - 5,800

No Reserve



330

1970 Jaguar XJ6 4.2-Litre Saloon

Registration no. 3225 MY

Chassis no. 1G6527DN

Engine no. 7G1067885

Formerly part of the Black family's Yorkshire Car Collection, this XJ6 passed into the ownership of Stephen Battye in 1985 when he bought the YCC Collection, which became known as the Skopos Motor Museum. While at the Museum the car was the subject of a complete restoration, which was undertaken in its Batley workshop between 1998 and 2005 under the supervision of Michael Tuero. The Skopos workshop was well thought of, undertaking work privately as well as looking after the Museum's cars. It is understood that the rebuild involved a total strip-down, body rust proofing and a bare-metal repaint, changing the colour to silver metallic. A 3.31:1 ratio rear axle with limited-slip differential was installed and by this time the car - originally a 2.8-litre model - had been upgraded with a 4.2-litre engine, manual/overdrive gearbox and 'pepper pot' wheels. Other works included refurbishment of the original interior leather; flushing and sealing the fuel tanks; rebuilding the fuel pumps; overhauling the braking and suspension systems; and renewing the tyres and battery. In July 2011 '3225 MY' passed to a new owner, being kept in warm, dry storage thereafter. Expired MoTs on file indicate that some 14,500 miles were covered between the rebuild's completion in 2005 and February 2013. The total recorded mileage at time of sale is expected to be around 60,000. The car is offered with MoT to February 2014 and Swansea V5C.

£4,000 - 6,000

€4,700 - 7,000

No Reserve



331

1928 Morris Cowley 11.9hp Tourer

Registration no. SV 6145

Chassis no. 246471

Engine no. 277422

One of the best known and most readily recognised vintage cars, the 'Bullnose' Morris had its roots in the Edwardian era. The first 'Oxford' examples, fitted with 8.9hp White & Poppe engines, were manufactured in 1913, embodying Morris' successful formula of offering technically unexciting but well built and well equipped cars at a bargain price.

Closely related to the Oxford, the cheaper Cowley used the American-built Continental engine at the time of its introduction in 1915, rather than the Oxford's expensive White & Poppe unit, before switching to one made by Hotchkiss' Coventry subsidiary in 1919. A close copy of the preceding Continental, the Hotchkiss engine was made in 1,495cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923. A reputation for quality and a drop in price saw the 'bullnose' Cowley established as Britain's most popular car by the early 1920s. The adoption of a flat radiator and an increase in the 11.9hp model's engine capacity to 1,548cc were the biggest changes made for 1927, the mechanicals continuing much as before apart from a new semi-elliptically sprung chassis.



All-steel bodies began to be phased in and four-wheel brakes became standard equipment after 1927. Testing a Cowley that year, *The Autocar* found it necessary to bear the price in mind: 'This is not so much because it is necessary to make allowances, but because the performance and general manners of the car would do credit to a much more costly and ambitious production.'

Little is known of the early history of this particular Cowley, which was purchased in 2005 from Andrew Harvey via the Classic & Sportscar Centre of West Knapton, Yorkshire, who had carried out an engine rebuild. Restored at date unknown, it is believed to have had only six owners from new. 'SV 6145' presents and drives very well and comes complete with hood and side screens. An ideal 'starter' car for Vintage motoring, ready to drive away, it is offered with sundry bills, MoT to February 2014 and Swansea V5C document.

£8,000 - 12,000

€9,300 - 14,000

No Reserve

End of Collection



332

Left-hand drive

1973 Citroën DS23 Pallas Saloon

Registration no. 7013-PS-40 (France)

Chassis no. 00-FE-7394

Just as it had done 21 years previously with the revolutionary 'Traction Avant', Citroën stunned the world again in 1955 with the launch of the futuristically styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch and steering.

No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in present-day top-of-the-range models. The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed manual gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron.



Right-hand drive versions were assembled in England at Citroën's Slough factory up 1966, whereupon manufacture of all RHD models reverted to France. By the time production ceased in April 1975, more than 1.3 million of these wonderfully idiosyncratic cars had been built.

Built to top-of-the-range Pallas specification, this left-hand drive DS23 has the powerful 2.3-litre engine and the desirable five-speed manual gearbox. The current owner bought the car from the original purchaser at 117,800 kilometres (approximately 73,150 miles) and has driven it a further 6,800-or so miles (circa 11,000 kilometres) since then. Carried out by marque specialists, regular maintenance has included restoration of the boot area; restoration of the roof and repainting in black (2000); anti-corrosion treatment of the body and a re-spray (2012); and replacing the drive belts and front brake discs/pads.

Described as in generally good condition, this beautiful example of one of the 20th Century's most enduring automotive style icons is offered with sundry restoration invoices, old-style French Carte Grise and current Contrôle Technique.

£16,000 - 20,000

€19,000 - 23,000



333

1975 Porsche 911 2.7-Litre Coupé

Registration no. LYL 80P
Chassis no. 9116300772
Engine no. 6369169

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 engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0-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, the latter easily distinguishable by its Fuchs five-spoked alloy wheels and featuring a heavily revised engine. A lengthened wheelbase introduced in 1969 improved the 911's sometimes wayward handling, and then in 1970 the motor underwent the first of many enlargements, from 2.0 to 2.2-litres.

In 1974 all 911 variants received the 2.7-litre unit, hitherto reserved for the Carrera, when the latter went to 3.0-litres. Although in non-Carrera tune the 175bhp (DIN) 2.7-litre unit made slightly less power than the old '2.4', it had been skilfully reworked to produce significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled to tolerance of low-lead petrol, vastly superior fuel consumption and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.



Originally delivered with unloved Sportmatic semi-auto transmission, this right-hand drive 911 was fitted with the current and contemporary Type 915 five-speed manual gearbox by a previous owner. A matching numbers car with factory-fit electric-sunroof, 'LYL 80P' comes with Porsche certificate confirming manufacturing details, while bills dating back to 1989 relate to maintenance and restoration. During the vendor's ownership various modifications have been corrected and improvements made, including re-trimming the front seats (originally tweed vinyl) in full leather, installing new carpets and headlining, and fitting period-correct Fuchs alloy wheels and OEM fog lamps (though impressive, the '911S' badge on the engine cover is inaccurate). The result is a tastefully renovated and very correct 1970s 911, which has become quite rare.

Circa 65,900 miles have been covered from new and the 2.7 engine is said to start and run well, while the clutch was replaced only 4,000 miles ago. Recorded by a series of images on a CD within the history file, the renovation was completed in March 2013, although the mirrors have yet to be 'powered' and are currently inoperative. Offered with sundry invoices, current MOT and Swansea V5C registration document, this 911 can be enjoyed as is - in classic 1970s 911 spec - or could always be enjoyed as the bodily restored basis for an 'RS Evocation' from the same era.

£24,000 - 28,000
€28,000 - 33,000



334

1959 Messerschmitt KR200 Microcar

Registration no. 558 YUR

Chassis no. 73202

Engine no. 3473836

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style.

Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards!



Later models carried the diamond-shaped FMR badge, standing for Fahrzeug und Maschinenbau GmbH Regensburg. Production ceased in 1964 after some 30,000 KR200s had been made.

This FMR-type Messerschmitt KR200 was exported new to Australia and imported into the UK as a restoration project circa 2003. Fully restored to original specification over the course of the last ten years, it is offered fresh from completion and presented in commensurately good condition.

Finished in yellow with blue vinyl interior trim, this beautiful Kabinenroller is offered with sundry restoration invoices, Messerschmitt Owners' Club dating certificate, current road fund licence and Swansea V5C document (an MoT certificate is no longer required for vehicles of this age).

£16,000 - 21,000

€19,000 - 24,000



335

1992 Ford GT40 Coupé Re-creation by Replica Sportif

Registration no. JGC 686C

Chassis no. KCC 032 GT 4087

Engine no. BG0223/0F15C603-9012C

This right-hand drive GT40 was professionally built in 1992 by a company in South Africa specialising in GT40 replicas. It is the fifth GT40 built by Replicar Sportif and was first registered in 1993 to Tai Krige, the famous South African international award-winning director of commercials, documentaries and feature films. After six years in Krige's ownership, the car was exported to the UK where it is registered as a 'Ford GT 40'.

Built to very high standards, the car is believed to be based on a KVA kit and has quality glassfibre mouldings, while the chassis is a fully triangulated space-frame with aluminium cladding. Wherever possible, genuine Ford parts were utilised to facilitate maintenance and upkeep. KVA bodyshells were produced from moulds taken from original GT40s and are recognised as among the most accurate around, being used by many other manufacturers of GT40 replicas.

Luxuriously finished, the car has been carpeted, upholstered in leather and Alcantara, and equipped with air-conditioning, the latter fitted with discreet controls. This particular GT40 has benefited from experience gained in building the preceding four and incorporates many improvements including strengthened suspension, improved gear change, vibration-free engine mounts and an authentic 180-degree tuned-length exhaust system. Information supplied states that it is fitted with a high-output Ford 302ci (5.0-litre) V8 built by Johan Liebenburg of Cobracore Engineering, Booyens, SA, blueprinted and mated to an Audi five-speed transaxle with over-sized CV joints.



The engine specification includes ported cylinder heads, long duration high-lift camshaft, high-compression pistons, and chrome-moly pushrods and guide plates.

Suspension follows the pattern of the original, being independent all round (adjustable at the rear) while the brakes feature ventilated front discs and solid rears. The period-correct split-rim wheels are lightweight three-piece Compomotive Halibrands. We are advised that the car is extremely quick, sure-footed and tractable around town, with light steering and a precise gear change. A cherished registration dating from 1965 adds to the authentic look.

South Africa's dry climate has helped preserve the GT40 in generally good condition, as has on-going maintenance and improvements. Built 20 years ago, it has the patina that comes with age and the look and feel of a mid-1960s road/race car. The odometer currently reads 18,350 kilometres (approximately 11,400 miles) - relatively low for the car's age but high enough to show that it has been driven and appreciated.

Taxed until end of June 2014 and the MoT'd to July 2014, the car comes with Swansea V5C document and is ready to be used and enjoyed. Indeed, the fortunate new owner might care to drive it to the Goodwood Revival meeting in the week following the auction, where the 50th Anniversary of the Ford GT40's development will be marked by a unique one-model race.

£25,000 - 30,000

€29,000 - 35,000



336
31,900 miles from new
1981 Jaguar XJ-S V12 HE Coupé

Registration no. MYX 656X
 Chassis no. SAJJWAEW3BG105541
 Engine no. 183900



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 debuted at the 1976 Frankfurt Motor Show as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. 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 new 'Fireball' cylinder heads, designed by Swiss engineer Michael May, this more fuel-efficient unit enabled the top-of-the-range XJ-S to meet tighter worldwide emissions legislation.

Combined with a higher (2.88:1) final drive ratio, the result was an improvement in fuel consumption of up to 20% at some engine speeds, a figure of 27.1mpg being claimed at a constant 56mph and 22.5 at 75mph. It's worth noting that these figures applied to the automatic transmission version, which with a top speed of 155mph was the world's fastest 'slush pumper'.

The automatic XJ-S offered here is one of the very first of these improved V12 HE models equipped with Fireball cylinder heads and the substantially revised interior introduced at the same time. This immaculate example was supplied new by Stratstone London and then exported to Jersey by the first owner. In 1985, it was sold to the second owner, a senior director with Nat West, Guernsey, who later retired with it to the Isle of Man. In 2001 the car was sold to the third owner having covered 21,000 miles by that time.

In 2010 the vehicle was brought back to the mainland by a renowned Jaguar specialist and subsequently acquired by the current owner for his small private collection. Since then the Jaguar has only been used for 'special' days and always safeguarded within professional classic car storage. The mileage to date is 31,900. Accompanying documentation includes the original handbook, service book, Supercar guide and sales brochure; Jersey and Isle of Man registration documents; sundry service bills; current MoT certificate; and Swansea V5C document. Described as in generally excellent condition, the car is currently taxed and comes complete with an unused Jaguar toolkit and spare keys.

£9,000 - 12,000

€10,000 - 14,000



337

Left-hand drive & only 10,400 miles from new
1986 Alfa Romeo Spider 2.0

Registration no. C812 OTW
 Chassis no. ZAR11538002484148

A modern classic by Pininfarina, the simple-yet-elegant Spider bodywork premiered on the 1966 Duetto would prove enduringly popular, lasting on into the 1990s. The Spider's mechanics were essentially those of the Giulia saloon, comprising independent front suspension, coil-suspended live rear axle and four-wheel servo-assisted disc brakes, while the engine was the Sprint GTV's 1.6-litre, double-overhead-camshaft four.

The Duetto was produced for just two years before being superseded by the 1.8-litre '1750' Spider Veloce, the latter lasting until the advent of the 132bhp 2000 model in 1970. Wind tunnel testing resulted in the 2000, and final 1750 models, sporting a drag-reducing Kamm tail, while other improvements included bigger brakes and a limited-slip differential. Outstanding speed, acceleration and handling were all characteristics of this class-leading model, which nevertheless possessed a quite remarkable docility, even at high speeds.



Finished in silver with grey vinyl interior, this left-hand drive Spider 2.0 was first registered to a Monsieur Philippe Gutkin in France and kept at his villa on the French Riviera as a holiday car. During his ownership the Alfa covered fewer than 10,000 kilometres. In 2003 the vehicle was purchased by its second owner, an English gentleman, and although registered in the UK was still kept abroad in France and Spain until 2008. It then returned to the UK and was placed in classic car storage due to the owner's health before being acquired as part of a small private collection.

The current odometer reading is 16,800kms (approximately 10,400 miles). Described as in generally excellent condition, the car is currently taxed and comes with MoT to February 2014 and Swansea V5. The substantial history file contains the original service book, owner's handbook and sales brochure, British and French registration documents, assorted expired MoT certificates and various invoices detailing recent servicing.

£10,000 - 15,000
€12,000 - 17,000



338

Formerly the property of the late John Entwistle of 'The Who'
1980 Rolls-Royce Silver Shadow II Shooting Break

Registration no. to be advised
 Chassis no. SRH0040422



'In short: these cars combine advanced engineering and safety specifications with traditional Rolls-Royce standards of craftsmanship. In the manner of their performance they are as revolutionary as the Silver Ghost was 59 years ago,' announced Rolls-Royce on the launch of the Silver Shadow and Bentley T-Series.

Introduced in 1965, the newcomers represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction. 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. The Silver Cloud II's well-tryed, 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. For 1973 the front suspension sub-frame was redesigned, enabling radial tyres to be fitted without compromising ride quality, and later that year 'impact-resistant' bumpers - another US requirement - were standardised. Introduced in 1977, the revised Shadow II featured power-assisted rack-and-pinion steering and split-level air conditioning among many improvements.

There was never, of course, an official factory-bodied estate version of the Shadow but that did not deter those wealthy enough from commissioning their own, this example being created at the behest of the late John Entwistle, legendary bass guitarist with 'The Who'. The coachbuilder is not known, but eight years ago Bonhams sold a similar car that had been converted by FLM (Panelcraft) Ltd of South London.

The current vendor purchased this car from John Entwistle's wife via Hanwells in West London seven years ago and then sent it to Coway coachbuilders in Bolton to be totally refurbished. The car has been kept at an estate in Perthshire, Scotland where it was mainly used for grouse shooting, and has been garage stored in a 'bubble' to maintain ideal air temperature. It has been routinely serviced by Alastair Scott of Abernethy, Perthshire, a recognised Rolls-Royce mechanical engineer, and over the last over seven years has not given any trouble. The car is offered with sundry restoration invoices, current MoT/tax and Swansea V5C registration document.

£12,000 - 16,000

€14,000 - 19,000



339

Only 6,000 miles from new **1991 Honda NSX Coupé**

Registration no. H910 NDA
Chassis no. JHMNA12600T001037
Engine no. C30A4-1000151

Honda's first - and so far only - supercar, the NSX set new standards for the class on its arrival in 1989, possessing the expected stupendous performance while remaining as civilised and easy to drive as the average family hatchback. The Japanese manufacturer had first signalled its intentions back in 1984 when it displayed the Pininfarina-designed HP-X concept car, yet few would have believed that its first attempt at building a Ferrari-beater would prove so successful. Honda was already committed to Formula 1, supplying engines to the all-conquering McLarens of Alain Prost and Ayrton Senna, and was able to call on the latter to assist in developing the NSX, which is the only road car ever to benefit from the great Brazilian driver's expertise. The result was a car that wowed the motoring press when the scribes first got their hands on a pre-production prototype in the summer of 1989.

'Honda has bridged the gap between invigorating supercar and friendly sports car,' enthused Car magazine's Gavin Green. 'It will bring a whole category of car into the reach of those who can't afford Ferraris or Lamborghinis. The Japanese, it seems, have opened the door to Europe's remaining automotive secret.'



Despite being developed during F1's turbo era, the NSX's 24-valve 3.0-litre V6 engine was normally aspirated. Equipped with the new VTEC variable valve timing system, the all-alloy unit produced 270bhp initially, which was good enough for a top speed of 168mph and a 0-60mph time of less than six seconds. Those performance figures put the NSX on a par with Ferrari's 348GTB, but in terms of comfort, ergonomics, driving dynamics and build quality, the NSX was in a different league entirely. Sadly, this superiority was not translated into sales, and by the time production ceased in 2005, fewer than 20,000 NSXs had been sold.

A desirable pop-up headlamp model (later versions had fixed lamps) this right-hand drive NSX was ordered in August 1990, and the deposit paid, by the Patrick Collection, this being some six months prior to the NSX's launch and 15 months before delivery. Finished in silver with black leather interior, the car has the optional automatic transmission and is said to be in 'as new' condition, having covered circa 6,000 miles. It comes with full history and all MoTs (16) together with the original purchase invoice and dealer correspondence, and was serviced recently by a specialist (see rolling road verification and printout on file). Offered with MoT to April 2014, old-style logbook and Swansea V5, 'H910 NDA' represents a rare opportunity to acquire one of the defining supercars of the 1990s at relatively modest cost.

£25,000 - 30,000

€29,000 - 35,000



340

1990 Porsche 928 S4 Coupé

Registration no. UIB 1942
Chassis no. WPOZZZ92ZLS841247
Engine no. 81L51467



Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an upmarket replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling.

The front-engined 928's stylish hatchback body used aluminium for the doors, bonnet and front wings in the interests of weight saving, while ingenious impact-resistant 'bumpers' made of colour-matched plastic were incorporated in the nose and tail. The V8 engine – Porsche's first – displaced 4.5-litres and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options.

In 1979 the 928S with 4.6-litre engine arrived and then in 1986 the model was further revised and restyled, becoming the 928 S4. Its engine producing 320bhp courtesy of twin-cam, 16-valve cylinder heads and enlargement to 4,957cc, the S4 enjoyed a welcome top speed boost to over 160mph.

The UK launch price was £46,534. Porsche has not made anything like the 928 since its deletion in 1995 and today this underrated modern classic is increasingly seen as offering exceptional value for money.

This automatic transmission 928 S4 was supplied new in the UK and registered in Northern Ireland from 1990 to 1998, since when it has been registered in mainland UK. The car comes with full Porsche and independent specialist service history consisting of the service booklet (16 stamps), sundry invoices and a quantity of expired MoT certificates. The present recorded mileage is 112,500.

Restored over the last two years, the car is described as in generally very good condition and offered with the aforementioned service history, current road fund licence, MoT to 27th September 2013 and Swansea V5 document. Porsche 911 Turbo wheels are the only notified deviation from factory specification.

£8,000 - 10,000
€9,300 - 12,000



341

1974 Ford Escort Mk1 RS2000 Rally Car

Chassis no. BFATTP70041



It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968, when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. Ford customers could choose between GT and 1.6-litre Twin Cam or - later on - RS1600 and Mexico models.

Manufactured at Ford's Advanced Vehicles Operations plant, the latter pair were closely related, the Mexico being, in effect, an RS1600 fitted with a 1.6-litre ohv 'Kent' engine in place of the RS1600's 16-valve Cosworth BDA. Both models had shortcomings: the Mexico being not fast enough for many while the 'homologation special' RS1600, although very quick, was expensive to produce and required careful maintenance. The answer lay in a new model: the RS2000. Powered by the 2.0-litre single-overhead camshaft 'Pinto' engine, the RS2000 was a huge success, proving quicker than the Mexico and easier to live with than the RS1600.

Registered in France before being brought to Belgium, this Escort RS2000 was bought by the last owner in 2011 and in 2012 was completely restored by historic rallying specialists Glory & Legendary in Brussels, though there are no supporting invoices for the work. The rebuild included up-rating the engine to produce 170bhp while the interior has been fitted with a roll cage and OMP competition seats.

The car has been driven only 200 kilometres since the rebuild and is described as in generally very good condition and ready to rally. Raced previously, the Escort is offered with FFSA (Fédération Française du Sport Automobile) papers and passport, Ford Motor Company Certificate of Conformity, Belgian import documents and Belgian certificate of title.

£18,000 - 22,000

€21,000 - 26,000



342

Circa 22,800 miles from new
1963 Jaguar E-Type 3.8-Litre Coupé

Registration no. DAP 78B
 Chassis no. 861090 V5315
 Engine no. RA6958-8



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

Although conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. Aerodynamically, the Coupé was superior to the Roadster and 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.

This right-hand drive 'Series 1' coupé was imported from South Africa in 2001 and acquired by the current owner in December that year, since when it has hardly been used. We are advised that the car has had only three owners and has covered a believed-genuine 22,800 miles from new, while there are bills on file relating to restoration works carried out between July 1979 and August 1981.

It is reported that there is very little evidence on under-body rust and no signs of welding, though the presence of bubbling paintwork on the doors indicates that new skins are required. Finished in blue with grey interior, the latter described as excellent, the car is offered with the aforementioned restoration bills, current MoT/tax and Swansea V5C document.

£40,000 - 45,000
€47,000 - 52,000



343

1969 Mercedes-Benz 280SL Convertible

Registration no. MER 620H
Chassis no. 1130442011204
Engine no. 13098322007002



'Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230SL in 1963, is the same as ever, just better,' concluded Road & Track after testing a 280SL in 1968. 'For those who value engineering finesse and high quality construction, it's alone in the field,' enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL, 'a Grand Tourer in the traditional sense' and 'a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally).'

These attributes help explain the 280SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280SL's essential user friendliness broadened its appeal beyond the traditional sports car-enthusiast market; many celebrities and film stars owned 280SLs and only a few years ago Bonhams sold that belonging to Oscar-nominated actress Leslie Ann Warren.

The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250SL's. The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This automatic transmission 280SL is equipped with the bench rear seat making it a '2+2'. The car has been owned by the same family for the last 19 years and during that time has been well maintained, including a bare metal re-spray. Recent work has seen the steering drag link, track rod ends, silencer, brake pads and brake master cylinder replaced. The convertible top is new and in very good condition, and the car also comes with a very good hardtop, Covercraft custom-made cover and unused tonneau in its original pouch. Described as in generally very good/excellent condition, this desirable 280SL 'Pagoda' is offered with sundry bills, current MoT and Swansea V5.

£35,000 - 40,000

€41,000 - 47,000



344

1959 MGA 1600 Roadster

Registration no. 26 XMY
Chassis no. GHN80347
Engine no. 16GC-U-H-6560



Although the EX182 prototype debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalised, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine. Initially the latter produced 68bhp at 5,500rpm, although this was later raised to 72bhp at the same revs to further improve performance.

Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

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

This MGA 1600 roadster was purchased two years ago by the vendor from marque specialists Abingdon Sportscars, who had restored it in 2005/2006 at a cost of circa £14,000. Since acquisition '26 XMY' has been maintained regularly by a specialist, covering some 4,000 miles, and is described as in generally good condition. Finished in Old English White with red leather interior, the car is offered with old-style logbook (part), current MoT/tax and Swansea V5 registration document. AccuSpark electronic ignition is the only notified deviation from factory specification.

£17,000 - 20,000

€20,000 - 23,000



345

Left-hand drive

1954 Chevrolet 3100 Half-Ton Pickup Truck

Registration no. 782 YUM

Chassis no. 0058033F55X

Engine no. 010R6810

Nowadays an integral part of American popular culture, the pickup truck has come to be thought of as the 20th Century equivalent of the cowboy's horse. Once viewed as strictly utilitarian commercial vehicles, they were seized on as ideal candidates for customising and hot-rodding in the post-war era, and today, like so many fashions that start in the USA, enjoy a cult following worldwide. Having introduced its first pickup in 1918, Chevrolet overtook chief rival Ford, albeit briefly, as the USA's number one producer in the 1930s thanks to its policies of technical innovation and aggressive marketing - Chevrolet was among the first to offer synchromesh transmissions and hydraulic brakes on its pickups as well as an extensive range of colours.

By 1939 Chevrolet offered no fewer than 45 different trucks on eight alternative wheelbases and in capacities ranging from a half to one-and-a-half tons, all of them powered by the classic 'Stovebolt' 3.5-litre overhead-valve six. The first post-war redesign of the truck range was introduced on the 1947 line-up and the second for the '54 season when a one-piece windscreen was introduced and the five-bar front grille replaced by one featuring a full-width central bar and vertical division.



First registered in 1955, this Chevrolet 3100 half-ton pickup has the 235ci (3.8-litre) overhead-valve, six-cylinder 'Thriftmaster' engine and three-speed manual transmission. The vehicle had been registered in San Diego, California and was imported into the UK in March 1997 by Steve Mason, Specialist Car and Motorcycle Imports on behalf of Mr J Willcocks of Dorking. We are advised that there was no rust or rot, and that the original mechanicals were in good order. There was accident damage to the right-hand front wing and front grille, which was subsequently repaired by the current vendor. Mr Willcocks began to restore the Chevy but the project was not completed (see photographs on file).

The truck was purchased as a project by the current owner in April 2003. Its restoration to original specification commenced in 2007 and was finished in August 2012. Described as in generally good condition, this classic Chevrolet pickup truck is offered with sundry restoration bills, current road fund licence, recently expired MoT (August 2013) and Swansea V5C document. Electric windscreen wipers and a stainless steel exhaust system are the only notified deviations from factory specification.

£15,000 - 20,000

€17,000 - 23,000

The Cottesmore Collection



346

c.1927 Aster 21/60 Tourer Project

Registration no. YT 5519

Chassis no. G261S263

Engine no. 5927WS381



The British-built Aster originated in 1922 when what had been the Begbie Manufacturing Company of Wembley, North London began making cars under that name, having been licensed to make Aster engines since the mid-1900s. Originally known as 'Aster-Wembley', the British based enterprise became the Aster Engineering Company in 1913 and during The Great War produced aero engines. With the war over, its proprietor Sydney D Begbie, like many other engineering entrepreneurs on both sides of the Channel, was forced to diversify in the face of a sudden decline in demand for his wartime products. Like André Citroën in France he turned to motor manufacturing, introducing the first British-built Aster motor car in 1922.

Aster's first offering was the luxurious 18/50hp model, which was powered by a 2.6-litre overhead-valve six-cylinder engine coupled to a four-speed gearbox. Priced at £605, the Aster was a very exclusive purchase. The Duke of York, later King George VI, was the most high-profile among a growing list of discerning clients. In 1924 the Aster engine was enlarged to 2,890cc for the 20/55 model, and then to 3,042cc in 1926 for the 21/60, which was offered alongside the sleeve valve-engined 24/70.

In 1927 Aster merged with Arrol-Johnston. Production moved to the latter's factory at Dumfries and the marque name changed to Arrol-Aster. This reorganisation was not enough to save the firm and in 1929 the receivers were called in, though production did not finally end for another 18 months. It is estimated that prior to the move to Scotland only some 170-or-so Aster motor cars had been built.

One of only two Asters known to survive, this open tourer was bought from respected dealer Jeremy Wade of Shropshire in May 1995 having previously been in the USA. The rationale was that as the present owner already had the Coupé, they might as well buy the Tourer and restore it - bearing in mind no other Asters appear to exist. Some work was undertaken, notably to the chassis, engine, running gear and body while the suspension, paint and interior still require attention. All brightwork with the Aster has already been re-plated. The car is offered with a ring-bound folder containing USA-related history, MoTs from early the 1990s, copies of manufacturer's brochures, a list of models and technical specifications, Swansea V5C document and copy of Mr Wade's purchase invoice.

£8,000 - 14,000

€9,300 - 16,000

No Reserve



347

1924 Aster 18/50hp Coupé with Dickey Seat

Registration no. NN 7024

Chassis no. 133

Engine no. 5278W

Originally known as 'Aster-Wembley', the British based enterprise became the Aster Engineering Company in 1913 and during The Great War produced aero engines. According to Grace's Guide, its proprietor Sydney D Begbie had worked as the 'Resident Engineer' at Aster's St Denis factory during the 1900s having commenced motoring in 1895. He was a keen sportsman and at one time held many world records for cycling.

With the war over, Begbie, like many other engineering entrepreneurs on both sides of the Channel, was forced to diversify in the face of a sudden decline in demand for his wartime products. Like André Citroën in France he turned to motor manufacturing, introducing the first British-built Aster motor car in 1922. Aster's first offering was the luxurious 18/50hp model, which was powered by a 2.6-litre overhead-valve six-cylinder engine coupled to a four-speed gearbox. Of 126" (3.2m) wheelbase, the chassis featured a spiral bevel rear axle, semi-elliptic front springs and cantilever rear springing, and was priced at £605 making it a very exclusive purchase.

Four-wheel brakes were optional at first, standard from 1924. Tested by the RAC, an Aster 18/50 covered 2,000 miles at an average speed of 44.17mph with a fuel consumption of 21.7 miles per gallon. The Duke of York, later King George VI, was the most high-profile among a growing list of discerning clients. In 1927 Aster merged with Arrol-Johnston.



Production moved to the latter's factory at Dumfries and the marque name changed to Arrol-Aster. This reorganisation was not enough to save the firm and in 1929 the receivers were called in, though production did not finally end for another 18 months. It is estimated that prior to the move to Scotland only some 170-or-so Aster motor cars had been built.

One of only two Asters known to survive, this extremely rare quality car was delivered new to one Ralph Cooper of Mansfield, who displayed it for a while during the 1950s at the Brighton Motor Museum. The current vendor purchased the car at Brooks' Olympia Sale in April 1995 (Lot 678). At that time it was stated that it had been in the then owner's hands since 1987, completing a number of rallies, including the 1993 Gordon Bennett, while in his care. 'NN 7024' was described as in generally good condition, with engine very good, benefiting from a magneto refurbished in 1993 and a new clutch and crown wheel and pinion fitted in 1988. A fuel pump and flashing indicators had been fitted but otherwise the car was said to be to original specification.

Hardly used since acquisition, this fabulous Vintage coupé is beautifully proportioned and incorporates a number of delightful features such as the working interior vanity/reading lights. The car is offered with an extensive history file containing drawings, photographs, correspondence, expired MoT certificates, Swansea V5C document, fresh MoT and an old-style logbook.

£18,000 - 24,000

€21,000 - 28,000

348

1937 Alvis 4.3-Litre Drophead Coupé

Registration no. ASF 458

Chassis no. 13639

Engine no. 14219

Pre-war development of the six-cylinder Alvis culminated in the announcement of the 4.3-Litre in August 1936. The 4.3-Litre was based on the 3.5-litre Speed Twenty Five introduced the previous year and was powered by an enlarged version of Alvis's new seven-bearing, overhead-valve engine producing 137bhp. The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes.

Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph. Sturdily built and endowed with a generous wheelbase, the Alvis Six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs. Only 198 cars had been delivered when the outbreak of WW2 stopped production.



Chassis number '13639' was originally bodied by Alvis's Coventry neighbours Charlesworth as a four-door saloon. Sold via Galts of Glasgow, the car was first owned by one Robert Reid of Edinburgh, Scotland and in the early/mid-1970s was exported to the USA, returning towards the end of the 1980s (see Alvis 4.3-Litre Register extract on file). Subsequent private owners were, in order: Terence Tratalos of Mobberley, Cheshire; Peter Chapman of Altrincham, Cheshire; and Dr Eric Marsden of Billings, Lancashire. Following Dr Marsden's death in September 1993 the Alvis was acquired for the Cottesmore Collection.

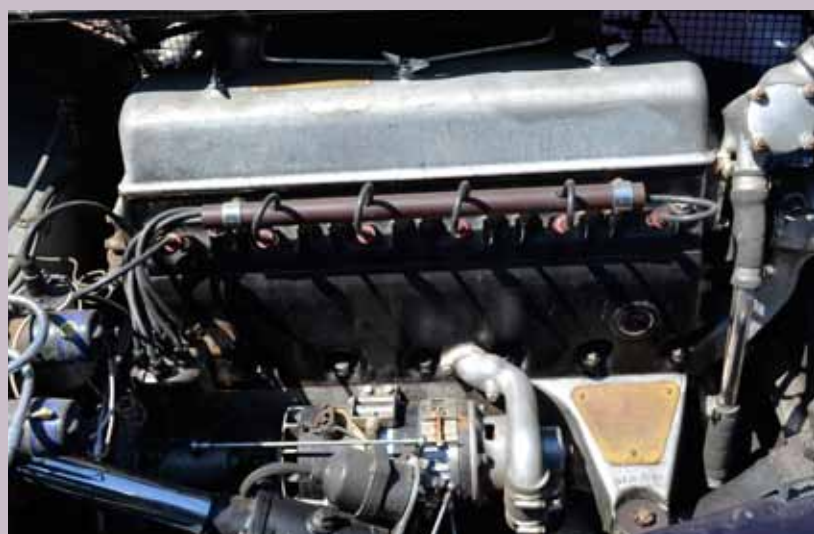
The Register records that the engine was rebuilt by Nick Simpson in 1996 immediately prior to the car's participation in the Monte Carlo Classic, in which it finished 2nd in the Grand Touring Class. The vendor continued to develop the Alvis for rallying and entered the 1997 Monte Carlo Classic. A photograph of 'ASF 458' taking part appeared later on the cover of the *Alvis Owners' Club's* magazine.

In 2000 the Alvis suffered an extensive fire on the Classic Malts Rally, caused by an exploding rear brake drum that pierced the fuel tank. A report and photograph of the damaged car appeared in *The Automobile* magazine's July 2000 edition, showing the body destroyed from the bulkhead back. This apparent disaster gave its owner the opportunity to restore 'ASF 458' to his own specification as a bespoke special rally car. The wheelbase was shortened, a Gurney Nutting-style two-door drophead coupé body designed, and extra cooling louvres cut into the bonnet; even the fuel filler was modified to cope with full-on cornering.

The rebuild was completed early in 2003 and the Alvis continued its rallying career in its new soft-top configuration, often with great success. 'ASF 458' has participated in the Flying Scotsman, Classic Malts, Maroc Classic and Monte Carlo Challenge. A rather apt Phoenix mascot adorns the radiator. Its condition is best described as mechanically 'spot on', with overall good bodywork, paint and interior. The car comes with numerous photographs and articles, a quantity of expired MoTs and Swansea V5C document, and will be freshly MoT'd in time for sale.

£60,000 - 70,000

€70,000 - 82,000



349

1939 Lagonda 4½-Litre LG6 Drophead Coupé Coachwork by Lagonda

Registration no. MG 6694

Chassis no. 12357

Engine no. LG6/497/S4

Body no. Y558

'(The) much improved '4½'... comes up to expectations... It is doubtful whether a fast car has ever been made so steady and yet so comfortable. It is almost uncannily easy to take this car round bends at high speeds and at the same time the insulation offered to passengers is of the highest order.' - *The Autocar*, 17th June 1938.

By the mid-1930s, cars using the proprietary Meadows engine were seen as the way forward for Lagonda. The first of these - the M45, introduced in 1934 - deployed Meadows' 4.5-litre, twin-plug 'six' to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions. Under the great W O Bentley's technical direction the big Lagonda became more refined, gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements.



The ultimate expression of the big, Meadows-engined Lagonda - the LG6 - arrived in 1937. Announced at the same time as the Bentley-designed V12, the LG6 used a similar, diagonally cross-braced chassis featuring independent front suspension by means of unequal length wishbones and torsion bars. Two chassis lengths were made (standard and long, those of the six-cylinder cars being longer than the V12's) and both models came with Lagonda's own coachwork. Regardless of the style of body fitted, the LG6 was good for around 100mph, with lighter types capable of considerably more. Only 64 short wheelbase LG6s like this one were made between early 1938 and late 1939 (plus 18 long wheelbase) of which around 50 are believed to have survived. Some 25 are thought to be drophead coupés.

This particular LG6 was first owned by Colonel Mark Mayhew, a pioneer motorist and racing driver of the heroic age who had driven Napiers in the Paris-Madrid and Gordon Bennett races. The Lagonda was probably sold to Mayhew by University Motors of Piccadilly, London who had a monopoly on the 'MG' series of registration numbers, which they issued to favoured customers. The Lagonda was delivered on 12th September 1939, nine days after the outbreak of World War 2.

Indeed, an early entry in the car's service record details a visit to Mayhew's home at Cobham to fit headlamp masks for the blackout, while in July 1940 a further entry describes the laying up of the Lagonda 'for the duration' at Mayhew's Battersea Flour Mills (it was re-commissioned in March 1946).

By 1959 'MG 6694' had passed into the hands of one J T Needham of Kingsthorpe, Nottingham, who sold it in 1963 to Keith Merrick of Sibley, Iowa. Three years later he in turn sold it to Harold E Happe of Middleburg, Virginia who was the United States representative of the Lagonda Club. Happe restored the LG6 to a high standard and retained it until December 1988 when it returned to the UK, imported by a Mr Peter Bennett of Cheshire.

The current owner acquired the Lagonda at Brooks' Olympia Sale in April 1993 (Lot 172). Its then owner stated that the car had 'seen little use and never been driven on wet roads'. Since acquisition the Lagonda has been rallied, but not as extensively as the Collection's 4.3-litre Alvis. The detailed history file contains copies of the USA title, chassis card records, correspondence dating back to 1966, a magazine article, the Brooks' auction catalogue, past MoTs, FIVA identity card and Swansea V5C document. The car will be freshly MoT'd at time of sale.

£80,000 - 120,000

€93,000 - 140,000

End of Collection



350

Offered from the estate of the late Mike Berry

1937 Rolls-Royce 25/30hp 'Tickford' All Weather Saloon Coachwork by Salmons & Sons

Registration no. 775 XUY

Chassis no. GRP32

Engine no. A23G

Latest in the line of 'small' Rolls-Royces that had begun with the 'Twenty' back in 1922, the much revised 25/30hp arrived in 1936. The newcomer was a development of the immediately preceding 20/25hp model that had been introduced in 1929 featuring an enlarged (from 3,127 to 3,699cc) and more-powerful cross-flow version of its predecessor's six-cylinder, overhead-valve engine. Apart from the latter, early 20/25 chassis were identical to those of the last 20s, both models being produced during 1929.

Thus the 20/25 inherited the right-hand gearchange lever and servo-assisted brakes introduced on its predecessor, as well as Phantom-style radiator shutters. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features - such as synchromesh gears and centralised chassis lubrication - developed for the larger model.



Eventually the trend towards increasingly weighty coachwork prompted Rolls-Royce to revise the 20/25 for 1936. Raising engine capacity to 4,257cc provided the required power increase while the policy of using more proprietary components begun towards the end of 20/25 production saw the new 25/30 adopt a Stromberg carburettor and SU fuel pumps. In its superlative build quality and all other respects the new Rolls-Royce 25/30 remained much as its immediate predecessor. The model lasted until the introduction of the Wraith in 1939 by which time 1,201 cars had been built.

The Rolls-Royce 25/30hp was, of course, an exclusively coachbuilt automobile and most of the great British coachbuilding firms offered designs, many of them unique, on the 25/30hp chassis. Originally delivered to Man Egerton and intended for enclosed limousine coachwork, chassis number 'GRP32' was in actual fact completed with four-door, four-light coachwork by Salmons & Sons of Newport Pagnell at the behest of the purchaser, one L H J Storey. Salmons & Sons was one of the most commercially successful of all British coachbuilders and originators of the 'Tickford' all-weather saloon body, of which this is a fine example.

The body features Salmons' patented, quick-action, wind-down hood mechanism, which enables the car to be transformed from a snug saloon into an open tourer in moments while still offering a great deal of wind and weather protection to the occupants. It is worth noting that Mike Berry also owned a 1933 Rolls-Royce 20/25 with similar 'Tickford' coachwork, which was sold by Bonhams at the RAF Museum, Hendon in April 2012 (Lot 359).

The car's ownership history is somewhat incomplete, though there are invoices contained within the substantial history file for an engine rebuild in November 1960 from Chandos Motors of London SE23 made out to a Mr Sullivan, and another from Redmond's Garage of Savannah, Georgia to one Jim Kempner dated October 1968. (The Rolls-Royce is believed to have gone to the USA in the early 1960s). A bill of sale on file indicates that Mike Berry bought the car in the USA from David Toms in November 1988, while a Salmons Tickford Enthusiasts registration form dating from 1989 states that the car was 'undergoing restoration' at that time. There are related invoices on file for an engine rebuild and associated parts, and the car also comes with current road fund licence, MoT to July 2014 and Swansea V5C.

£50,000 - 60,000

€58,000 - 70,000



351

1935 Rolls-Royce Phantom II Sedan de Ville Coachwork by J Gurney Nutting

Registration no. CGP 389 (see text)

Chassis no. 48UK

Engine no. JB65

Body no. 1674

This is the 19th car from the end of Phantom II production and, therefore, has 2nd gear synchromesh and the larger carburettor, etc. The first owner was H R B Abbey, whose family owned hotels and the Kemptown Brewery and racecourse in Brighton. Mr Abbey also owned a renowned collection of early Chinese glass, which is now in the Bristol Museum. His nephew was none other than John Blatchley, the famous Gurney Nutting and, later, Rolls-Royce Motor Cars designer. However, this car was designed by John's boss at Gurney Nutting, A F McNeil.

According to marque authority, Tom Clarke, there were only two Villa Sedan bodies of this design and this car will feature in the forthcoming book about Gurney Nutting that he is compiling with Jack Triplett. '48UK' has never featured in any of the usual Rolls-Royce books and is, therefore, something of a discovery. H R Owen used it to advertise the coachwork and copies of 'The Field' and 'Country Life' magazine advertisements are in the accompanying history file.



'48UK' is an extremely handsome car and with the high waist/low window line could fairly be described as a Villa Sedan 'Coupé'. There are various Art Deco features and a hall-marked, silver-topped perfume bottle and leather-trimmed makeup mirror to the ladies' vanity unit in the rear. The car is said to be very original and complete. We are advised that wear to the accelerator pedal and other components inspected during re-commissioning indicates that the recorded mileage of 78,000 could well be correct.

Acquired by the current owner in 2008 from the USA, where it had resided since 1960, the car had not been used for some 12 years and may well have been laid up for somewhat longer. According to the vendor's research, there have only been approximately five previous owners, including a father and his son (the immediately preceding owner) in the USA. The 'CGP 389' UK registration is still displayed on the car, but the next owner will have to go through 'the usual channels' if the original number is to be reinstated by the DVLA rather than an age-related plate issued.

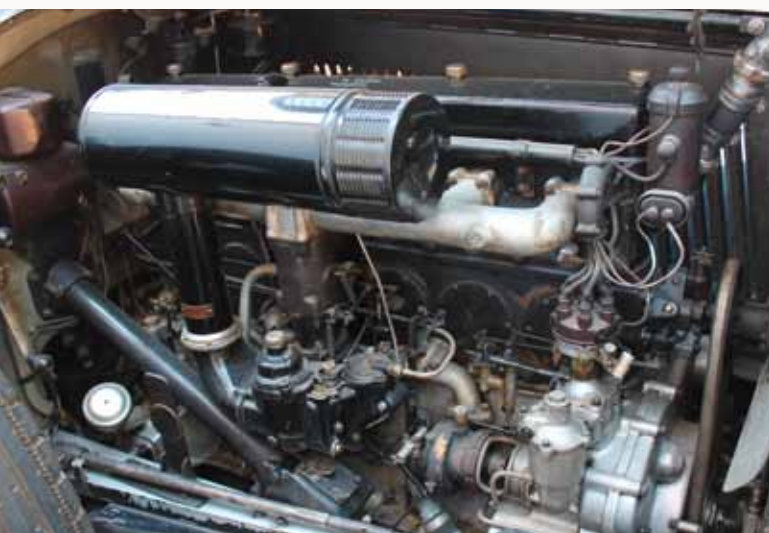
The vendor very carefully re-commissioned the 7668cc 'six' and everything appeared to be in very good, unworn condition. Even the oil was crystal clear when drained. After much rotating of the engine to generate oil pressure, it started instantly when the ignition was turned on for the first time. The car has only been driven briefly on the owner's private road but the clutch, gearbox, rear axle and brakes, etc all appear to work well. However, further re-commissioning is recommended before returning the car to the road. Items requiring attention include the exhaust tailpipe (blowing), the dynamo (not charging) and the fuel gauge (inoperative).

'48UK' is an exceptional example of an extremely original, complete and largely unmolested Phantom that has been bodied by the master craftsmen at one of the most revered of the traditional coachbuilders, a rare and good looking survivor that could be conserved rather than restored - under the bonnet, for instance, virtually everything is as it left the factory. It would also be an excellent basis for a cosmetic or full restoration, and is only being sold because the vendor no longer has the workshop and storage facilities that he enjoyed before retiring. He also could not miss the opportunity last year to buy a 1924 Silver Ghost with original Barker coachwork.

The well researched history file is particularly impressive, containing a detailed summary of recent re-commissioning and conservation work carried out and a list of original items that are with the car, to include - two Ace spare wheel covers; an H R Owen dashboard badge; the aforementioned perfume bottle and mirror; door and ignition keys; a small JGN tool tray (the large tools are present in their fittings under the bonnet); and spare Lucas headlamps. Non-original/replica items include a rear bumper and fittings of correct type; a luggage trunk; a 'Spirit of Ecstasy' mascot and/or 'Town Cap' (one or other will be fitted to the car); and two spare exhaust silencers.

£70,000 - 90,000

€82,000 - 100,000



352

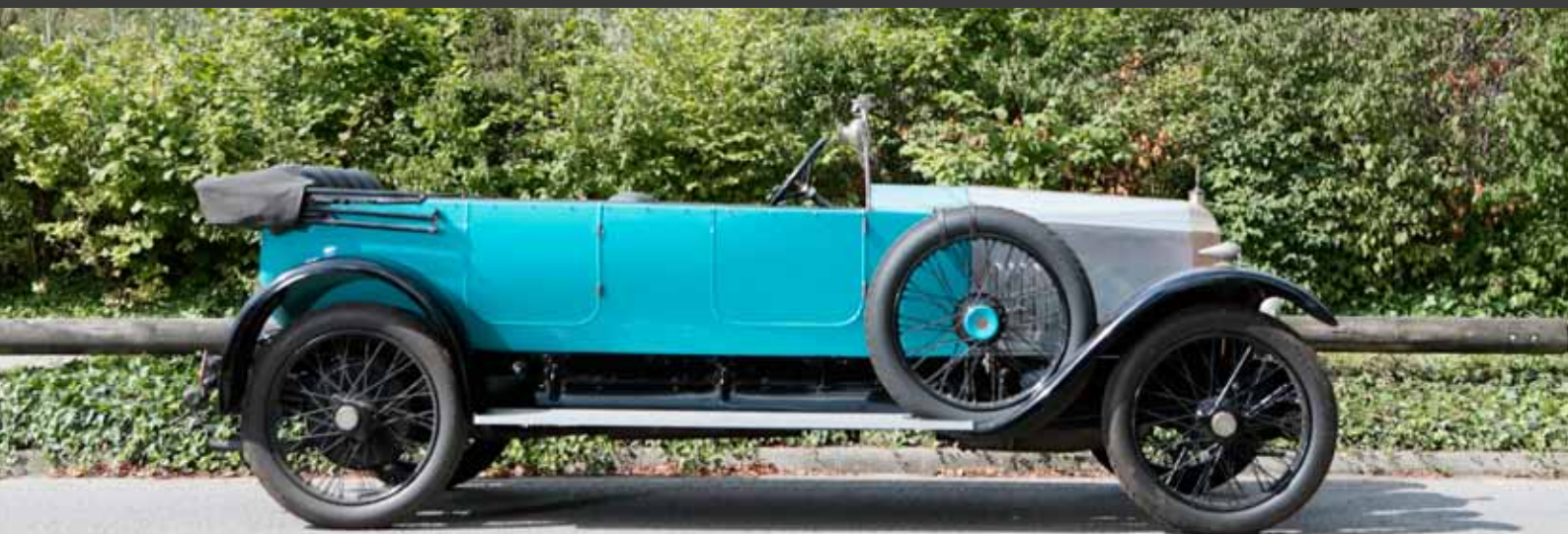
Property of a deceased's estate

1922 Vauxhall 25hp D-Type Tourer

Registration no. TS 3572

Chassis no. D3771

Engine no. D3925



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

Famous at the turn of the 19th Century for its marine engines, Vauxhall Ironworks Ltd built its first automobile, a single-cylinder, tiller-steered runabout, in 1903. A range of three-cylinder cars with wheel steering followed, the first of which was seen in 1904. Prior to 1925, when Vauxhall was taken over by General Motors, the company was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Laurence Pomeroy's tenure as Chief Engineer saw the firm, which had relocated to Luton, produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger (4.0-litre) version of the Prince Henry's four-cylinder sidevalve engine was developed for its successor, the D-Type which, with some 70bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork. The model is perhaps best remembered for its role as a WWI staff car, some 1,500-or-so seeing service with the British Army.

Manufacture continued after the cessation of hostilities and then in 1922 the D-Type was updated with a new overhead-valve detachable cylinder head (also fitted to its legendary sporting stablemate, the 30/98) becoming the '23/60' or 'OD', in which form it was built until 1926.

This particular Vauxhall D-Type was purchased by the late owner in 1968. On file are various invoices relating to works carried out by Arthur Archer in 2008 after a period of inactivity. These included cleaning out the fuel tank, fuel pipes and Autovac; fitting new engine gaskets; work to the steering and oil pipes; fitting new tyres and tubes; work on the water pump and engine block; cleaning out the cylinders; overhauling the clutch and steering box; repairing the flywheel; rewiring the electrics; various gearbox and engine works; bake work and run/test prior to MoT. Bills for the foregoing total some £33,000. Last MoT'd to November 2011, this exciting Edwardian-style fast tourer is offered with a quantity of expired MoT certificates and old-style Swansea V5.

£40,000 - 60,000

€47,000 - 70,000



Photo credit: Simon Clay

353

Property of a deceased's estate, the ex-Paris Motor Show
1924 Rolls-Royce 40/50hp Silver Ghost Cabriolet
Coachwork by Windovers Ltd

Registration no. XX 4530

Chassis no. 7AU

Engine no. U6

Although the 40/50hp model would have earned its 'The Best Car in the World' sobriquet in any event, Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Henry Royce and entrepreneur the Honourable Charles Rolls had manufactured a variety of models at its Manchester premises.

Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker.



The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf-spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

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

Dating from the penultimate year of Silver Ghost production, long wheelbase chassis number '7AU' was despatched to coachbuilder Windovers Ltd for bodying as an 'enclosed drive cabriolet' and after completion was shipped across the English Channel for display at the Paris Motor Show. The car was first owned by one E J Mayer, Esq of London W1 followed by Countess Cartwright of Grammar House, Aynho, Oxfordshire from October 1932.

In 2002 the Silver Ghost was purchased by its late owner via marque specialists P&A Wood, having previously belonged to a Mr J A Barber of Pangbourne, Berkshire. P&A Wood's accompanying sales documentation states that the car had been 'known to us for many years'. Some five years later, in September 2007, the Rolls-Royce was back at P & A Wood for various works including overhaul of the magneto, flushing the fuel tank, repairing the fuel gauge and sender, and cleaning the Autovac (see detailed invoice for £9,780 on file). Last MoT'd to May 2013, the car is offered with the aforementioned documentation; copy chassis cards and order form; a quantity of expired MoT certificates; and Swansea V5.

£100,000 - 140,000

€120,000 - 160,000



Photo credit: Simon Clay



Photo credit: Simon Clay

354

Property of a deceased's estate

1993 Bentley Turbo R Sports Saloon

Registration no. L685 LOO

Chassis no. to be advised

Engine no. 778716410TKN

Introduced in 1985, the Turbo R continued the modern 'Blower Bentley' theme that had commenced three years previously with the Mulsanne Turbo, but with the added refinement of suspension better suited to the car's increased performance.

Outwardly the R differed by virtue of its cast-alloy wheels shod with low-profile Pirelli tyres, while inside there was a revised fascia with tachometer included amongst the comprehensive instrumentation. In a break with Rolls-Royce tradition, power figures were made public, revealing that the engine produced a 320bhp and a staggering 475lb/ft of torque. Few cars were - or are - better suited to fast long-distance touring.



This particular Turbo R was supplied by P&A Wood on 1st August 1993. Finished in Balmoral Green, the car was registered 'L685 LOO' and first owned by Wardle Storeys Ltd of Manningtree, Essex. The late owner purchased the Bentley in July 1996 and registered it with his cherished number 'TED 1', since removed.

P&A Wood serviced the vehicle from 1993 to July 2010 at 82,000 miles, the current odometer reading being circa 83,500 miles. MoT'd to July 2014 and currently taxed, the car is offered with all old tax discs from 1994-2011, Swansea V5C document and owner's wallet containing handbooks, service booklet, etc.

£7,000 - 10,000

€8,200 - 12,000

End of Collection



355

Left-hand drive

1970 Porsche 911S 2.7-Litre Targa

Registration no. APN 125H

Chassis no. 911 0310607

Engine no. 6451147

A manual transmission example, this left-hand drive Porsche 911S was imported from the USA in 2008 and the lighting arrangements changed to UK specification. The car is fitted with what might best be described as a 'hybrid' engine, originally from a US-specification 911S or Carrera, consisting of '7R' crankcases and the top end from a 1970 911S. We are advised that, basically, the engine is mechanically identical to the 2.7-litre Carrera RS unit, with '7R' crankcases, differing only by virtue of its Weber carburettors (fuel injection was standard) and Perma-Tune/Pertronix electronic ignition. It certainly produces 2.7-litre RS power, as evidenced by dynamometer printouts showing a maximum output of 210bhp and peak torque of 180lb/ft. The Type 911/43 engine was rebuilt some 5,000 miles prior to the vehicle's importation, though the documentation to support this has been lost.

Since its arrival in this country the car has benefited from further refurbishment, the handbrake assembly being stripped and reassembled and new Bosch Silvertop batteries installed in 2008. The rear brake callipers were overhauled by Classicar Automotive in 2010 (bills on file) while in 2012 a full under-body and cavity Valvoline Tectyl rust-proofing treatment was applied by Karmann Konnection of Southend-on-Sea. The chassis/floor pan had previously been welded.



At speed Racing of Rayleigh balanced and re-jetted the carburettors and adjusted the ignition timing prior to the dynamometer runs, which were carried out last year (see bills). Earlier this year a new OEM windscreen and rubber seal were fitted, the air heater hoses and clips being replaced at the same time, again with OEM parts. The engine oil and filter were changed also.

'APN 125H' has covered only 5,000 dry miles since importation in 2008 and has always been kept garaged and covered. All bills for work carried out since 2008 are in the history file together with all expired MoTs.

Finished in original blue metallic (a rare special-order colour) with black interior, the car comes with current MoT/tax, Swansea V5C document and Porsche Certificate of Authenticity showing the original build details and factory specification.

£18,000 - 22,000

€21,000 - 26,000

1912 Sunbeam Coupe de l'Auto Replica

Registration no. BF 4479

Chassis no. (see text)

The emphatic victory of Sunbeam's 3-litre cars in the 1912 Coupe de l'Auto and their success in the French Grand Prix against larger-engined competition is one of the great stories of early motor racing.

France's early domination of Grand Prix races was interrupted in 1908 when victory went to a German Mercedes. Interest then shifted to light car and voiturette racing, encouraged by support from the French magazine 'L'Auto', and the 'Coupe de l'Auto' became the main international sporting competition for cars up to 3 litres. By 1911 these races had become less extreme in nature and a number of British manufacturers including Sunbeam decided to enter the fray.

Sunbeam's interest was encouraged by talented French engineer Louis Coatalen, who had joined the company in 1909. His 12hp cars had been successful in domestic competitions and Coatalen persuaded Sunbeam to enter the 1911 Boulogne race, for which he designed a new 3-litre engine.

The latter was fitted in an almost standard 12hp chassis bodied for long-distance competition, which used standard Sunbeam peg-drive wire wheels, a design Coatalen had brought with him from Humber. The car was fitted with a unique, tall, streamlined body and ran well until the 8th lap when it struck a kerb when overtaking and failed to finish. When running, the Sunbeam was said to be 'the fastest car on the course'.



By early 1912, Coatalen was a Sunbeam director and he obtained increased company support for racing. The 47-mile road circuit around Dieppe was announced as the location for the Coupe de l'Auto race and it was decided to run it simultaneously with the revived Grand Prix. Sunbeam entered four cars and spent weeks preparing them at the circuit. The 1911 engine design was reused with some modifications and the five cars built - a team of four plus a spare - all incorporated modified parts from Sunbeam production models.

The racing cars were of streamlined shape in line with the latest thinking, featuring no mudguards and the distinctive exhaust dictated by race rules. Coatalen produced an efficient car capable of sustained high-speed running rather than one capable of powerful bursts of acceleration. His preparation was meticulous, with gear and axle ratios optimised for the long straights that make up the triangular road circuit, while at the same time giving the car the flexibility needed on climbs and fast bends. He also relocated the twin spare wheels to optimise balance with the 32-gallon fuel load.

The Sunbeam engine was a 2,966cc four-cylinder sidevalve with 'L' head. It was désaxé with cylinders cast monobloc and incorporating inclined valves. For the race, slightly larger valves and lightened con-rods and pistons were used. Coatalen also chose the latest large Claudel Hobson carburettor. Fuel was fed from the huge tail tank under air pressure, pumped by the mechanic. Standard lubrication was retained, with a scuttle mounted oil reserve that the mechanic could use to top up the engine during the race.

The transmission consisted of a lightened flywheel and a four-speed gearbox, which was standard except for changed ratios. In order to reduce the car's width the standard chassis and rear axle were narrowed. The wheelbase was shortened to 8' 11" (2.718m) and the rear of the chassis converted from three-quarter elliptic springs to a semi-elliptic design, all of which helped keep the car's weight to no more than 950kgs (2,090lbs).

Coatalen was meticulous in his preparation of the cars and wanted to recruit drivers equally ready for participation in a Grand Prix. He chose drivers familiar with long distance road events: Victor Rigal (Sunbeam's agent in France), Gustave Caillois, Dario Resta and Emile Medinger. As well as practising in the cars on the circuit, the team was the first to practise pit stops using specially prepared quick fill canisters, pumped fuel, and wheels capable of rapid changes with single wheel nuts and quick-acting jacks.

Such meticulous preparation paid off. The Sunbeams ran without serious incident and against a strong opposition finished 1st, 2nd and 3rd in the Coupe de l'Auto and 3rd, 4th and 5th in the French Grand Prix itself. They were beaten only by Boillot's Peugeot and Wagner's FIAT, cars with engines 2½ and nearly 5 times the capacity respectively of the Sunbeams. Sunbeam's victory was greeted with an enormous response in the British press and enthusiastic celebrations.



After the team's success, one car was converted for successful Brooklands record attempts and the others reappeared in the 1913 Coupe de l'Auto with modified exhausts and new front cowls. Then, after a few years use in competition, they disappeared almost completely. Only one appears to have survived, namely 'XE 9869', the car acquired by Lord Montague of Beaulieu in 1958. It had been re-bodied possibly because it was the car that had been used for record purposes at Brooklands as a single seater and still has a later appearance.

Although previous replicas of the 1912 cars have been attempted, they have failed faithfully to copy the originals. The reconstruction of 'BF 4479' was started as a project by collector Wolfgang H Gawor, who it is believed acquired the necessary parts from the well-known Sunbeam expert Cecil Bendall. He was allowed access to 'XE 9869' at Beaulieu in order to reproduce unique aspects of the racing cars such as the radiator. This work was later continued using the finest craftsmen and extensive photographic research into the details of the originals, keeping 'BF 4479' as close as possible in appearance to a 1912 team car.

Due to wear, neither the chassis nor engine numbers were ascertainable and 'BF 4479' uses a contemporary racing chassis number but does not claim to be that actual car.

The engineering of this car has been both painstaking and expensive, while the attention to detail is exceptional. By following the methods used by Sunbeam in 1912, aspects such as the construction of the tail have been understood and accurately reproduced. Only a few changes have been made to the original specification. Sunbeam wire wheels were selected in place of the 1912 pattern. These are interchangeable and thus wheels of the Goodyear type could be fitted. In order to make the car more useable for events, the huge tank in the rear tail has been reduced to allow storage for tools, etc. A partially finished copy of the under-tray fitted to 'XE 9869' is available, as is a set of wings of the type fitted by Coatalen for hill climbs in 1912.

Since its completion 'BF 4479' has been successfully used in VSCC competitions and on the road, proving to be both reliable and a joy to drive.

£90,000 - 120,000

€100,000 - 140,000





BF 4479 storms the hill at VSCC Prescott 2012



Photo credit: Simon Clay

357

1999 Pur Sang Type 35B

Registration no. (See Text)

Chassis no. BC 122

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

- *Autocar magazine*.



Photo credit: Simon Clay

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track, the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. The principal building block of this success was the legendary Type 35, arguably the quintessential Vintage-era sports car, which made its debut in August 1924 at the Grand Prix de l'ACF at Lyon-Givors.

The Type 35's 1,991cc straight-eight engine was derived from that of the Type 30 but incorporated five roller/ball main bearings instead of three together with an improved lubrication system. In line with Bugatti's established practice, each cylinder's three valves were actuated by a single overhead camshaft. This state-of-the-art engine went into a conventional chassis with leaf springs at the front and quarter elliptics at the rear, and which boasted a novel hollow front axle and alloy wheels.

The Type 35's debut gave little indication of what was to come, as the factory team of five cars was plagued by tyre troubles and could achieve no better than 7th place at the finish. Despite this debacle the Type 35 in its various forms would go on to become arguably the most successful racing car of all time, commencing with winning the inaugural World Championship for Manufacturers in 1926 and securing countless victories for privateers.

For those who yearn for Bugatti-style motoring yet cannot afford the associated expense, a re-creation is the obvious solution and for many years the classic Type 35 has inspired the construction of numerous copies. Pur Sang of Argentina needs no introduction to those familiar with the world of Bugatti's, the firm's Type 35 re-creations being universally admired for their incredible authenticity and quality of execution. This beautiful and highly detailed re-creation represents the model in its ultimate, 2.3-litre supercharged Type 35B form of 1929.

The car arrived in the UK from Pur Sang's factory in November 2000 and in April 2002 was registered as road legal in this country. 'EX 9434' toured Switzerland throughout the summer of 2002 and in early 2003 underwent repairs to the chassis in Essen, Germany, while further maintenance was undertaken and a new radiator fitted in 2004/2005. For much of the last decade the Bugatti has been regularly used for events, shows and touring, including a tour of Greece and Southern Calabria in 2008. Described as in generally very good condition, the car is offered with current MoT and Swansea V5C registration document. The only declared fault concerns the starter motor. The car also comes with a specially made trailer to allow high speed towing of the car.

Potential bidders should be aware that it is not currently possible to register Bugatti replicas with BC chassis numbers for road use in the United Kingdom. Interested parties should satisfy themselves as to the position regarding registering this vehicle for road use elsewhere in the world prior to bidding. This vehicle is sold as no return.

£60,000 - 80,000

€70,000 - 93,000





358

1966 Morris Minor 1000 Traveller

Registration no. HJB 755D
Chassis no. MAW5D-1134067
Engine no. 10V/189E/H1503

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 was purchased from Charles Ware's Morris Minor Centre in Bath in 2001, having been upgraded by them that same year. Improvements include servo-assisted brakes, alternator electrics, halogen headlamps, hazard warning lights, heated rear window and an up-rated heater. Circa 200 summer miles have been covered annually since acquisition and 'HJB 755D' is described as in generally good condition. The car is offered with current road fund licence, MoT to March 2014 and Swansea V5 registration document.

£5,000 - 7,000

€5,800 - 8,200



359

c.1972 Bond Bug 700ES

Registration no. NWY 298K
Chassis no. BB61598
Engine no. 7L8545207

Launched in 1970, the Bond Bug achieved the seemingly impossible for a three-wheeler. Cool, fashionable and appealing to younger customers, it was quite unlike the best known of its peers: the battered Reliant Robin of *Only Fools and Horses*. Ogle Design stylist Tom Karen was the man responsible for the wedge-shaped Bug, which re-launched the Bond marque for new owners Reliant. Its most striking feature was the forward-hinged bonnet/canopy, beneath which sat the 700cc four-cylinder engine that also powered the Reliant Rebel/Regal, producing 29bhp in the base-model 700E and 31 horsepower in the range-topping 700ES. The latter was better equipped too, boasting superior interior trim and a spare wheel as standard. Echoing Henry Ford, the Bug could be had in any colour you liked – as long as it was orange. But at £629 the Bug 700ES was more expensive than a Mini or Hillman Imp, and at that price there were relatively few takers for what was basically a two-seater 'fun' car. Motoring magazines though, loved the Bug and today this unique vehicle enjoys an enthusiastic cult following. This example was restored over a six-year period around a specially built galvanised chassis (the original being rotten) and has been fitted with the 850cc engine from a Reliant Rialto. Used sparingly since completion in 2008, the car is described as in generally good condition and offered with current MoT/tax and Swansea V5.

£3,000 - 5,000

€3,500 - 5,800

360

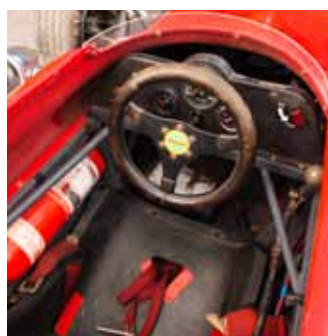
1977 Merlyn Mk30 Formula Ford 1600 Single-Seater

Chassis no. 532-FF-77 30

Essex-based Colchester Racing Developments built the first Merlyn, a front-engined Formula Junior prototype, in 1960, going on to produce a Mk2 version for customer sale. A mid-engined Mk3 followed in 1963 and the firm proceeded to build a number of single-seater Formula cars and sports cars during the 1960s, the Mk10 Formula 3 design providing the basis for its first Formula Ford, the Mk11. Before long the Merlyn Mk11 was the car to beat, the works entry driven by Tim Schenken winning 28 races out of 33 starts in 1968. Formula Ford models made up the bulk of production during the 1970s, including the last Merlyn of all, the Mk31 of 1978. CRD still exist as precision engineers CRD Tool & Engineering and remain engaged in the manufacturer and supply of spare parts, making Merlyns among the easiest maintained of historic Formula Fords. This Merlyn Formula Ford was sold new to H&M Factors on 10th June 1977, minus engine. Its early history is not known. The current owner purchased the car approximately 10 years ago and competed with it for two seasons of historic Formula Ford racing, during which period it was professionally prepared. For the last seven years it has not been used, apart from the occasional track day. Described as in generally good condition, the car comes with a spare engine and purpose-built trailer.

£6,000 - 9,000

€7,000 - 10,000



361

1987 Ford Sierra RS Cosworth

Registration no. D300 YAN

Chassis no. WFOEXXGGBEGA06536

Engine no. GA06536

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 in 1985. Based on the three-door Sierra bodysell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a Cosworth-developed 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in road trim the Sierra RS Cosworth produced a staggering 204bhp. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope. 6,021 examples had been completed when production ceased in 1987 and today the model is much sought after. Currently displaying a total of around 41,000 miles on the odometer, this example was purchased in 1994 and used regularly until circa 2004 when the doors, tailgate and dashboard panel were replaced and the car re-sprayed at a total cost of £3,000 (bills on file). We are advised that the engine has been 'chipped' by Brodie Racing, producing around 300bhp. Other noteworthy features include a stainless steel exhaust and after-market alloy wheels. Never used for track days and always stored in a Carcoon, the car is described as in generally good condition and offered with current MoT/tax and Swansea V5 document. A rare opportunity to acquire a little used example of one of the most exciting four-seaters of recent times.

£10,000 - 15,000

€12,000 - 17,000



362

1991 Ferrari Testarossa Coupé Coachwork by Pininfarina

Registration no. H781 ATO

Chassis no. ZFFAA17C000087828

Engine no. 25204



Ferrari's flagship model, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body – its steel doors and roof excepted – being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. In 1992 the original Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation – the 512M – for 1995. For the first time there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before.

One of only a relative handful of its type produced in right-hand drive configuration, this superb example of the legendary Italian supercar was purchased from Graypaul in 1996, chosen because it was the best – and the most expensive – of the six examples on offer at that time. Since then some 20,000 miles have been covered, the current odometer reading being circa 23,000. Driven only in the summer months, and never in the rain, it has never been used for track days and is always kept in a Carcoon. Serviced regularly by Graypaul and Terry Keys Motorsport, the car is described as in generally good condition and offered with current MoT/tax and Swansea V5 document. A sports exhaust system, fitted at time of acquisition, is the only notified deviation from factory specification.

£45,000 - 55,000

€52,000 - 64,000



Collection Photo credit: Tom Wood



363

c.1948 Ford F-1 V8 Woody Estate

Registration no. MSU 202

Chassis no. 98RCF118605

Engine no. 98RCF118605



This unique vehicle was constructed on a Ford F-1 light commercial chassis in Cork, Republic of Ireland. The F-1's most common incarnation was as a pickup truck, Ford's first such offering being the 'Delivery Car' of 1905, built on the Model C chassis. Although soon dropped, the concept reappeared on the ubiquitous Model T chassis in 1912 and when Henry Ford introduced his trend-setting new V8 in 1932, pickups, naturally enough, formed part of the line-up. Post-WW2, Ford's first completely new design was the F-1 of 1948, which replaced the previous car-based pickups and featured modern, up-to-the-minute styling and a cab rubber-mounted to the separate chassis.

The F-1 was available in eight different weight ratings with body styles that included panel truck, forward control, conventional truck and school bus, as well as the pickup. It was the first of the famous F-Series that would turn out to be immensely profitable for Ford; indeed, the F-Series pickup was the USA's best-selling vehicle for 23 years and the best-selling truck for 31.

Engine options for the half-ton F-1 were a 226ci (3.7-litre) sidevalve six or 239ci (3.9-litre) V8. Its replacement for 1953 was the F-100, a half-ton model that would remain a fixture of Ford's commercial line-up, albeit periodically restyled and updated, for the next few decades.

This right-hand drive F-1 dates from 1948 and has the 'flat head' V8 engine and three-speed manual transmission. It is believed that it was sold to the US Consulate in Northern Ireland for use by the Consul General's bodyguards. The vehicle was purchased by the current owner in 1996, the body and woodwork being fully restored professionally at that time by S T Foreman of Bosham, West Sussex. Since completion in 2007 it has been used to transport guests staying at the vendor's hotel on tours of scenic locations. Described as in generally good condition, the vehicle is offered with current road fund licence and Swansea V5 registration document.

£25,000 - 30,000

€29,000 - 35,000

End of Collection



364

1970 Morris Minor 1000 Traveller

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

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

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



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

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

£6,500 - 9,500

€7,600 - 11,000

365

40,000 miles from new

1961 Rolls-Royce Phantom V Limousine

Registration no. DOX 777C

Chassis no. 5BX28

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.

The current vendor purchased the Phantom at the Althorp House auction in 1995, becoming its fourth keeper, since when it has undergone an extensive mechanical and body restoration to the highest standards, being refinished to his own specification. A comprehensive record of this renovation is available for inspection.

'DOX 777C' is finished in Harrods Green with golden basket weave to the side panels, while the interior is in green leather with the Harrods logo screen-printed to the headlining. Interior equipment includes a television, video player, analogue fax machine, telephones (x3), wine cooler and a cocktail cabinet. The occasional, or 'jump', seats have been removed. This unique and imposing limousine has covered only 40,000 miles from new and comes complete with restoration invoices and Swansea V5 registration document.

£50,000 - 60,000

€58,000 - 70,000



Photo credit: Simon Clay

366

1934 MG Midgette NA Allingham Drophead Coupé Coachwork by Whittingham & Mitchell

Registration no. CPE 962

Chassis no. N701

Engine no. 946AN



Photo credit: Simon Clay

'It is not surprising that with the makers' knowledge of racing... it should be capable of giving as high a speed as 80mph. What comes as a revelation is the ease with which on Brooklands that speed is reached and held. The rev needle hovering between the 5,000 and 5,500 marks, the whole mechanism feeling as one, and with no sense of adventure attached to such speeds.' – 'The Autocar' on the N-type Magnette.

Small-capacity six-cylinder cars were much in vogue in the early 1930s and MG had duly climbed aboard the bandwagon in 1931 with launch of the Magna 'F'. Maximum output of the Magna's 1,271cc Wolseley Hornet-based overhead-camshaft engine was later raised from a modest 37bhp to a much healthier 47 horsepower. An extensively revised and improved version of this 'KD' engine, tuned to produce 56bhp, was carried over to the 'NA' Magnette of 1934. The chassis too had come in for revision, being lighter than hitherto, while the body was now supported by rubber-mounted outriggers, an arrangement that gave a more comfortable ride.

Coachwork available on the NA chassis included the Airline fixed head coupé and Allingham two/four-seater drophead coupé, both of which were the work of freelance designer H W Allingham, the former being built by Carbodies and the latter by Whittingham & Mitchell. Together with Messrs Chalmer and Hoyer, Allingham had set up the coachbuilding company Chalmer & Hoyer Ltd in 1921, the firm's name changing to Hoyal in 1926. When Hoyal went into receivership in 1931, Allingham struck out on his own. Allingham's designs were officially sanctioned by MG and featured in its advertising in the motoring press.

The drophead featured retractable dickey seating concealed beneath a flush fitting lid, which when erected served as the back for the two occasional seats. It is estimated that 11 Allingham dropheads were made of which only four are known to exist.

'CPE 962' enjoyed long-term ownership in the UK until the 1990s when it found a new home in Germany. Its new owner had the Magnette restored, adding his initials – 'GN' – to the octagonal plate at the rear of the car marked 'AC/MG' (Allingham Coupé/MG). Carried out by K H Deutsch, the restoration included refurbishing the chassis and all other parts, while two years ago the engine was rebuilt, receiving a new cylinder block, Phoenix crankshaft, con-rods, etc (bills on file). A pre-selector gearbox was fitted while the car was in Germany. (The original crash gearbox is included in the sale). 'CPE 962' has been recorded in the MG Car Club's 'MMM' Register (car no. 89) since the 1960s but it should be noted that there is another (part only) chassis in existence stamped with a similar number, ('701N').

Accompanying documentation consists of an old-style continuation logbook (1950s-1960s); old-style Swansea V5; a quantity of expired MoTs; sundry invoices; the original MG N Type Instruction Manual to the car; current MoT and Swansea V5C. A rare opportunity to acquire a six-cylinder MG sports car from the 1930s carrying bespoke coachwork that is both handsome and practical.

£65,000 - 85,000

€76,000 - 99,000





367

The property of renowned marque expert Bill Barrott
1935 Talbot-Lago T120 3.0-Litre Sports Saloon
Coachwork by Talbot, Suresnes

Registration no. 188 YUM
 Chassis no. 84556
 Engine no. 85087

In October 1934 the new Talbot-Lagos - T120 (3.0-litre) and T150 (4.0-litre) - were among the sensations of the Paris Auto Show. To create the former, Tony Lago installed his new 3.0-litre engine, in its lesser state of tune, in the lowered chassis of the T110. This cast-iron 'six' would form the mainstay of the range up to WW2. It featured a four-bearing crankshaft and pushrod operated overhead valves, which were arranged in line.

The T120 was available in two different wheelbase lengths: the 120" version carrying the same bodywork as the T110 while the 130" long-chassis T120 used the conventional frame of the superseded MF75. There was also a longer limousine version.

The T120 came with a four-speed Wilson pre-selector gearbox as standard while other chassis features included independent front suspension, semi-elliptic rear springs, an open prop shaft, spiral bevel back axle and hydraulic dampers. With 80bhp on tap, the 'short' T120 was good for a top speed of 75mph with the 'long' version only a couple of miles per hour slower.



Right-hand drive like all pre-war French cars of high quality, this T120 is offered for sale by Bill Barrott, the now retired professional restorer who has had more experience of Talbot-Lago cars than anyone else. Bill has owned three Talbot-Lagos, built three ultra-accurate replica racers and worked on countless others. Had the car offered here been restored for a customer, the rebuild would have cost them in excess of £90,000. There are, of course, no invoices but there is a full photographic record on file and the car also comes with current MoT/tax and Swansea V5C document.

Bill bought the T120 from France in 2007 from a M Champeval of Beaune, and following a six-year restoration registered it as '188 YUM' in January 2013. Its previous history is not known. The rebuild involved a total restoration of the body, mechanicals, interior, instruments, lights, etc. Bill has kept the car standard while incorporating sensible upgrades: alternator electrics, electric cooling fan, expansion bottle, auxiliary fuel pump, flashing indicators and hazard warning lights. The wheels have been changed to 17" diameter as tyres are no longer available in the original size.

The only T120 berline (saloon) listed in the Club Talbot register, this beautifully restored French thoroughbred has covered only six miles since completion and is presented in excellent condition.

£35,000 - 40,000

€41,000 - 47,000



368

1936 Riley 1½-Litre Kestrel Sprite 6 Light Sports Saloon

Registration no. CPP 755

Chassis no. SS26K 4878

Engine no. SSK 4878

Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars. Riley's proven twin-camshaft layout was retained for the new Hugh Rose-designed 1½-litre four introduced in 1935.

The Falcon saloon made its debut on this new 12hp chassis, which was also available with the familiar Kestrel saloon and Lynx tourer coachwork. The following year the range was augmented by the Sprite two-seater sports and three more saloons. In Standard trim the 1½-litre 12/4 engine produced 45/46bhp with a single Zenith carburettor. The Special Series came with twin SUs and 52bhp while at the top of the range was the 59/61bhp Sprite specification engine that added £48 to the car's purchase price.

The six-light Riley Kestrel is one of the most striking and handsome saloon cars of the 1930s and when fitted with the Sprite engine - the most powerful of the options available - it goes remarkably well too. Listed in David Styles' definitive Riley history '*As Old as the Industry*', this original and correct Kestrel Sprite has undergone sympathetic restoration over the years and is reported as structurally very sound with some recent work on the ash frame.



The doors are said to shut nicely and the car to feel taught on the road. The black paintwork may be substantially original while the chrome is quite recent and excellent. Retaining wonderfully patinated green leather seats, the car is very smart internally, boasting new carpets, door cards and headlining (with functioning sunroof) and refurbished interior woodwork.

The car retains its original engine, which is described as very lively and shows good oil pressure. We are advised that the pre-selector gearbox functions as it should and that the car is a pleasure to drive, with light and precise steering, while the brakes pull it up straight. The Kestrel Sprite is described as a really characterful drive, keeping up with modern traffic with no trouble at all. 'CPP 755' has clearly been well looked after in recent years with careful maintenance by discriminating owners.

Accompanying documentation consists of a history file containing three old-style buff log books showing ownership from new; sundry invoices for restoration, parts and servicing since 1990; a selection of photographs; instruction manual; MoT to August 2014; and Swansea V5C document. The car is currently taxed for the road.

£28,000 - 32,000

€33,000 - 37,000



369

1932 Rolls-Royce 20/25hp Enclosed Limousine Coachwork by Hooper & Co

Registration no. GT 3870

Chassis no. GOS-22



The introduction of a smaller Rolls-Royce, the 20hp, in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The 'Twenty' proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, up-dated the concept with significant improvements, featuring an enlarged (from 3.1 to 3.7 litres) and more-powerful version of the Twenty's six-cylinder overhead-valve engine. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features, such as synchromesh gears and centralised chassis lubrication, developed for the larger model and would become the best-selling Rolls-Royce of the inter-war period.

The Rolls-Royce 20/25hp was, of course, exclusively a coachbuilt automobile and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. This example, 'GOS-22', wears formal, seven-seater limousine coachwork by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders. The chassis was off test on 23rd March 1931 and early in the following year the completed car was delivered to its first owner, a Mrs Byard, in London. Intended for chauffeur driving, it was delivered complete with internal division.

In the same family ownership since 1964, the Rolls-Royce was in a 'distressed state' when purchased, the damage including a cracked engine block. It was stored until the early 1980s before undergoing an extensive and sympathetic restoration to factory specification while retaining as much of the original car as possible. All receipts pertaining to the rebuild are available, recording in excess of £30,000 spent.

After completion the Rolls-Royce won a 'Best in Class' award at the Yeovil Festival of Motoring in 1991 and in 1992 was featured in *Classic Car Weekly* (article on file). Only some 8,000 miles have been covered since restoration, as evidenced by expired MoTs on file, and the car is described as in generally very good condition. Finished in black/green with black leather upholstery to the front compartment and grey West of England cloth to the rear, this majestic 20/25 is offered with copy build details, current MoT/tax and Swansea V5 document.

£20,000 - 30,000

€23,000 - 35,000



370

1914 Renault 12CV EF Torpedo

Chassis no. 45015

Engine no. 4408

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

From the outset Renault engineering was of the highest quality and the arrival of multi-cylinder models really put the company on the map. By 1904 Renault was building its own engines - large-capacity fours at first, followed by the AX twin - and in 1908 introduced its first six-cylinder model despite Louis Renault's aversion to such complication. In 1914 Renault introduced an improved version of its existing 12CV model; this was the EF, which featured a 2,615cc four-cylinder sidevalve engine with the cylinders cast in pairs. The gearbox was a four-speeder and the EF featured Renault's characteristic bulkhead-mounted radiator. Two body styles were available: a four-seater torpedo and semi-enclosed limousine. Maximum speed, depending on the coachwork, was in the 32-48mph range.



Chassis number '45015' left Renault's Billancourt works in Paris in May 1914 bound for London and onward shipment to the Renault agent in Sydney, Australia. The export agency concerned was Messrs Tozer, Kemsley & Fisher, whose records survive. In Australia the car was sold to the headmaster of a well-known school near Sydney, whose family retained it until circa 1980. It has had only two owners since. An exceptionally original example, the car retains its factory torpedo body while the interior has been re-upholstered in black leather, exactly copying the original pattern. An Eismann magneto incorporating automatic advance/retard has replaced the original Bosch fixed-timing magneto, which is included in the sale. Supplied new with electrical lighting and charging systems, but not an electric starter, it also retains its original Klaxon horn, SEV headlamps and side lamps. Alongside the change of magneto, restorer I.S. Polson has also carried out additional work including fitting taillights, repairs to dynamo, fitting a period correct ammeter, changing a brake rod, various re-wiring and many other small jobs, all of this work totalling circa £9,000.

Described as in generally good condition, with excellent interior, this handsome early Renault is offered with old Australian registration document, C&E 386 Certificate, current MoT (August 2014) and Renault Frères dating letter.

£35,000 - 40,000

€41,000 - 47,000

371

1913 Cadillac 40/50hp Model 30 Tourer

Registration no. SV 4965

Chassis no. 92668

Engine no. 92668



Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, and the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first speciality - soon established it as the foremost builder of quality cars in the USA. In 1901, Olds Motor Works had contracted for the supply of Leland-built engines and when unforeseen circumstances frustrated the plan, Leland and Faulconer formed their own company using funds supplied by two of Henry Ford's ex-backers, taking its name from the great French 17th Century explorer who had founded Detroit in 1701.

Cadillac's first automobile was simple runabout powered by single-cylinder engine - known as 'Little Hercules' - that was an exemplary performer by the standards of its day. From these humble beginnings Cadillac rapidly expanded its range, adding a large four-cylinder luxury car at the opposite end of the scale yet within a few years was heading for bankruptcy. Faced with decreasing demand for both its main products in the wake of a nationwide economic slump, the company responded with a new medium-priced car - the Model 30 - which was introduced in December 1908.

Offering luxury and performance at a relatively modest price, the 'Thirty' was produced within budget constraints that were as exacting as the engineering tolerances set down by company head Henry Leland, the 'Master of Precision', who dictated that it should be built to a tolerance of a mere thousandth of an inch, using a system of 'go' and 'not go' gauges that guaranteed absolute accuracy.

This degree of manufacturing control - only possible since Cadillac made virtually every component of its cars in house - enabled Leland to cost the manufacturing process precisely. The profit margin had been set at just \$25 per car and the company was rewarded by record sales in the new model's first year.

By the time this example was built, the Thirty's four-cylinder engine had already undergone enlargement and for 1913 was increased in size yet again, on this occasion to 5,996cc. The 1913 Cadillac also featured a chassis 4" longer in the wheelbase (at 120") and for 1914 adopted a Timken two-speed rear axle, making six forward speeds in all.

This particular car was imported into the UK from the USA in 1990 and acquired by the current owner's late husband in 1998. The accompanying VCC Dating Committee letter (dated April 1999) states that it is a 1914 model built around September 1913, production of the 1914 range having commenced in July 1913. 'SV 4965' is described as in generally good condition, apart from a non-functioning self-starter, but nevertheless is said to start readily 'on the handle' and tick over smoothly. Noteworthy features include original lamps and fittings; a 'Fat Man' steering wheel; and a compressor and tyre gauge. The jack and tool kit are present and 'SV 4965' comes complete with hood, side screens and a quantity of spares to include an engine crankcase - these need to be collected post sale from the vendor. The car is offered with instruction manual, sundry bills, VCC Dating Certificate and Swansea V5 registration document.

£40,000 - 50,000
€47,000 - 59,000



372

1913 Delage 2.3-Litre AI Skiff

Registration no. 8656 PE

Chassis no. 4791

Engine no. 6775

'Louis Delage created an important part of the tradition and heritage of the automotive golden age in France. Delage cars have all that is meant by 'La belle voiture française', together with Bugattis, Hispano-Suiza and, later, Talbot-Lago, which inspired France's coachbuilders to produce moving works of art.' William Stobbs, *Les Grandes Routières - France's Classic Grand Tourers*.

Founded in 1905 by Louis Delage in collaboration with Augustin Legros, a fellow engineer-graduate of an Arts et Métiers college, Automobiles Delage commenced production with a single-cylinder De Dion-engined runabout and within a few years was offering multi-cylinder designs.

The publicity value of racing was recognised right from the start, a single-cylinder Delage winning the Coupe Des Voiturettes as early as 1908 and Louis himself taking the 1911 Coupe de l'Auto in a 3-litre four-cylinder. Victories at the Grand Prix du Mans and the Indianapolis 500-Mile Race were achieved prior to WWI, the company going on to become a major force in Grand Prix racing in the 1920s and setting a new World Land Speed Record mark in 1924 with a 10.7-litre overhead-valve V12.

Delage's publicity had every right to sing the praises of what - arguably - was the finest French car of its day: 'Delage have to their credit many world's records, including a world's championship, and more awards at the principal Concours d'Elegance than any other car in the world... To these achievements Delage have added a third and greater.



They have made the highest known degree of luxury and performance available at the price the average motorist can pay.'

In the current ownership for over a decade and now coming to market due to the owner approaching 90 years of age, this delightful car is reportedly in impeccable running condition having covered fewer than 1,000 miles annually for the last 10 years, most of which was on summer trips to Brittany by way of the Plymouth-Roscoff ferry. The car is fitted with a light skiff-style body by little-known coachbuilder Keith Hill of Brecon, one of the early owners being a doctor in South Wales. There is comfortable seating for two up front plus two in the dickey seat making it a genuine four-seater.

Period touches abound, there being brass wherever one looks. Wooden artillery wheels are fitted and a spare beaded-edge tyre is carried on the running board. The dashboard mounts a full set of period instruments including a Delage-badged Elliot-style speedometer. We are advised that the car is mechanically superb, having been extensively rebuilt by the previous owner. The 2.3 litre four-cylinder engine starts instantly and runs in near silence, ignition being provided by magneto. Oil pressure when hot is a healthy 30psi and the Boyce motometer temperature gauge mounted atop the radiator never comes close to hot.

The gearbox is said to be easy to master with four forward speeds; reverse being found in front of first as on later Delages. The car is said to show a surprising turn of speed considering its age, cantering along in a relaxed manner at 50mph with 60 easily attainable. Steering is light and the whole driving experience a delight, with cheerful acknowledgements from every one encountered.

The delicate skiff bodywork is particularly pretty and suits the car very well. There are tonneau covers for the front and rear together with an easily assembled hood for inclement weather. It is just as well to augment the rear-axle-only braking by employing the handbrake in tandem with the foot brake for more effective stopping. According to the vendor, 'the car is simply a delight to drive and very evocative of Edwardian motoring. The best bit is just how useable it is, easily eating up 200-mile days and not greatly impeding modern traffic.'

Taxed, MoT'd and offered with Swansea V5C document, the car also comes with a history file containing a VCC dating plaque and various bills for servicing/maintenance over the years.

£40,000 - 45,000

€47,000 - 52,000



373

1927 Rolls-Royce 40/50hp Phantom I Limousine Coachwork by Locke & Co, New York

Registration no. YH 5929

Chassis no. 109NC

Engine no. QJ55

Rolls-Royce's 'single model' policy had proved to be an outstanding success for the company, but immediately after the end of the Great War the recession in the motor trade prompted the introduction of a smaller, cheaper, 20hp car to be built alongside the existing 40/50hp Silver Ghost.

Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, the advanced newcomer's arrival only serving to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.



Long-awaited successor to the 'Ghost, the New Phantom arrived in 1925. 'After seven years of experiment and test, in the course of which no promising device had remained untried, the 45/50hp Phantom chassis emerged, and is offered to the public as the most suitable type possible for a mechanically propelled carriage under present-day conditions,' announced Rolls-Royce.

Retrospectively known as the Phantom I, the newcomer boasted an entirely new push-rod overhead-valve, 7,688cc, six-cylinder engine with detachable cylinder head, a unit considerably more powerful than that of its Edwardian predecessor. The New Phantom, like the 20hp, adopted a disc-type clutch and adjustable radiator shutters; its chassis though, remained essentially the same as that of the later four-wheel-braked 'Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame. Some 2,212 Phantom I chassis had left Rolls-Royce's UK factory by the time production ceased.

Chassis number '109NC' was originally ordered by one Joseph Widener of Elkins Park, Pennsylvania, who specified that the car be delivered to a Mr Cohn of 9 Rue Octave Feuillet in Paris. Subsequently the original Barker cabriolet coachwork was replaced and the car now wears a period-correct body by noted New York coachbuilders Locke & Co. The Phantom was purchased in 1997 by the current owner, who then embarked on a body-off restoration, which is fully documented by numerous photographs. The Locke coachwork looks magnificent with a very upright period appearance, the rear being very carriage like, while the deep claret and black paintwork is described as superb.

The interior of the car appears absolutely correct and original while being in similarly good original condition. Upholstery to the rear is cloth, with no wear or foxing of the material, while the front compartment's black leather is more heavily patinated. All the woodwork is original and in good order, having been refinished. The interior incorporates a variety of pleasing touches including twin vanity sets to the rear, pull down privacy blinds and a speaker 'phone for addressing the driver. Completely rebuilt and recovered, a capacious motoring trunk is carried at the rear of the car while twin side mount spares are fitted to the running boards. The engine bay is tidy and well detailed. Currently MoT'd and taxed, this imposing Phantom limousine is offered with Swansea V5C document.

£50,000 - 60,000

€59,000 - 70,000



374

1953 Alfa Romeo 1900C 1st Series Sprint Coupé

Registration no. WSU 590
Chassis no. 1900C 01583
Engine no. AR 00204 00913
Body no. 3947

Alfa Romeo's first all-new offering of the post-war period arrived in 1950. Designed by Dr Orazio Satta Puliga and intended for volume production, the 1900 was the first Alfa to employ unitary construction and - in keeping with the company's sporting heritage - was powered by a twin-overhead-camshaft engine. A four-cylinder unit, the latter displaced 1,884cc and produced 90bhp, an output sufficient to propel the four-door saloon to 93mph.

Although ostensibly a humble family conveyance, the 1900 was endowed with sporting credentials which extended beyond its type of power unit, owners enjoying the benefits of wishbone and coil spring independent front suspension and an exceptionally well located live rear axle. It should have surprised nobody therefore, when the 1900's potential was realised in the form of two high performance derivatives. Launched in 1951, the 1900 Sprint featured bodywork by Pinin Farina (cabriolet) and Touring (coupé), both models utilising the 100bhp engine of the 1900TI sports saloon.



An immensely influential design, Touring's Sprint was designed to offer family-sized accommodation in a two-door sports coupé format and its heart-shaped vertical grille with flanking horizontal intakes would become an Alfa trademark on later models. Shortly after the Series 2 arrived in early 1954, the model was mildly restyled and upgraded as the Super Sprint, gaining a 1,975cc, 115bhp engine and five-speed gearbox.

A rare original right-hand drive example, this 1900C Sprint was first registered 'TR 24610' in Terni (100 kilometres north of Rome) on 5th October 1953. Its first owner was one Concezio Lusi, who kept it for 12 years. The car then passed through several owners' hands and by the 1980s belonged to one Paola Marengon, living in Rome. In October 1983 Ms Marengon sold it to Richard Schimmer of Dusseldorf, who is believed to have driven the Alfa from Italy to Germany. The current owner bought the car from Mr Schimmer in April 1985.

At that time the bodywork was rough, compounded by the fact while the car was being trailered from Dover Docks, the bonnet flew open and folded itself in half. Bodywork restoration was entrusted to RS Panels of Nuneaton where Bob Smith and his men did a superb job restoring the aluminium panelling and repainting the shell in black (as before).

Nearly all chromed parts were re-plated, the bumpers restored and brake drums polished. The interior was restored, retaining as much of the original materials as possible, and fitted with new headlining and carpets. The entire car was rewired.

After purchase it was discovered that a replacement engine from an Alfa Romeo 2000, equipped with twin downdraft Solex 40 PII carburettors, had been installed. The reason for this and when it was done is not known, but it is believed that the transplant was carried out fairly early during the car's life in Italy. It is possible it was used in competitions. The engine was rebuilt by John Clifton of Forest Green, being re-bored to 85.5mm and fitted with new pistons; new main and big-end bearings; new valves, guides, seats and springs; and new cam followers and camshaft chains.

A stainless steel exhaust was fitted and the gearbox rebuilt with new bearings, seals and a new reverse gear. We are advised that the new engine gives a better drive, being of larger capacity (2,022cc after the re-bore instead of the original's 1,884cc) and benefiting from a five-speed gearbox with floor change. Described by the private vendor as in generally very good condition, the car is offered with its old Italian libretto, current MoT and Swansea V5 document.

£60,000 - 80,000

€70,000 - 93,000





375

1955 Rolls-Royce Silver Wraith Limousine Coachwork by Freestone & Webb

Registration no. CCC 500

Chassis no. DLW83

Engine no. L82D

Rolls-Royce's first post-war model, the Silver Wraith employed a chassis similar to that of the MkVI Bentley, though with a 7" longer wheelbase. The Wraith however, was only offered with traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork. Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with aluminium cylinder head featuring overhead inlet and side exhaust valves. A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1952, at which time the engine was enlarged to 4,566cc and a long-wheelbase version introduced. Production ceased in 1959, by which time 1,780 chassis had been completed.

The last word in motoring luxury in its day, this automatic-transmission Silver Wraith on the long-wheelbase chassis was completed with formal limousine coachwork by Freestone & Webb of North London, one of the finest of all British coachbuilders and a firm associated with quality marques from its earliest days, particularly Rolls-Royce, Bentley and Mercedes-Benz. This Rolls-Royce must be one of the last cars that they bodied, for the company was taken over by H R Owen in 1955 and ceased coachbuilding the following year.



Carrying its original registration ('CCC 500') the car was purchased in 1989 by the current vendor, who commenced its full restoration to concours standard a couple of years later. Work carried out includes overhauling the chassis and suspension; aluminium bodywork bead-blasted to bare metal and repaired; ash framing repairs to door pillars, etc; engine restoration; gearbox reconditioned; differential and rear axle overhauled; new stainless steel exhaust system; reconditioned dynamo, starter motor and radiator; new headlights; all brightwork re-chromed; all interior woodwork refinished to an exceptional standard; front and rear seats re-trimmed; new windscreen, etc, etc. We are advised that the headlining and carpets need replacing and that the electrical system has yet to be re-commissioned.

The 1989 bill of sale is on file and the vendor has found a couple of old MoTs and some invoices for work carried out during 1991, 1992 and 1993, but not all of them. It is estimated that some £60,000-£80,000 has been spent to date. Offered with Swansea V5, 'CCC 500' represents a wonderful opportunity to acquire a Freestone & Webb-bodied Silver Wraith with all of the hard work completed.

£20,000 - 30,000

£23,000 - 35,000



376

Property of a deceased's estate

1969 Aston Martin DBS Sports Saloon

Registration no. UAO 275G

Chassis no. DBS/5240/R

Engine no. 400/3836/S

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by William Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that: 'Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time.'

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless. Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering.



This particular DBS has had three owners since May 1978, the last of whom (now deceased) purchased it in December 1996 at 18,000 miles. The Aston joined a collection of 12 classic cars and a replica Hawker Hurricane! The earliest of the expired MoT certificate on file is dated June 1988 at 10,587 miles, though little is known of the car's history prior to this. An accompanying folder contains numerous invoices from Aston Martin Works Service, DJR Aston Specialists, Aston Engineering, Aston Workshop and other specialists.

These include bills from Aldridge Trimming (£6,120 in April 2013 for a full re-trim including headlining); VRV Automobiles (£15,631 in May 2008 for a cosmetic rebuild/re-spray); and Spencer Street Garage (for £7,154 circa 2008 for engine work including timing chain/tensioners and a conversion gasket set - assumed for an unleaded conversion). There is also a bill for new bumpers/manifolds (£2,000 in 2013). Fully refurbished both mechanically and cosmetically, this beautiful DBS currently displays a believed-correct total of only 23,000 miles on the odometer and comes with fresh MoT and Swansea V5. The provision of Weber carburettors is the only notified deviation from factory specification.

£60,000 - 70,000

€70,000 - 81,000



377

1924 Morris Commercial 8cwt Standard 'Snubnose' Van

Registration no. UF 7502
Chassis no. 64337 (see text)
Engine no. 74075

In 1973 this vehicle was owned by Peter J Seymour, author of the standard work on the marque: 'The Development of 8 & 10cwt Morris Light Vans 1924 to 1934', whose family firm had taken delivery of it in 1924. An accompanying old-style buff logbook records that in 1941 it was registered as a motor plough, a common fate for many hard-used commercials, which in wartime qualified it for licence exemption and fuel allowances.

In subsequent years 'UF 7502' was restored to the original Light Van specification by Vicarys of Battle, using factory drawings faithfully to re-create the van body. We understand that a replacement chassis from a Morris Cowley was used in the course of the restoration, the original perhaps having been shortened during this vehicle's use as a motor plough.



This exceptionally rare Light Van appears to be to original specification in all major respects, while attractive period features include Gabriel Snubbers, a Boyce Calormeter and decorative wings, the split two-piece windscreen, and Shell Motor Spirit two-gallon can carried on the running board. The restorer correctly resisted the urge to plate the lamps or their rims, which quite properly were painted black.

In 2008 'UF 7502' was acquired by collector Jack Tattersall and in November 2010 was purchased at Bonhams' Harrogate Sale (Lot 710) when Jack's collection was dispersed. Currently registered in France, the van has lost its 'Vicarys' paintwork and has undergone some work on the engine to ensure that it starts and runs without problems. However, all efforts to make the speedometer work have failed. The vehicle is offered with the aforementioned buff logbook, Swansea V5C document, old MoT certificates and maintenance invoices, related magazines and a copy of Peter Seymour's authoritative book. The provision of flashing indicators is the only notified deviation from factory specification.

£10,000 - 15,000

€12,000 - 18,000



378

1926 Amilcar Type CS Sports

Registration no. BF 4700

Chassis no. 20724

Engine no. 20661

One of France's foremost exponents of sporting vioturettes, Amilcar introduced its first model, the Type CC, in 1921. Designed by Edmond Moyet, the CC featured Amilcar's own four-cylinder, 904cc, sidevalve engine, a three-speed gearbox and quarter-elliptic springing, and would develop into the Types CS and 4C.

The example offered here is a Type CS, which has a more powerful 985cc engine, the latter professionally block-stitched. Chassis number '20724' was shipped to Australia when new and was purchased there by Robin Batcher in 2005 and brought to the UK. Mr Batcher got the engine running correctly, lightened the flywheel and fitted an SU carburettor before selling the Amilcar to Frazer Ewart in Scotland. Mr Ewart overhauled the brakes and fitted a new battery, and then competed with car on the VSCC's Scottish Trial in 2008. He then sold it to Alan Clear, who fitted the current replica body and restored the Amilcar incorporating many period-correct items. Arguably the prettiest and most sporting of the available Amilcar coachwork, the Duval-style aluminium body is fitted over a timber frame and features staggered seating and a pointed tail, the latter affording a surprisingly capacious storage compartment. The paintwork is a delightfully patinated dark blue, which is complemented by antique mid-brown leather interior trim.



The engine-turned dashboard houses an 8-day clock, km/h speedometer and a tachometer, all by Jaeger, which are complemented by an exquisite Jacquet stopwatch. Illumination is provided by 'acorn' Marchal headlights, with lamps by Glaenzer of Paris to the rear. The re-cored radiator is encased in a wonderfully patinated trademark Amilcar cowl, on top of which is an original 'Pegasse' mascot. Newly painted and spoked, the wheels have drilled knock-off spinners and are shod with new Longstone tyres. Brakes are to the rear wheels only but we are advised that this light cyclecar pulls up sharply. The handbrake actuates a second pair of shoes in the rear drums.

Accompanying history shows competition use in Australia during the 1960s/70s and in the UK it competed in the aforementioned VSCC trial, having held the requisite 'buff form'. Sold only because of a change in personal circumstances, this very pretty, sporting Amilcar is described as in generally very good condition, driving well. The car is offered with sundry restoration bills, current road fund licence and Swansea V5C document. Its original bronze Solex carburettor, an alternative manifold for a side-exit competition exhaust, and a small quantity of spares is included in the sale.

£20,000 - 25,000

€23,000 - 29,000



379

1960 Morris Minor 1000 Traveller

Registration no. OVS 492
Chassis no. M/AW3-849607
Engine no. 9M-U-H464312

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 Minor 1000 Traveller benefits from the installation of a reconditioned Gold Seal engine, while other noteworthy features include inertia reel seat belts and flashing indicators (the original semaphore arms have been retained). Described as in sound, tidy condition, 'OVS 492' is said to be very reliable and to drive well. The car is offered with current road fund licence, MoT to July 2014 and Swansea V5 registration document. A quantity of spare parts is included in the sale.

£2,500 - 3,500
€2,900 - 4,100



380

1935 Morris 10/4 Tourer

Registration no. BKL 503
Chassis no. S21E173667
Engine no. 168864

Introduced in the latter half of 1932, the Morris Ten stole a march on many of its rivals by virtue of its superior Lockheed hydraulic brakes, most small family cars of the period continuing to rely on mechanical systems. The 1,292cc four-cylinder sidevalve engine drove via a three-speed gearbox (with synchromesh from 1934 and four speeds optional) and in most other respects the Ten was entirely conventional. It was also extremely successful, helping Morris establish a commanding presence in the increasingly important 10hp market sector. The *Autocar* reckoned the Ten provided a generous amount of accommodation for this class of car (it was identical to the Twelve in all respects save for the latter's larger engine) with ample legroom in the rear compartment. Testing both models side by side in February 1937, *Autocar* found that there was little to separate them in terms of straight-line performance, the Ten reaching a maximum speed of 65-66mph with the Twelve only a couple of miles per hour faster, though possessing superior acceleration. In terms of economy though, the Ten easily bested its larger sibling, returning 32 miles per gallon to the Twelve's 28. We are advised that this Morris Ten Tourer was restored in 1992, some £10,000 being spent, and benefits from more recent replacement of the cylinder head gasket and work to the steering. Described as in generally good condition, with 'average' electrics and 'poor' interior, the car is offered with sundry restoration invoices and Swansea V5 document.

£7,000 - 10,000
€8,100 - 12,000



381

1995 Jaguar XJ-S V12 Convertible

Registration no. M155 XJS
Chassis no. SAJJNAFS3ER196136
Engine no. 8D011988SG

The introduction of the six-cylinder XJ-S in 1983 coincided with that of the Targa-style cabriolet - the first open Jaguar since the E-Type's discontinuation. 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 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 was judged to have been a success and was joined in 1988 by a full convertible. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996. Purchased one year ago from a deceased's estate, this XJ-S V12 Convertible has had five previous keepers and comes with full service history to March 2010. Maintained by a specialist since acquisition, 'M155 XJS' currently displays a total of 87,407 miles on the odometer and is described as in generally very good condition. The car is finished in Moroccan Black with cream leather interior and is offered with aforementioned service history, MoT to August 2014 and Swansea V5C document.

£10,000 - 12,000

€12,000 - 14,000



382

1948 Ferguson TE20 Tractor

Registration no. KYA 745
Chassis no. TE/A 49672

Harry Ferguson's invaluable contribution to agricultural practice is his ingenious three-point hitch system that supported trailed implements hydraulically, maintaining ride height and thus enabling tractors to remain stable. Following the acrimonious dissolution of his partnership with Ford, 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 restoration of this petrol-engined Fergie was commenced in 1977 and only completed in 2011, during which period the owner lived in France for 18 years. It should be noted that although there is a 'change of keeper' in the logbook, this refers to the vendor's brother, its custodian while he was abroad. Upon the owner's return in 2005 the renovation continued and the 'registered keeper' returned to the current vendor. Works carried out include sand-blasting and repainting, re-chroming, reconditioning the radiator, overhauling the hydraulic pump and renewing numerous parts (list available). It should be noted that all metal work is original and in good condition - the reason the owner purchased the tractor originally. Items of particular interest are the riveted aluminium bonnet, the front and rear wheel centres without scallops, and the angled oil filter, all of which are only found on very early examples. Winner of several awards including 'Best Vintage Restoration', this classic British tractor is taxed until May 2014.

£3,000 - 5,000

€3,500 - 5,800





383

One lady owner & 42,000 miles from new **1985 Peugeot 205 GTi Hatchback**

Registration no. C764 HGF
Chassis no. VF3741C66G5948950
Engine no. 067323

Although Volkswagen can claim to have created the 'Hot Hatch' category with the Golf GTi of 1975, though there had been a few earlier variations on the theme, by the early 1980s almost every major European manufacturer had one on the range. Peugeot were relative latecomers to this emerging market sector, introducing the 205GTi in 1984. At first the 1.6-litre made do with a relatively modest 105bhp, though this was increased to 115bhp in 1986 with 130 horsepower available in the 1.9-litre model, introduced at the same time. Top speed of the '1.6' was around 122mph, with 0-100km/h (62mph) achievable in 9.1 seconds. This 1.6-litre 205 GTi was purchased new in 1985 by the lady owner and has covered only 41,360 miles in total. Bought as a 'run around', the car has been kept garaged, looked after and serviced regularly (service history available). Now, aged 91, its owner has failing eyesight and has been advised not to drive - hence the decision to sell. All bills, including the original purchase receipt, come with the car together with the manufacturer's brochure. Finished in silver with red/black cloth interior, 'C764 HGF' is described as in generally good condition, with excellent engine, and is offered with current road fund licence, MoT to November 2013 and Swansea V5 document.

£4,000 - 6,000

€4,700 - 7,000



384

1997 Porsche 911 Carrera Type 996 Coupé

Registration no. T930 DHY
Chassis no. WPOZZZ99ZX5607681
Engine no. 68X07387

Introduced in 1997, the Type 996 version of Porsche's perennial 911 really did justify its maker's claims to be 'all new'. With the 996, Porsche finally adopted water cooling for the flat-six engine, which remained behind the rear wheels of a car longer, wider and higher than before, sharing no panels with its immediate predecessor. Despite the overall increase in size, Porsche's engineers managed to lower the drag co-efficient by raking back the windscreen, achieving a figure of 0.30 (down from the 993's 0.34) with a beneficial reduction in fuel consumption at high speeds. Bonded-in front and rear screens contributed to a significant increase in the stiffness of the aluminium chassis, which was clad in galvanised steel body panels. The new, more compact, 24-valve engine displaced 3.4-litres compared with the 993's 3.6 yet contrived to be more powerful, producing 300bhp (up from 285), which was good enough for a top speed of 174mph. Finished in blue with grey interior, this Tiptronic-equipped model has covered only 74,285 miles from new and comes with the all-important full service history with marque specialists, including a large quantity of bills and expired MoTs. Noteworthy features include sports seats, special-order alloy wheels, climate control and an electric sunroof, the latter a rare feature. Described as in generally good condition and said to drive excellently, the car is offered with two keys, current MoT and Swansea V5C document.

£12,000 - 15,000

€14,000 - 17,000

385

Left-hand drive & 21,000 miles from new **1989 Daimler Sovereign 3.6-Litre Saloon**

Registration no. E527 GHO
Chassis no. SAJDKALH4AC552860
Engine no. 9DBPA153786

Outwardly distinguishable from its Coventry sibling only by the marque's traditional fluted radiator grille and different badging, the Daimler Sovereign that appeared a year after the Jaguar XJ6's launch was in effect a top-of-the-range model, with most optional extras incorporated as standard. In 1986 Jaguar grasped the nettle bravely with the launch of an entirely new XJ6 - code-named 'XJ40'. The new XJ's outward similarity to the old one masked a host of improvements: a simpler bodyshell constructed from fewer panels, new advanced anti-corrosion technology, increased passenger and luggage space, and revised suspension giving superior ride and handling. In addition, two new six-cylinder engines replaced the long-running XK series; these were the 3.6-litre, 24-valve, twin-cam AJ6 already seen in the XJ-S and a 2.9-litre single-cam unit. Top speed of the 3.6-litre version was an excellent 136mph, with a best fuel consumption of around 35mpg. We are advised by the vendor that this luxurious 3.6-litre Sovereign was sold new in Oman and has had only one owner. A total of only 20,739 miles is currently displayed on the odometer and the Daimler is described as in generally excellent condition, driving 'as new'. Finished in red with matching interior, the car is offered with sundry bills and service history, current MoT and Swansea V5. A rare opportunity to acquire a little used example of this appreciating modern classic.

£5,000 - 7,000

€5,800 - 8,100



386

1990 Aston Martin Virage Coupé

Registration no. C9 AMV
Chassis no. scfcamlsolbr50029
Engine no. 89/50029/M

Launched at the International Motor Show, Birmingham, in October 1988, the sensational newcomer re-stated its Aston Martin V8 forerunner's muscular good looks in the modern idiom, contriving to be slightly narrower yet providing increased interior space. The car was still no lightweight, but with 330bhp on tap courtesy of the trusty V8 engine's new 32-valve top end, was good enough for a top speed approaching 160mph and a 0-60mph time of under seven seconds. Running on unleaded fuel and designed to meet the requirements of a more emissions sensitive world, the fuel-injected, catalytic converter-equipped V8 was suitable for all Aston Martin markets. The Virage continued Aston Martin's tradition of fine craftsmanship with its hand beaten aluminium body and fine leather upholstery, complementing the highest standards of modern technology applied to the design of chassis and engine. One of 426 Virages produced between 1988 and 1995, this automatic transmission model is finished in wine red metallic with special-order red/black interior, mesh front grille and sports exhaust upgrade. Described as in generally good condition, the car has covered 59,970 miles from new and is offered with current MoT, Swansea V5 document (with valuable number C9 AMV included) and full service history.

£15,500 - 17,000

€18,000 - 20,000





387

1997 Aston Martin DB7 Volante

Registration no. D7 GJF
Chassis no. SCFAA311XVK201438
Engine no. AM/0301271

It was the company's 1987 acquisition by Ford that ensured the future of Aston Martin, and the former's takeover of Jaguar two years later that made possible the revival of the 'DB' line, dormant since 1970. A shortened and modified XJ6 saloon platform formed the basis for the DB7. Brilliantly styled by Ian Callum in a manner reminiscent of the traditional Aston Martin, the body was notable for employing numerous composite-material panels in its construction. The chosen engine was a 3.2-litre version of the twin-cam, four-valves-per-cylinder Jaguar AJ-6 unit, which was endowed with suitable power courtesy of an Eaton supercharger. The result was 335bhp and a top speed of 160mph, a performance that put the DB7 on a par with rivals such as the Mercedes-Benz 500SL and Porsche 928. This DB7 Volante is finished in Racing Green with green-piped tan leather interior. Other noteworthy features include heated front and rear screens, electrically heated and adjustable front seats, cruise control, Pioneer CD/radio with electric aerial, front and rear fog lights, and a quarter tonneau cover. Recent repairs/replacements include the battery, clutch, brakes, front tyres, supercharger driveshaft and suspension bushes. Always maintained by Aston Martin specialists, the car is offered with HPI printout, sundry bills, current road fund licence, MoT to 27th November 2013, Swansea V5 and two sets of keys. A mesh front grille and battery cut-out switch are the only notified deviations from factory specification.

£15,000 - 18,000

£17,000 - 21,000



388

57,000 miles from new

1988 Lotus Excel SE Coupé

Registration no. E664 MCP
Chassis no. SCCO89912JHD12620
Engine no. DB912880424818

Technical co-operation with Toyota, which had purchased a stake in Lotus, enabled the latter to introduced an improved and cheaper version of the four-seater Eclat Coupé, which was christened 'Eclat Excel' when launched in 1982. The new model's backbone chassis, all-independent suspension and resulting brilliant handling were already Lotus hallmarks, while the 2.2-litre 16-valve engine was another carry-over from the Eclat. The Excel version switched to a Toyota five-speed gearbox and all-round ventilated disc brakes, replacing the previous Getrag transmission and disc/drum arrangement. The body too came in for revision, both front and rear aspects being tidied and the rear side windows changed in shape, while the rear suspension was up-rated. With 180bhp on tap, the Excel SE was good for 131mph and could reach 60mph in under seven seconds. Last of the front-engined four-seater Lotus Grand Tourers, the Excel ceased production in 1992. This example has had six former keepers and currently displays a total of circa 57,000 miles on the odometer. Benefiting from a galvanised chassis, the Lotus was restored in July of this year, being fully re-sprayed and treated to new decals, while the engine has been fully serviced and tuned. Described as in very good condition mechanically, with excellent bodywork and paint, the car is offered with sundry restoration invoices, current road fund licence, MoT to August 2014 and Swansea V5C.

£5,000 - 7,000

£5,800 - 8,100

389

One owner & 20,000 miles from new 2007 Mini Cooper S Auto Clubman

Registration no. LC57 XMO
Chassis no. WMWMM32030TL25127
Engine no. A6101005

The original, iconic Mini was always going to be a hard act to follow but the new 21st Century Mini, created by brand owners BMW, has taken over where the old one left off, immediately establishing itself as a chic mode of transport for fashion-conscious urbanites as well as an immense commercial success. Launched as a three-door hatchback, which many maintain is what the original should have been from the outset, the new Mini is bigger in every respect than its forebear while the clever retro styling nevertheless maintains close visual links with Issigonis's masterpiece. This one-owner, right-hand drive Cooper S Auto Clubman has covered 32,000 kilometres (approximately 19,900 miles) from new. Its accompanying specification sheet reveals that this exceptionally well equipped car was delivered with the multi-function sports wood-rim steering wheel; exterior mirror pack; heated mirrors/washer jets; Chrome Line interior; visibility pack; anthracite roof lining; auto-dim interior mirror; park distance control; rain sensor and 'lights on'; automatic air conditioning; hi-fi speaker system; navigation system, etc. Originally finished in Hot Chocolate metallic with matching interior, it has been refinished in a special 'basket weave' colour scheme by P&A Wood. Described as in generally good condition, this unique Mini Cooper S is offered with MoT to November 2013 and Swansea V5C document. A spare set of winter tyres and a roof box is included in the sale.

£4,000 - 6,000

€4,700 - 7,000



390

1973 MGB GT V8 Coupé

Registration no. NKT 480M
Chassis no. GD2D1339G
Engine no. 271

MG enthusiasts have Kent-based engineer Ken Costello to thank for the existence of the V8-engined MGB. In 1970 Costello began selling cars converted to take the 3.5-litre Rover V8, their favourable reception prompting British Leyland to follow suit. Considerably quicker than the four-cylinder 'B', the V8 could reach 60mph in around eight seconds and had a top speed of 125mph, respectable figures even today. Introduced in August 1973 and built only in GT coupé form, the MGB V8 was supplied exclusively to the UK market. A total of 2,591 cars were manufactured before the model was withdrawn in 1976, making it one of the rarest and most sought-after of post-war MGs. With excellent parts supply, modest insurance costs, and simple and reliable components, this model now benefits from 'zero road tax' if built prior to 31st December 1973, which is the case with this particular car (having been registered in September '73). 'NKT 480M' has been in enthusiastic hands for the last nine years and has been subject to continuous maintenance and care during that time. The manual with overdrive equipped GT is fitted the very desirable period Tudor Webasto sunroof, which was recovered in 2003, and appears to have been Ziebart anti-corrosion treated from new. The original colour scheme of Glacier White with blue cloth interior is retained, as are the original steel/alloy composite wheels. Fully serviced in June 2013, this well cared for MGB V8 is offered with sundry service invoices, MOT to June 2014 and Swansea V5C document.

£8,000 - 10,000

€9,400 - 12,000





391

1979 Ferrari 400 Cabriolet Conversion by PL FahrzeugBau

Chassis no. F101CL26743

Launched at the 1976 Paris Salon, the 400GT had acquired a 4.8-litre version of Ferrari's four-cam V12 engine but otherwise differed from its 365GT/4 2+2 predecessor only in detail. The 400GT reaffirmed Ferrari's determination to compete with the world's finest luxury sports saloons and was intended to attract the type of mature yet discerning customer who previously might have opted for a Bentley or Mercedes-Benz.

This latter requirement made the option of automatic transmission a necessity. The unit chosen - General Motors' three-speed Hydramatic - was widely regarded as the world's best, having been used by Cadillac and subsequently by Rolls-Royce and Jaguar among others. Flagship of the Maranello range, Ferrari's splendidly equipped '2+2' featured self-levelling independent rear suspension, power-assisted steering, electric windows and optional air conditioning. Being a Ferrari, the 400GT was as fast as it was luxurious, boasting a top speed of around 150mph.



Sadly, the car's biggest potential market - the USA - remained effectively closed to it because of stringent safety and emissions legislation. Even after it received fuel injection, the 400GT - now the 400i GT - remained effectively a Europe-only model because of the expense involved in crash-testing two cars for US safety assessment. By the time production of the final 412 version ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year.

Although the 400 series was only manufactured in saloon form, a few, such as this example, were subsequently converted to cabriolet specification. In this case the transformation was carried out in period by PL Fahrzeugbau of Koblenz, Germany, a company that also transformed the Ferrari 308 and 512 models into convertibles. A right-hand drive model equipped with automatic transmission, chassis number '26743' is finished in dark blue with magnolia leather interior. Recently forming part of an exclusive Italian private collection, the car is offered with Luxembourg registration documents.

£28,000 - 35,000

€33,000 - 41,000



392

Left-hand drive

1960 MV Agusta 1100 D2 Autocarro Motorcycle Transporter

Chassis no. 1001022

Unlikely as it may seem, this charming light commercial vehicle was manufactured by the legendary MV Agusta. One of the most iconic marques in motorcycling history, thanks mainly to an unprecedented record of Grand Prix racing success throughout the 1950s and 1960s, MV Agusta (Meccanica Verghera Agusta) started out as an offshoot of the Agusta aviation company. The latter had been founded in 1923 by one of Italy's pioneer aviators, Count Giovanni Agusta, who first flew in 1907.

When demand for its traditional product line vanished at the end of WW2, Agusta turned to motorcycle manufacturing as a means of keeping its factory and workforce occupied. In the immediate aftermath of war, what Italy needed was cheap, basic transport for the masses, which meant mopeds, lightweight motorcycles and scooters, almost all of them two-stroke powered. Even MV could not ignore the economic facts of life.



Although best known for its large-capacity four-cylinder four-strokes, MV Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. Indeed, one of the marque's earliest Grand Prix results – 5th place in the Dutch 125 round in 1950 – was achieved by a two-stroke. The company even adapted one of its motorcycles to serve as a three-wheeled delivery truck – a motocarro – the first of these lightweight commercials appearing in 1954. Four-wheeled autocarro commercials followed. These were powered by a variety of MV-built engines, the largest of which was a 1,079cc twin-cylinder diesel. Producing 27bhp, the latter powered the 1100 D2 model, which arrived in 1957 and lasted in production into the early 1960s. Why MV bothered with this market is a mystery, as there was never any chance of them competing successfully with FIAT. It is estimated that only some 2,000 1100 D2s were made.

This restored example has a flat rear bed adapted to carry three motorcycles. Offered from an exclusive Italian private collection, the vehicle is described as in generally good condition and comes with Italian registration papers. The perfect way to take your collection of MVs to the next meeting.

£14,000 - 18,000

€16,000 - 21,000



393

Left-hand drive

1972 Mercedes-Benz 300SEL

6.3 Sports Saloon

Chassis no. 10918-12-003411



'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, designed by Paul Bracq, 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. Automatic transmission was standard equipment. According to *The Motor*: 'The rich smell of expensive cow hide and firm but shapely seats welcome you aboard. The door shuts with a muffled donk, like that of a railway carriage in an acoustic chamber, and suddenly the outer world is remote and strangely silent.'

A superbly appointed luxury conveyance endowed with sports car performance, the 300SEL 6.3 could attain 60mph in around seven seconds and had a top speed approaching 140mph. *Autocar* commented: 'The tremendous superiority in handling is the key to what makes the 6.3 Mercedes such an exciting vehicle, and so essentially a driver's car. The responsiveness of all its controls makes it a delight to drive.' It is not at all surprising that the 300SEL 6.3 was such a favourite with racing drivers of its era. They would have been among the relatively few individuals wealthy enough to afford it, for with a price of £8,200 in the UK, which included a radio and air conditioning – both 'extras', it cost more than Ferrari's fabulous 365GTB/4 'Daytona' sports car.

Finished in anthracite metallic, this left-hand drive example benefits from a new beige leather interior and features the desirable option of a factory-fitted sliding steel sunroof. Described by the vendor as in generally good condition, the car is offered from an exclusive Italian private collection and comes with Italian registration papers.

£22,000 - 28,000

£26,000 - 33,000



394

1973 Triumph TR6 Roadster

Registration no. SAV 327M

Chassis no. CF/16039-U

Engine no. CF16361UE

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.



Originally a left-hand drive model exported when new to British Leyland Motors Inc in Los Angeles, this TR6 was converted to right-hand drive configuration in 2004 and restored in 2009, there being related bills from marque specialists Rimmer Bros, Cox & Buckle and TRGB on file plus others for various upgrades. Twin Stromberg carburettors were standard on TR6s destined for North America, but this example has been fitted subsequently with more user-friendly twin SU HS6s, breathing via K&N air filters.

Other noteworthy features include overdrive transmission, Lumenition electronic ignition, lightweight alloy radiator, silicone coolant hoses, Kenlowe cooling fan, braided brake hoses, Mocal oil cooler, Mota-Lita wood-rim steering wheel, leather-trimmed walnut dashboard, stainless steel tread plates, drilled front grille, stainless steel period racing mirrors, mohair hood, tonneau cover, halogen lamp kit, stainless steel 'Angel Eye' spot lamps, Spax adjustable suspension, anti-roll bar link, suspension Polybushes, stainless steel sports exhaust system, MWS chromed wire wheels and Vredestein Sprint Classic Tyres. Finished in Gunmetal Grey with Biscuit leather interior, 'SAV 327M' has covered only 4,400 miles since restoration and is described as being in generally excellent condition. The car is offered with BMIHT certificate confirming 3 December 1973 manufacture, original handbook and repair manual, current road fund licence, MOT to April 2014 and Swansea V5C.

£16,000 - 18,000

€19,000 - 21,000



395 c.1908 Chicago Motor Buggy 14hp Type 112 High Wheeler

Registration no. to be advised

Chassis no. 470A

Engine no. 470A



According to 'The Standard Catalog of American Cars 1805-1942', the Black Manufacturing Company of Chicago, Illinois displayed its first automobile at the Iowa State Fair in 1908, taking \$50,000 worth of orders. The company offered two product lines initially: the range of 14hp, 69½" wheelbase cars being marketed as the 'Chicago Motor Buggy' and the more expensive 18hp, 75" wheelbase models as simply the 'Black'. Both were powered by twin-cylinder air-cooled engines and featured chain drive and solid rubber tyres. An alliance with the Crow Manufacturing Company of Elkhart, Indiana saw a four-cylinder model – the Black Crow – added to the line up for 1909. Unfortunately, a dispute with its partner effectively finished Black, which made no more vehicles after 1910.

The vehicle offered here is an example of the Chicago Motor Buggy 14hp Type 112, a two-person runabout priced at \$450 when new. An original sales brochure supplied with the car states that the one-gallon fuel tank is good for 30miles and claims a speed of 25mph. Lubrication is by means of crankcase pressure and the suspension is believed to be made of brass, though this is currently painted cream.

This car is believed to be one of only 13 surviving Type 112 models from a total of 18 Blacks known to exist, including one of which is housed at the Brussels Motor Museum. It was bought by the current vendor from the USA in 2007 as a non-runner, the former keeper Mr Ronald R Hyland of Oregon having owned the car from 1977. (It should be noted that the US registration papers record the manufacturing date as 1904). Used sparingly, the high wheeler is said to run strongly, with all gears working, while the interior was renewed circa five years ago. A UK V5C registration document has been applied for.

As well as the original sales brochure the car also comes with a detachable folding hood, which is working and complete but would benefit from re-covering. A pair of (believed original) period paraffin side lamps is included also. Eligible for a host of Veteran Car Club events including the popular 'Creepy Crawly', this would make a fascinating addition to any motor house.

£20,000 - 25,000

€23,000 - 29,000



396

1937 MG VA Drophead Coupé Project

Registration no. EAU 77

Chassis no. VA 0672

Engine no. A16127D

Launched at the 1936 Motor Show, the VA was the second all-new MG model to be introduced following the company's acquisition by Morris Motors and its subsequent reorganisation. It was a scaled-down version of the SA, first seen the previous year, which had caused a certain amount of consternation amongst enthusiasts who feared an abandonment of virtues embodied by the marque's nimble sports cars. They need not have worried, for although based on the Wolseley Super Six and aimed at the luxury car market, the SA received sufficient input from MG founder and designer Cecil Kimber to transform it into a car worthy of the famous octagon badge.

Likewise the VA, or 1½-Litre, which shared its 1,548cc four-cylinder overhead valve engine with the Morris 12/4 and Wolseley 12/48. As installed in the VA, this unit featured twin SU carburettors and produced 54bhp, but as the car weighed over a ton, acceleration was necessarily leisurely. Nevertheless, the VA could cruise comfortably at 60mph and had a genuine top speed of over 75mph with more to come from the tourer with the windscreen folded flat. Synchromesh made its appearance on 3rd and top gears - the first time that this innovation had been seen in an MG saloon. A Tickford-bodied drophead coupé and Charlesworth-bodied open tourer completed the range. By the time production ceased in 1939, 2,407 VAs of all types had left the factory.



This particular VA, chassis number '0672', was purchased by the vendor's father in June 1970 from Harlaxton Motors near Grantham, Lincolnshire and has always been kept garaged. Some work was carried out and the car put back on the road, then later in the 1970s some bodywork restoration was undertaken. However, with funds limited the MG was taken off the road, its owner's aim being to fully restore it progressively, as and when money became available. In 1983/4, the body was extensively refurbished and the engine totally rebuilt, together with (it is believed) the clutch, carburettors, starter motor and dynamo. The car was driven back by the vendor from the garage where the work was done - a distance of approximately 10 miles - before it went back into his father's garage.

With its owner's health failing, completion of the rebuild was slow, and he passed away in 1996 half way through restoring the braking system. The vendor inherited the car and always intended to complete the restoration but has never had enough time, hence the decision to sell. Finished in British Racing Green with matching leather interior, this rare MG soft-top is offered requiring completion and is sold strictly as viewed. Accompanying documentation consists of sundry restoration invoices, old-style logbook and Swansea V5. The provision of trafficators is the only notified deviation from factory specification.

£15,000 - 20,000

€18,000 - 23,000

397

1935 MG Midgette KN 'University Special' Speed Model

Registration no. MG 4314

Chassis no. KN0440

Engine no. 686AKN

Chassis number 'KN0440' is one of the series of around 20 KN chassis sold by University Motors, the well-known London MG agent, as the 'University Special' Speed Model. The original 'K' series of Midgette sports cars had been announced at the London Motor Show in 1932, comprising the long-wheelbase K1 and short-wheelbase K2, the latter sharing its chassis with the racing K3.

The K-Series used an overhead-camshaft six-cylinder engine similar to that of the existing Magna series but downsized to 1,087cc to gain entry into racing's 1,100cc Class G, success in which was considered vital by MG boss Cecil Kimber. For the K-Series, MG's long-stroke 'six' received a cross-flow cylinder head and in the K3's case induction was by means of a Power Plus supercharger driven off the crankshaft nose and fed by a single SU carburettor.



#0440 on the start line at Angoulême, July 1992



Introduced in July 1934, the KN Magnette combined the longer (108") wheelbase chassis of the K1 with the all-new and much stronger N-type 1,271cc six-cylinder engine. The KN was only offered as a 'pillar-less' saloon, thus providing University Motors with the opportunity to exploit a gap in the market with their attractive K1-style four-seater tourer using the larger and more powerful N-type engine. It was advertised thus: 'To cater for the growing demand for the open speed model coachwork, University Motors Limited have introduced this pleasing four-seater on a special long wheelbase MG Magnette chassis.' Some sources state that University Motors used leftover K1 tourer bodies while others attribute the bodies to London-based coachbuilder, Coachcraft.

Retaining its original chassis, body and 'MG 4314' registration mark (University Motors used the 'MG' prefix on all of their pre-war and many post-war sales) this KN Magnette was purchased by the vendor in 1975 and has been in continuous use for the last 38 years. We are advised that the body has never been off the chassis and that the vendor has made extensive mechanical modifications over the years to improve the car's capabilities as a high-speed tourer, all of which could be reversed if a future owner so desired.

Incorporating a new cylinder block, crankshaft, con-rods, valves, etc, the engine has been bored out to 1,680cc and was rebuilt in 2012 by Harding Autos of Woking, Surrey. It has been supercharged for 30 years, the unit fitted being a Volumex, which is fed via a 2" SU carburettor with pre-heater.

The chassis has split-system hydraulic brakes, an up-rated (Ford) differential and 72-spoke wire wheels shod with Blockley 19" tyres, while the electrics have been upgraded with an alternator, hidden under the rear floor driven via the propshaft. An overdrive unit is fitted to the original 'crash' gearbox, which has been rebuilt with new gears by Transmission Services of Guildford and fitted with a modern clutch. The car is said to be in top order mechanically, the interior likewise, while the body would benefit from refreshment of the paintwork. The hood and side screens are in good order and the car boasts a fold-flat windscreen, which is complemented by a pair of Brooklands 'aeros'.

A much used car, not concours, 'MG 4314' has been raced and hill climbed with the MG Car Club and the VSCC, and has also competed at Angoulême. The vendor has heard it said that his is the fastest road going 'Triple-M' car out there - a recent road test testifies the claim. Although he would not vouch for that claim, the vendor does say that the Magnette will travel the length of France in a day, two-up with luggage including a good lunch. Possessing a wonderful patina and driving without fault, this sensibly upgraded MG Magnette comes with old-style logbook, Swansea V5 document and a very good history file containing bills for work carried out over the years. It is taxed for the road until August 2014.

£90,000 - 120,000
€110,000 - 140,000





398

1947 Jaguar 1½-Litre MkIV Saloon

Chassis no. 413284

Engine no. KB4393



Introduced alongside the six-cylinder 2½-Litre model in 1936, the SS Jaguar 1½-Litre was powered by the same 1,608cc, four-cylinder sidevalve engine as fitted to the Standard 12. Both models' flowing lines improved greatly on the preceding SSII's more angular coachwork, but in the case of the smaller car the new pressed-steel body and massively built chassis was more than the 50bhp Standard engine could handle. This shortcoming was addressed in 1938 with the launch of a revised version featuring an overhead-valve engine of 1,775cc, the latter's extra 20bhp providing a welcome boost to performance. Other improvements included a lengthened wheelbase, revised springing and Girling mechanical brakes.

Like the majority of Britain's motor manufacturers, Jaguar Cars, as William Lyons' SS concern had been renamed in 1945, commenced post-war production with a range of pre-war designs. Essentially stopgap models pending the arrival of an entirely new generation of Jaguars, these comprised the compact 1½-Litre and the 2½/3½-Litre model, retrospectively known as the 'MkIV'.

Built on a generous 120" (3,048mm) wheelbase, the MkIV retained a separate chassis featuring beam front and live axle rear suspension on semi-elliptic springs and in its post-war guise incorporated a Salisbury hypoid bevel rear axle. The stylish all-steel coachwork was available only in saloon form (the pre-war drophead coupé had been deleted) and featured the kind of luxurious and well-appointed interior that would become a Jaguar hallmark. A contemporary report, comparing the 1½-Litre to its six-cylinder siblings, declared that the smallest version was 'as is often the case... the sweetest running car' with a 'big car cruising gait in the sixties.' The 1½-Litre was the best selling Jaguar of its day, appealing to those who sought Jaguar looks and luxury without the expense associated with the larger models.

This Jaguar MkIV saloon was imported into the Netherlands in 1987. The car has been in long-term ownership and was used regularly for weddings by the last custodian, who had the engine overhauled during their ownership. Described as completely accident and rust free, it boasts a sunroof and a delightfully original leather interior.

£17,000 - 24,000

€20,000 - 28,000



399

Left-hand drive & 16,500 miles from new
1994 Bentley Continental R Coupé

Registration no. L810 WGG
 Chassis no. SCBZB03C6RCX52212
 Engine no. 82269L410MTKP

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 Sports Car' 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.

Finished in black with black-piped Parchment leather interior (changed from black), this left-hand drive example currently displays a total of 26,451 kilometres (approximately 16,500 miles) on the odometer. Noteworthy features include Continental T-style widened front/rear wheelarches, new 18" five-spoke alloy wheels and new Goodyear tyres. Described as in generally good condition, with excellent interior, the car is offered with current MoT/tax and Swansea V5 document.

£20,000 - 30,000
€23,000 - 35,000



400

1969 Bentley T-Series Convertible

Coachwork by H J Mulliner, Park Ward Ltd

Chassis no. DBH7124
Engine no. 7124



Rolls-Royce's final coachbuilt models - based on the Silver Shadow and Bentley T-Series - were entrusted to the company's in-house coachbuilder H J Mulliner, Park Ward and limited to only two: a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hide and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard four-door saloon. Nevertheless, demand for these more glamorous alternatives was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

For much of the time that the Silver Shadow was in production, a Bentley was regarded as little more than a slightly cheaper alternative to a Rolls-Royce. This famous marque had yet to re-establish its reputation as maker of some of the world's fastest and most exciting sports saloons and Grand Tourers, a process that commenced in 1982 with launch of the Mulsanne Turbo.

Consequently, the Bentley Convertible was produced in much smaller numbers than its Rolls-Royce equivalent, despite being - arguably - the more handsome of the two. Up to 1971, when the Corniche name was adopted, only 41 had been sold compared to 504 of the Rolls-Royce version!

Chassis number 'DBH 7124' was purchased new in December 1969 by the British businessman and Conservative peer, Lord Jeffrey Sterling, Baron Sterling of Plaistow, West Sussex. Noteworthy features include an engine converted to unleaded compatibility and a Harvey Bailey handling kit. The Bentley took part in HM the Queen's Silver and Golden Jubilee Parades in 1977 and 2002 respectively and has attended several royal weddings. Since acquisition by the current vendor the car has been maintained mainly by JLC Ltd and Harwoods of Pulborough and comes with all service invoices from March 2005 to November 2010. In addition there are three expired MoTs on file for the period 2010-2013, showing no increase in the 18,893 recorded mileage total. Finished in Sherwood Green with beige hide interior, this rare Bentley soft-top is offered with the aforementioned service history and copies of the current road fund licence and Swansea V5. It should be noted that the current registration is being retained by the vendor.

£35,000 - 45,000

€41,000 - 53,000



401
1960 Rolls-Royce Silver Cloud II
Long-Wheelbase Saloon
Coachwork by Park Ward Ltd

Registration no. 764 YAE
 Chassis no. LCA30
 Engine no. LLA29A

Introduced early in 1955, the all-new Rolls-Royce Silver Cloud and Bentley S-Type were conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type. 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. Automatic transmission was now standard and power-assisted steering an option.

Catering for the stately limousine market in the 1950s, Rolls-Royce offered the royalty and heads of state-only Phantom IV and the generally available, if somewhat dated, Silver Wraith. Following the introduction of the Silver Cloud and Bentley S-Type, a long-wheelbase version of this more modern design was made available, with bodies closely based on the factory's standard offering. Four inches longer in the wheelbase than the standard saloon 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 the factory in Crewe.



These long-wheelbase models continued after the introduction of the new 6,230cc aluminium-alloy V8 engine on the 'Cloud II/S2 in the autumn of 1959, offering a less expensive alternative to the newly introduced Phantom V. Only 299 Rolls-Royce Silver Cloud II and 57 Bentley S2 long-wheelbase saloons were made before the introduction of the Silver Cloud III.

According to the factory chassis card, this Silver Cloud II long-wheelbase saloon was delivered new to a Miss Helen Higginbotham in Buckinghamshire. Previously belonging to Benneton in Italy, the car was restored in 1988 and received an excellent re-spray some 20 years ago. Originally the colour scheme was black, the vendor choosing a lighter wine metallic for the re-spray. The Rolls-Royce has been on permanent display at the Strøjer Collection in Denmark since then and has not been used on the road. It runs very well but obviously needs a service and re-commissioning. The car is offered with German registration papers and some period brochures.

£35,000 - 50,000

€41,000 - 59,000



402 1908 Alldays & Onions 10/12hp Four-seater Swing-seat Tonneau

Registration no. F 3318

Chassis no. 2754

Engine no. 3294

A firm that could trace its origins as far back as the 17th Century, the Alldays & Onions Pneumatic Engineering Company of Birmingham built its first automobile in 1898 and its first motorcycle in 1903. From 1919, car production continued under the Enfield-Alldays name until 1925 while that of motorcycles ended in the late 1920s. The firm followed up its first automobile - a 4hp single-cylinder De Dion-engined quadri-cycle - with a single-cylinder light car before introducing the twin-cylinder 1.6-litre 10/12hp in 1905. This would turn out to be the company's most successful model, lasting in production until 1913.

This example was first registered on 8th July 1909 to one Frederick William Collier of Leytonstone, Essex. By 1948 the car had passed into the collection belonging to the late A W F Smith of Cross in Hand, East Sussex and was still un-restored. Following Mr Smith's death, the car was sold at auction in June 1968 when his collection was dispersed, passing into the ownership of the late Arthur Griffin during whose stewardship it was sympathetically restored.



When Arthur Griffin died, the Alldays was auctioned again (in 1987) at which time it was described as 'still highly original, even down to some of the upholstery fitted with its original body, the front passenger seat swinging to one side to give access to the rear passenger compartment.' The Stepney wheel was still in place and although the car had been museum stored for some time it was believed to be in good running order.

The current (lady) vendor's father purchased 'F 3318' at the 1987 auction. Sadly, he was unable to use and exhibit the car - known as 'Florence' - and she became the jewel in the backdrop of family life, forming part of an eclectic collection housed in the sitting room! The Alldays will have been prepared by Tim Walker Restorations prior to sale. Described as in generally good/very good condition, its engine running smoothly and registering good oil pressure, this charming Edwardian touring car is offered with old-style logbook, VCC dating certificate and Swansea V5 document.

£28,000 - 32,000

€33,000 - 38,000



403

1916 Oldsmobile Model 44 Speedster

Registration no. BF 5693

Chassis no. 109587

Ransom Eli Olds' gasoline-powered runabout – the famous 'Curved Dash' - was first offered for sale in 1901, following a fire at the factory that had destroyed every other prototype. Over 11,000 of the three Curved Dash models were constructed before production ceased in 1907, making it the first volume produced American automobile. By this time R E Olds had left to found Reo.

Large, powerful, four- and six-cylinder cars had been added to Oldsmobile's range by the late 1900s and then for 1916 the company introduced its first V8: the Model 44. Oldsmobile's largest and most expensive model, the latter was not the first American-built V8 passenger car, Cadillac had introduced their's for 1914, but it was nevertheless equally well received, selling almost 8,000 units in its first year of production. The Model 44's V8 engine displaced 246ci (4.0-litres) and was rated at 40hp. It was carried in a 120" wheelbase chassis and there were four body styles on offer: tourer, roadster, sedan and cabriolet.



This restored Model 44 was for many years part of the St Louis Motor Museum, before becoming part of the collection of well known veteran, Edwardian and vintage car collector the late Chris Thomas. Imported by him in 2009, it has since benefited from overhaul of the engine, clutch and steering gear, while the fuel tank has been replaced.

All engineering work was supervised by ex-Isle of Man Sidecar TT winner, Tony Wakefield and carried out to Chris's exacting standards. The Oldsmobile has taken part in hill climbs, such as the Kop Hill retrospective and been used for family outings. Finished in red/black with black interior, the car is described as in generally good condition, though the engine is said to need tuning. This rare, early American V8 is offered with current MoT/tax and Swansea V5C document.

£18,000 - 22,000

€21,000 - 26,000



404

1969 Jaguar E-Type 4.2-Litre Series 2 Roadster Project

Registration no. UVP 534H
Chassis no. 1R11357



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

The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase. Intended to extend the E-Type's appeal beyond the traditional sports car-buying market, the new 'family orientated' 2+2 came with improved visibility thanks to an increased glass area, more headroom, improved heating and ventilation, additional luggage space and optional Borg-Warner automatic transmission.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

This Series 2 roadster carries a tax disc that expired on 30th April 1990, which is almost certainly when it was last on the road, and has been in dry storage for most of the time since then. Currently displaying a total of 59,000 miles on the odometer, the car is offered for restoration and sold strictly as viewed. An old-style logbook comes with it.

£15,000 - 20,000

€18,000 - 23,000



Photo credit: Tom Wood

405

c.1971 Jaguar E-Type Series III V12 Roadster

Chassis no. 1S52159
Engine no. 7S12896SP

'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, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably 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 right-hand drive Series III roadster has been kept in museum storage since its acquisition by the current vendor and will require re-commissioning before returning to the road (we are advised that the clutch does not work). A total of 22,201 miles is displayed on the odometer and the body and paintwork are described as in original condition, with no dents to the former.

£20,000 - 25,000
€23,000 - 29,000
No Reserve



Photo credit: Tom Wood

406

1930 Mercedes-Benz 260 Stuttgart Cabriolet C

Chassis no. 76991



From the time of the merger of Daimler and Benz in 1926 until the advent of Hans Nibel's advanced 170 in 1931, it was the Stuttgart that comprised the bulk of Mercedes-Benz production. Although the firm's large supercharged models attracted the headlines, the 'bread-and-butter' Stuttgart was of far greater commercial importance, and it was Dr Ferdinand Porsche's perceived failure to get it right that contributed to his resignation in 1928. Revised by Nibel after Porsche's departure, the Stuttgart in its many forms would go on to become the backbone of Mercedes-Benz production and a huge success.

Built in 2.0-litre (200) and 2.6-litre (260) versions, the Stuttgart was a well-engineered car that represented the last of the old technology rather than the first of the new. A six-cylinder, seven-bearing sidevalve engine provided the power while the channel-section chassis featured live axles, semi-elliptical springs and mechanical brakes. The gearbox was a three-speed unit with floor change; the radiator was flat-fronted and the steel wheels were of the artillery type. Featuring coachwork by Sindelfingen, the Stuttgart was manufactured in a wide variety of forms: saloon, cabriolet, roadster, Pullman limousine, taxicab, various commercials and even a military version.

Manufactured in April 1930, this Mercedes-Benz 260 two-door cabriolet remains exceptionally original, retaining all its factory features including the paintwork and trim items. The body is finished in blue, the edges of the wings, running boards and wheels being highlighted in white, a feature adopted during WW2 to increase vehicles' visibility at night when lighting was kept to an absolute minimum. Another wartime relic is the original DDAC (German Automobile Club) sticker in the rear window. The DDAC had been founded in 1933, early in the days of Hitler's Third Reich, and the badge originally had a swastika below the eagle but this has, understandably, been removed. Other noteworthy features include the original black leather interior, original convertible hood, and a separate luggage trunk carried between the bumper-mounted spare wheel and the body. Since acquisition by the current vendor the car has been kept in museum storage.

Almost certainly unique, this 'time warp' Mercedes-Benz 260 is outstandingly original, its unusual period features serving as a poignant reminder of a time within living memory that was one of the most violent in human history. The fact that it survived at all is remarkable. A 'must have' for the serious Mercedes-Benz connoisseur.

£30,000 - 40,000

€35,000 - 46,000

No Reserve



407

Left-hand drive

1976 SEAT-ORSA 850 Spring Roadster

Chassis no. ER00098



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

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

SIATAs of the 1960s continued to be FIAT based, the TS 1500 Coupé being the most noteworthy, and then in 1968 the firm returned to the MG theme with its swansong model, the Spring. A two-seater sports roadster constructed on the rear-engined FIAT 850S floor pan, the Spring lasted until 1970, with a brief revival by ORSA in 1973 using SEAT 850S components sourced from FIAT's Spanish offshoot. ORSA's version lasted until 1976.

This unusual and rarely seen Italian sports car is described as substantially original and in generally good condition, currently displaying a total of only 57,000 kilometres (approximately 35,000 miles) on the odometer. Offered with Italian registration papers, this charming little soft-top is finished in white with black interior and comes with full weather equipment including side screens.

£10,000 - 14,000

€12,000 - 16,000



408

1971 Triumph Vitesse 2-Litre MkII Convertible

Registration no. GLY 7J
Chassis no. HC57719CUO
Engine no. HC58657HE

Revising the Herald's bonnet enabled Standard-Triumph to squeeze an under-bored (1.6-litre) version of the Triumph 2000 six into their successful small saloon, the resulting model - the Vitesse - appearing in 1962. A 2-litre version with GT6 engine, gearbox and running gear was launched alongside the latter in 1966. Although fast and well appointed, the 2-litre Vitesse was dogged by the same handling complaints that had bedevilled its forbear. The arrival of the MkII in the autumn of 1968 at last addressed the problem, the newcomer featuring a superior wishbone-type independent rear suspension in place of the original swing-axle set-up. Vitesse production ceased in 1971, by which time very nearly 20,000 2-litre models had been built, and today the MkIIs in particular are counted among the most desirable of post-war Triumphs. Finished in blue with black vinyl interior, this example of the most sought-after Vitesse benefits from a new radiator, new mohair hood and a service including a brake overhaul, while other notable features include a tonneau cover and stainless steel exhaust system. One of the last produced (it has a steering lock) 'GLY 7J' was restored in the late 1990s and is described as in generally good/very good condition, driving well. This delightful, soft-top, four-seater sports car is offered with MoT/tax to February 2014 and Swansea V5 document.

£5,000 - 7,000

€5,900 - 8,200



409

One of only 500 produced 1997 Rover 114 Cabriolet

Registration no. P422 HBC
Chassis no. SAXXPKBWDPD103194
Engine no. 14K2DK38291980

A Metro by any other name, the Rover 100 Series arrived in 1994, updating a popular model that had been around for some 14 years. This beautiful Diamond White cabriolet is an extremely rare variant; only 400 were registered in the UK while a few more right-hand drive cars went to overseas markets and to the Channel Islands, which is where this one came from. The car was sold new in Jersey via the local Rover dealer having served as a demonstrator. Kept garaged and little used, it was exported to the UK mainland in 2012 and purchased by an elderly gentleman who likewise used it sparingly. Ex-Channel Island cars typically display low mileage totals and this one's odometer reading is only 4,522. The car has the 1.4-litre K-Series engine, the five-speed manual gearbox and an electrically powered hood, very easy to operate, which has a grey cover that goes over it when folded down, matching the interior trim. A full service, including a cam belt change, has been carried out and the Rover is presented in a condition commensurate with the unusually low recorded mileage. Driving superbly, just like a new car, it comes with MoT to November 2013 and Swansea V5C registration document. A great car for summer fun, which can only become increasingly collectible.

£3,800 - 4,500

€4,500 - 5,300

410

One of 480 produced & 36,000 miles from new 1981 MGB Limited Edition Roadster

Registration no. PDG 785W
Chassis no. GVADJ1AG522812
Engine no. 38838

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. MGB sales had slowed and the Abingdon workforce had been on a three-day week for some time. 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. 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 were completed, the split being 480/520, Roadster/GT. Equipped with the desirable overdrive gearbox and black leather seats from new, this MGB Limited Edition was sold new in 1981 and two years later was purchased by Mrs Regina Scoble. In June 1992 the car was sold via Bowman's of Croydon to Mrs Rosemary Sawyer and next changed hands in October 1996, passing via Towergold Ltd of Croydon to one George Render. 'PDG 785W' has covered a genuine 36,000 miles from new (a speedometer change was documented in 2003) and is described as in generally very good condition. The comprehensive history file contains all MoTs dating back to 1985. A good original example that has been well maintained, the car is offered with sundry invoices, MoT to September 2014 and Swansea V5 document.

£5,000 - 7,000

€5,900 - 8,200



411

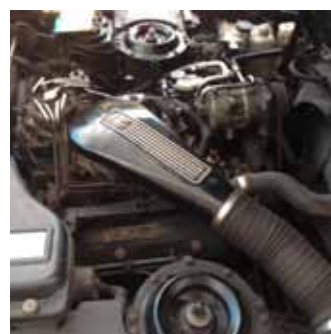
1992 Rolls-Royce Silver Spirit II Saloon

Registration no. to be advised
Chassis no. SCAZS00A1MCW36082
Engine no. 75732L410/NEL

Based on the Silver Shadow II, the Silver Spirit and its long-wheelbase counterpart, the Silver Spur, were announced in the autumn of 1980. Rolls-Royce's familiar and dependable 6,750cc V8 power unit remained unchanged, but significant improvements were made to the newcomers' self-levelling rear suspension and the styling too came in for revision, with a lower waistline, increased glass area and a more modern angular look; rectangular headlights graced the front of a Rolls-Royce for the first time, and the oft-changed radiator became wider and squatter. Inside, the Crewe firm's exemplary standards of equipment and finish were maintained, the most noticeable change being the adoption of separate rear seats and the reinstatement of folding picnic tables. Launched in the autumn of 1989, by which time fuel injection had been adopted for all markets, the Silver Spirit II looked virtually identical to its immediate predecessor (15-spoke alloy wheels excepted) but featured a number of detail alterations to the dashboard, centre console and controls as well as the more significant incorporation of Rolls-Royce's own adaptive suspension damping system. Costing over £119,000 new, this well maintained Silver Spirit II was sold new via H R Owen to one Alfred Vickers of Hyde Park, London. The current owner purchased the Rolls-Royce in December 2004 via marque specialists DEW of Eynsham, Oxfordshire. Maintained by Hoopers of Kilburn and Silver Lady Services of Bournemouth, the car comes with full service history and was last serviced by DEW in June 2013. Described as in generally very good condition and driven to the sale, the car comes with its original handbook, warranty and service booklet, the aforementioned service history, current road fund licence, MoT to May 2014 and Swansea V5 registration document. An opportunity to acquire a well cared-for Silver Spirit II at a mere fraction of its original cost.

£5,000 - 7,000

€5,900 - 8,200





412

1971 MGB Competition Roadster

Registration no. HDJ 488K

Chassis no. 255289

The popularity of the MGB - both the Coupé and Roadster versions - remains undiminished, one of the major factors being the continuing availability of spare parts and expertise, making it one of the easiest of classic sports cars to run and maintain. This 1971 MGB roadster was professionally prepared by BLC Motorsport for the MG Car Club's 'BCV8' series. It is fitted with a 1,860cc blueprinted race engine incorporating a ported cylinder head, high-lift camshaft, roller rockers and a lightened flywheel, while other noteworthy features include a Peco race exhaust, K&N air filter, Kenlowe electric fan and electronic ignition. The suspension and braking systems have been fully rebuilt, the former incorporating new negative-camber wishbones and Neoprene bushes while the latter boasts drilled and ventilated discs. The steering, stub axes and clutch are new, as are the Minilite-style 15x8 alloy wheels, which are shod with Kumho 225x50x15 racing tyres. Very light in weight, the bodywork features Sebring-style wings with enclosed headlights, quick-release bonnet, boot lid and front skirt in glassfibre, and a works-style hardtop. Driver security and protection comes courtesy of an Aleybars six-point roll cage, Cobra race seat, Sabelt four-point harness and a dual pull-fire extinguisher. Representing a relatively cheap and affordable entry into club racing, the car is offered with sundry restoration invoices and Swansea V5 document.

£4,000 - 6,000

€4,700 - 7,000

413

No Lot



414

1962 Austin Mini Saloon

Registration no. 909 HFU

Chassis no. A/A2S70303018M

Engine no. 8AMUH349395

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout enabled Issigonis to create a trend-setting masterpiece of automotive packaging. BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. The early Mk1 had the 848cc A-Series engine, rubber cone suspension, and floor-mounted starter button, the latter two features being replaced by Hydrolastic suspension and key starting respectively in 1964. This early Mini comes with its original buff logbook, showing that it was supplied new via Marshal Garage of Old Crosby, Scunthorpe, Lincolnshire. Since then, the car has had only five private owners (all documented), including the present one, remarkably all of them in Lincolnshire where the car has resided for 51 years. Currently displaying a total of 77,465 miles on the odometer, the Mini has been in the current vendor's hands since 2000, the original registration '244 DBE' being transferred that same year, and is believed to retain its original Mk1 bodyshell, sub-frames and engine. The suspension and brakes were overhauled in 1972 (bill on file), while the carpets have been renewed within the last ten years and the body has been repainted. This outstandingly original Mini is offered with the aforementioned documentation, current road fund licence, Swansea V5C and fresh MoT.

£6,000 - 8,000

€7,000 - 9,400

415

1967 Daimler V8 250 MkII Sports Saloon

Registration no. PPD 89E

Chassis no. P1A1216BW

Engine no. 7A12840

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. 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 Willow Green with Oatmeal leather interior, this automatic-transmission example was purchased by the current (fourth) owner from Hurst Park Automobiles at the Alexandra Palace Show in October 2007. Since then the wheels have been powder coated and five new Dunlop SP tyres fitted, the latter in October 2009 at 71,800 miles (current reading: 73,416 miles). Other works carried out include fitting new horns; re-upholstering the front seats; installing new front suspension springs and shock absorbers; removing, cleaning and repairing the fuel tank; cleaning and repainting the chassis where necessary and Waxoyling; and overhauling the braking system with new pads, hoses, master cylinder, rear discs, etc. Described as in generally very good condition, driving very well, the car is offered with a history folder containing numerous receipts, MoTs and tax discs; original owner's wallet with handbook, service booklet, etc; workshop manual; sales brochure; Lucas parts book; current road fund licence; MoT to August 2014; and Swansea V5C document. A custom-made indoor cover is included in the sale and the car comes complete with full tool kit, jack and wheel brace. The provision of electronic ignition is the only notified deviation from factory specification.

£15,000 - 20,000

€18,000 - 23,000



416

1947 Rover Sixteen Sports Saloon

Registration no. EU 8579

Chassis no. 7430239

Engine no. to be advised (see text)

Newly introduced for the 1937 season, the Rover Sixteen was based on the existing 14hp model, whose chassis and body styles it shared. The Fourteen had been launched in 1934 on a lengthened under-slung chassis that enabled the adoption of low-line bodies, among them attractive 'streamline' versions of both saloon and drophead coupé. Chassis specification included a four-speed freewheel gearbox, hydraulic brakes, Luvax-Bijur automatic lubrication and electric windscreen wipers. The Sixteen's 2,147cc six-cylinder engine was based on that of the four-cylinder Ten; smooth, flexible and willing, it proved capable of propelling *Autocar's* on-test Sports Saloon to a mean maximum speed of 75mph yet would pull away in top gear from as low as 7-8mph. This stylish Sixteen Sports Saloon was purchased from the previous owner in March 2013 having been in dry storage since 2001. Since acquisition the cylinder head has been removed and converted to unleaded compatibility, and the engine re-commissioned. Apart from the foregoing the car has not been touched. Benefiting from a stainless steel exhaust system and four new tyres, 'EU 8579' is offered with current road fund licence, MoT to August 2014, Swansea V5 document and an old-style continuation logbook (issued 1959). It should be noted that the latter records a change of engine capacity to 1,901cc, this being the size of the six-cylinder Rover Fourteen unit.

£6,000 - 8,000

€7,000 - 9,400

No Reserve





417

1957 Lagonda 3-Litre Series III Sports Saloon

Registration no. AA 4382
Chassis no. LB/290/1/240
Engine no. VB6J/240 (see text)

This car was supplied new in 1957 to the General Manager of The China Light & Power Company in Hong Kong, Mr Cyril Wood, who kept it until the early 1980s. Delivery was effected in England direct from the factory during the summer of 1957. Mr Wood cherished the car during the next 25 years or so. He was a qualified engineer and the car was always immaculately maintained in the CLPC's engineering facility. The CLPC was owned by Lord Kadoorie who also ran Hong Kong's Aston Martin/Lagonda dealership (the car's supplier) so spares were never a problem. The car was re-sprayed by Kadoorie's company while in Hong Kong. Modifications include the Vantage-type engine ('VB6J/240', the original was 'VB6H/738'), a big-valve cylinder head, power-assisted steering (Jaguar type), lowered suspension and specially made wider wheels. In 1976 the car had featured in the *Lagonda Club* magazine (Winter edition). When the current vendor bought the car in 1985, the elderly Mr Wood was still alive but unable to remember precisely what else he had done to the car, though mechanically it seemed very sound. Following extensive mechanical refurbishment, the Lagonda was taken in November 1985 to New Zealand where it remained until November 1986. While there, a new clutch was fitted and the brakes, alternator and starter motor overhauled. Around 2,000 miles were successfully (and enjoyably) covered in New Zealand, including 10 laps of the Christchurch racetrack. Since its return, the Lagonda has been maintained by marque specialists Aston Service Dorset and Ian Moss, and since last MoT'd in 1996 has been off the road. Offered for re-commissioning/restoration and sold strictly as viewed, the car comes with HM C&E Form 388 and the owner's typewritten account of its history and list of works carried out. There is no registration document with this Lot.

£6,000 - 10,000

€7,000 - 12,000



418

1935 Lanchester Ten Saloon Project

Registration no. BOE 407
Chassis no. 24265
Engine no. 70499

Post-WWI Lanchesters were in the main large, well-appointed, high-speed conveyances aimed at the luxury car market. The company's 1930 merger with Daimler (itself part of the BSA conglomerate) brought with it a change of policy, subsequent Lanchesters being smaller and cheaper cars. Introduced in 1932 and the smallest ever Lanchester, the Ten was unique in its class at the time, having both a Daimler fluid flywheel and Wilson pre-selector gearbox, a combination it shared with other Daimler and Lanchester models of the period. The engine was a 1.2-litre (later 1.4-litre) four-cylinder overhead-valve unit producing 34bhp at 4,000rpm. The car had an adequate performance with a top speed of just over 60mph (96km/h). With their coachbuilt bodies and advanced specification, the various versions of the Ten were considerably more expensive than many of their rivals: the £325 fixed-head coupé costing £110 more than the equivalent Morris Ten-Four, for example. The Ten remained in the Lanchester catalogue until 1939 with over 12,000 sold. We are advised that this particular Lanchester Ten's previous owner had commenced the car's restoration but was forced to give up by ill health. It is described as a very sound example benefiting from a new fuel tank and overhauled engine, the later running sweetly. The door cards have been re-covered and the leather to refurbish the seats is included. Offered requiring completion and sold strictly as viewed, the car comes with Swansea V5 document.

£3,500 - 4,000

€4,100 - 4,700



419

1985 Porsche 911 Carrera 3.2 Targa

Registration no. C875 USS (see text)

Chassis no. WPOZZZ91ZFS141063

Engine no. 63F04294

First registered in August 1985, this Porsche 911 Carrera Targa has the Sport option package, with Turbo-specification suspension and brakes, and 16" Fuchs magnesium wheels, the latter shod with quality Avon ZZR tyres. Finished in Grand Prix White with black leather interior, it has covered 117,568 miles and been impeccably maintained by the last two owners for 14 years. The car has been serviced annually regardless of mileage, while previous owners had both the top and bottom ends of the engine rebuilt. Recently a full stainless steel Dansk exhaust was fitted at a cost of £1,300, and the gearbox rebuilt with new synchro rings, two new gears and a new clutch. In addition there are new Bilstein Sports dampers all round, new brake callipers, discs and braided flexible hoses. The 'kidney bowls' and 'B' posts (notorious corrosion areas) were repaired in 2003 by a Porsche Approved bodyshop at a cost of almost £4,000. The Targa top is currently being refurbished by a professional upholstery shop at a cost of almost £1,000. Other noteworthy features include a quality Scorpion remote alarm (in working order) and a new heavy-duty battery with two-year warranty. Recently taxed, 'C875 USS' breezed through its MoT test in July and is described as in generally very good condition. The car is offered with sundry bills and Swansea V5 registration document.

£15,000 - 18,000

€18,000 - 21,000



420

1993 Porsche 968 Coupé

Registration no. K728 VVU

Chassis no. WPOZZZ96ZPS800288

Engine no. 42P00663

This manual transmission Porsche 968 served as a demonstrator at Strattons, Wilmslow before being sold in August 1994 (at 10,000 miles) to its first private owner, Mr Palmer, a Nottinghamshire garden centre proprietor, for his wife. In December 2010 the car passed via a dealer to the current vendor, only its second private owner in 20 years, having been overhauled by Northway Porsche that summer. In the 16 years with Mrs Palmer, the car covered 32,000 miles, an average of 2,000 miles annually. It was regularly serviced by Merlin Porsche of Nottingham (8/1994 to 4/2002) then The Porsche Centre, Nottingham until April 2007. The vendor commissioned another overhaul in February 2011 at 911SBD Ltd, a London-based Porsche specialist (odometer reading: 42,900 miles). In June 2011, 911SBD replaced the differential bearings and Connollised the leather seats, then rebuilt the gearbox in January 2012. Over £6,000 has been spent with 911SBD. Since early 2012 (at 46,000 miles) the Porsche has been loaned to The Classic Car Club in London who have kept it serviced, MoT'd and garaged. A popular car with Club members, it has covered a further 19,000 miles, making the current total 65,000. In 2012 a new clutch slave cylinder, reconditioned 30,000-mile-old clutch and a new oil seal/bearing were fitted by Design 911 of London at a cost of over £1,500. Described as in generally excellent condition, the car is offered with MoT/tax to January 2014, Swansea V5C and all bills since it left Strattons of Wilmslow, together with all MoT certificates.

£7,500 - 8,500

€8,800 - 10,000





421

1953 Sunbeam Alpine Roadster Project

Registration no. MDA 215

Chassis no. A3013285

Engine no. to be advised

Aimed squarely at the North American market, the Sunbeam Alpine roadster was based on the existing Sunbeam-Talbot 90 saloon with styling input from Raymond Loewy. The 90's chassis and running gear were retained, the former suitably stiffened to compensate for the reduced rigidity of the open-topped bodyshell, while the front suspension was stiffened and the steering revised. To enhance the Alpine's sporting credentials, the 2,267cc four-cylinder overhead-valve engine received a power boost to 80bhp courtesy of a revised cylinder head. Initially for export only, the new Alpine did not reach the UK market until the autumn of 1953, but before then the new model's launch had been enhanced by a blaze of publicity following successful record breaking attempts at Montlhéry, France and Jabbeke in Belgium where Stirling Moss achieved a maximum speed of 120mph. Nevertheless, despite valuable exposure accruing from these exploits and numerous class wins in the Alpine rallies, the Alpine was unable to counter the price advantage enjoyed by its rivals and was dropped in 1955. Supplied new on 31st December 1953, this very early Series 1 roadster was delivered to the Willenhall Motor Radiator Company by Wolverhampton Motor Services Ltd and retains its original registration and colour scheme. The car formed part of the estate of its deceased owner, who died prior to finishing the restoration, the major part of which appears to have been completed. It should be noted that it has been fitted with the more powerful Series 3 engine and floor-mounted gearchange, and comes with the sought-after side screens, hood and hood frame. Offered requiring completion, the car comes with Swansea V5 document and is sold strictly as viewed.

£16,000 - 20,000

€19,000 - 23,000



422

Left-hand drive

1955 Jaguar MkVIIM Saloon

Chassis no. 739422DN

Engine no. N1425-8

Work on Jaguar's advanced new saloon had been interrupted by the war, and in 1948 elements of the proposed newcomer made their first appearance in other models: the twin-overhead-camshaft engine in the XK120 sports car, and the chassis design in the interim MkV saloon. It was not until 1950 that the two were combined in the MkVII. A considerable improvement on what had gone before, the cruciform-braced chassis featured torsion-bar independent front suspension and all-round hydraulic brakes. The 3.4-litre 'six' had already demonstrated its prowess in the XK120 and proved capable of propelling the MkVII's not inconsiderable bulk past 100mph. Priced at a mere 40% of its Bentley MkVI rival but available at first only for export, the MkVII was a big hit in the USA, that market's demands prompting the introduction of an automatic transmission option in 1953. Two years later the model was revised as the MkVIIM, with maximum power increased from 160 to 190bhp. Slightly more than 10,000 MkVIIs had been produced by the time the MkVIIM arrived in 1956. In terms of production numbers, a left-hand drive, manual transmission MkVIIM, like that offered here, is one of the rarest variants of this model. The Jaguar was exported to the USA in 1955 and returned some 12 months ago to form part of a large classic car collection. It has remained un-restored and is in exceptionally original, complete and untouched condition. We are advised that the chassis is excellent while the door shuts' line and fit epitomise the quality that Jaguar Cars produced at the time. The body is sound but does, as one would expect, require a degree of localised repair. The engine is original but has had a replacement cylinder head at some time in its life. The colour appears to have been grey originally, while the red interior is still intact. A wonderful opportunity to acquire a totally unmolested and rare manual MkVII for restoration at a most affordable price. The car comes with a State of Virginia Title and HM Customs & Excise Form C386 confirming that all import duties have been paid.

£4,000 - 6,000

€4,700 - 7,000

No reserve

423

1956 Land Rover Series I

Registration no. MBW 707

Chassis no. 111800168

Engine no. 276067

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components kept production costs down and cut development time. Built between 1949 and 1958, the Series I Land Rover was available in no fewer than five different wheelbase lengths ranging from 80" to 109". The original 1.6-litre petrol engine was soon superseded by a 2.0-litre unit (in 1952) and the company set about developing its own diesel, which was first offered in 1956. Finished in green, this short-wheelbase Series I was extensively restored 4-5 years ago, including bodywork repairs, and remains very original. We are advised that approximately 700 of this model were made with the diesel engine, like this example, which was supplied with a full canvas roof. Described as in generally excellent condition, the vehicle is offered with sundry restoration invoices, current road fund licence and Swansea V5.

£7,500 - 10,000

€8,800 - 12,000



424

1972 Triumph Stag Convertible with Hardtop

Registration no. TDX 64K

Chassis no. LF104460

Engine no. LF10497HE

Stylish, fast and practical, the Stag began life as a Triumph 2000-based styling exercise by Italian carrossier Giovanni Michelotti. A 2+2 convertible, Michelotti's design featured a quad-lamp grille and sculpted front and rear ends, the latter destined to appear on many future Triumphs. By the time production commenced in 1970, the 2000's six-cylinder engine had been replaced by a 3-litre V8 based on an overhead-camshaft four - later to power the Dolomite range - already being produced by Triumph for SAAB. A 'T'-shaped roll bar bracing the door pillars and windscreen was one of the Stag's most distinctive features, and the model could be had in soft-top, hardtop, or soft-with-hardtop forms. Finished in saffron with black interior, this manual/overdrive, soft-with-hardtop model has had only four previous owners. Restored in 1995, 'TDX 64K' is described by the vendor as in generally good condition, though the overdrive electrical circuit and offside door switch are faulty. The car is offered with various spares, an original owner's manual, Haynes service guide, Leyland workshop manual, assorted previous owner documentation, sundry restoration invoices, current MoT/tax and Swansea V5. An oil cooler, Kenlowe electric cooling fan, power-assisted steering, tow bar and a non-standard ignition switch are the only notified deviations from factory specification.

£4,000 - 6,000

€4,700 - 7,000





425

1969 Vixen VB4 Formula 4

Chassis no. JT1

Restored between 2005 and 2006, this historic Vixen VB4 Formula 4 single-seater has been used very successfully for hill climbs and sprints, achieving many class wins and receiving the scrutineers' award for 'Best Prepared Competition Car' on several occasions. The Vixen has undergone a total rebuild and restoration by specialists using many new and rebuilt parts, and comes with documented account of the work done and parts used. A fresh 1,040cc full race Hillman Imp engine by Dennis Allt of Carter Engines fame has just been installed. Not used since its installation in April 2013, this unit incorporates new pistons, liners, valves, bearings and an R20 camshaft, etc and is fitted with new twin Weber 40DCOE carburettors. Built by Dave Weedon, the four-speed close-ratio transaxle houses a Trans X limited-slip differential and an AP racing clutch. Period pattern-cut slicks are mounted on Compomotive 3-piece rims and the car also comes with a set of unused wets on similar rims. A spare set of tyres is included also. This car has been maintained to the highest standard and is presented in immaculate condition. It comes complete with a covered four-wheel trailer fitted with all new running and towing gear together with a remote mover for ease of manoeuvring.

£11,000 - 15,000

€13,000 - 18,000



426

1976 Mercedes-Benz 350SL Convertible

Registration no. to be advised

Chassis no. 10704322012541

Engine no. 11698422000486

Although larger than their predecessors, the 350SL convertible and 350SLC coupé retained the overall look of the long-running 230/250/280SL family and were the first of the Mercedes-Benz sports car line to use a V8 engine, the latter's 200bhp more than offsetting the increase in bulk. All-independent suspension similar to that of the 'New Generation' 200/250 models ensured superb ride and handling while four-wheel disc brakes (ventilated at the front) helped restrain the 130mph-plus performance. There was a choice of either four-speed manual or similar automatic transmission. The 350SLC coupé was 14" longer in the wheelbase than the convertible 350SL, the extra length affording room for two rear seats, and could be distinguished by its louvred rear side window, absent from the SL. Luxuriously equipped in the finest Mercedes-Benz tradition, the 350SL and 350SLC were more sports-tourers than outright sports cars, a fact that did nothing whatsoever to harm sales that totalled in excess of 29,000 units between 1971 and 1980. This automatic transmission 350SL convertible has had only four owners and comes with full Mercedes-Benz service history from new and all MoT certificates verifying the recorded mileage total of 76,574. Finished in gold with black interior, the car is described as in generally good condition and offered with aforementioned service history, sundry bills, old-style logbook, current MoT/tax and Swansea V5 document. A well documented example of an increasingly collectible soft-top Mercedes-Benz.

£5,000 - 8,000

€5,900 - 9,400

427

Left-hand drive

1972 FIAT 500L berline

Chassis no. 110F 5095009
Engine no. 110F 0001225488

Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction of the chassis/body, an opening fabric roof and all-independent suspension. Carried at the rear, the half-litre engine was an air-cooled overhead-valve twin. The basic 500's austerity was not well received however, prompting the introduction of a revised and better equipped version endowed with refinements such as hubcaps, wind-down windows, upholstered rear seat and column-mounted switch-gear stalks. This process of step-by-step improvement would continue throughout the 500's life. Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring a new instrument panel, seats and floor covering. This charming little FIAT was comprehensively restored in 2002 and is described by the vendor as in generally very good condition. Attractively finished in light blue with black interior, it sits on new Borrani chromed wire wheels and is ready for the skiing season, coming complete with a luggage rack and wooden skis. This all-time classic FIAT 500L is offered with a copy of the Italian libretto, ASI, and some photographic records of its restoration.

£5,000 - 7,000

€5,900 - 8,200

No Reserve



428

One owner, 10,500 miles from new

1976 Jaguar XJ-S V12 Coupé

Registration no. PHM 218R
Chassis no. 2W-2181DN
Engine no. 5578

Styled by Malcolm Sayer, the man responsible for the E-Type, and conceived as a comfortable and long-legged Grand Routier rather than an out-and-out sports car like its predecessor, 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 USA's expected ban on open cars having failed to materialise. Although more refined than the E-Type, the XJ-S in its V12-powered form was no slouch, as evidenced by a 0-60mph time of 6.7 seconds and a top speed in excess of 150mph. 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 very early XJ-S V12 represents a wonderful opportunity to acquire an appreciating future classic at relatively modest cost. A manual transmission model finished in yellow with black leather interior, 'PHM 218R' has covered a guaranteed genuine 10,500 miles from new in the hands of its sole owner. Described as in generally good condition, the car comes with owner's manual, old-style logbook, sundry invoices and photographs, Swansea V5, fresh MoT and a letter from the owner.

£9,000 - 12,000

€11,000 - 14,000





429

Left-hand drive & Property of the Earl of Onslow
1971 SAVIEM TP3L39 4x4 Gun Bus

Registration no. MSJ 909
 Chassis no. 251953
 Engine no. 0817-04070

Founded in France in 1955, commercial vehicle manufacturer SAVIEM (Société Anonyme de Véhicules Industriels et d'Équipements Mécaniques) was part of the Renault Group. SAVIEM was formed by the merger of Renault's truck and bus divisions with those of erstwhile rivals Somua and Latil, and the company has co-operated with various other European commercial vehicle companies over the years. In 1975, Renault acquired the truck and bus producer Berliet from the Michelin Group, merging Berliet and SAVIEM a few years later to form Renault Véhicules Industriels (RVI). At first the old marques were retained while the model ranges were rationalised, and then in 1980 all products were badged as Renault and the SAVIEM brand disappeared. This left-hand drive SAVIEM was acquired in 1998 for use as a gun bus from, appropriately enough, the Gun Bus Company in Sheffield. It has four-wheel drive transmission, is powered by a 2.6-litre petrol engine and seats three up front with a further 12 seats at the rear. Purchased in restored condition, 'MSJ 909' was upgraded at that time with a rear step, one pair of sliding windows, one pair of side windows, gloss paint and new tyres. Since then the vehicle has been used as a gun bus by shooting parties on the Earl's Clandon Park Estate near Guildford, Surrey. In need of re-commissioning, it comes with Swansea V5.

£1,000 - 1,500

€1,200 - 1,800

No Reserve



430

c.1958 Porsche Diesel Super S308 Tractor

Chassis no. 9146
 Engine no. to be advised

Dr Ferdinand Porsche's design consultancy built a handful of prototype tractors prior to WW2, the first of which were powered by petrol engines, before turning to diesel power, eventually developing a series of one, two, three and four-cylinder air-cooled engines ranging in output from 14 to 55bhp. An unusual feature of Porsche's tractor system (fitted to all models right up to the end of production) was its hydraulic coupling between engine and gearbox, which permitted smooth clutch-less gear changes and thus reduced wear on the transmission components. After the war's end Porsche was barred from producing its own tractors (only companies that had been making tractors prior to and during the war were permitted to do so) and thus was forced to license its designs to other manufacturers. In 1954 Mannesmann AG diversified into tractor manufacture by acquiring the rights to Porsche's engine and Allgaier GmbH's tractor design, setting up Porsche-Diesel Motorenbau GmbH. In 1956 Mannesmann built a new manufacturing facility at the old Zeppelin factory in Friedrichshafen-Manzell where Porsche tractors continued to be built until production ceased. Over 125,000 tractors were manufactured between 1956 and 1963, many of which were exported, Porsche's agricultural products gaining the same reputation for sound engineering and superb build quality as their road-car relatives. This Super S308 is powered by a three-cylinder air-cooled engine of 2,625cc producing 38bhp. Completely restored some ten years ago, it was purchased by the late owner, an enthusiastic private collector, five years ago and since then has seen little use. New front tyres were fitted recently and it is hoped that the vehicle's German registration papers will be with it by time of sale.

£15,000 - 18,000

€18,000 - 21,000



431

1968 Sunbeam Alpine V Roadster Project

Registration no. UUW 555F

Chassis no. B-395018736ODHRO

Engine no. B-395018736ODHRO

Aimed at the North American market, where British sports cars were enjoying considerable success, the Sunbeam Alpine was produced between 1959 and 1968. Built on the Hillman Husky II floorpan, the Alpine employed Sunbeam Rapier running gear and the same 1.5-litre, overhead-valve, four-cylinder engine found in many of Rootes' other products. In Alpine form the unit boasted an alloy cylinder head and twin carburettors, producing 78bhp, an output good enough for a maximum speed of almost 100mph. The Alpine was progressively improved through Series II-V, gaining an all-synchromesh gearbox in 1964 on the Series IV and a 1,725cc, five-bearing engine in 1965 on the Series V, which also marked the arrival of alternator electrics and an oil cooler, unusual standard features at that time. Kept in dry storage for circa 37 years, this Alpine Series V was purchased from the partner of a deceased friend in 1974 who had used it as a weekend car, covering relatively few miles. The present owner then used it sparingly for around two years before placing in store. We are advised that it is believed to have a Holbay-modified cylinder head and that the recorded mileage of 57,709 is believed correct. Offered for re-commissioning/restoration and sold strictly as viewed, the car comes complete with hardtop and old-style logbook.

£2,500 - 3,500

€2,900 - 4,100

No Reserve



432

2007 Brian James 'Race Shuttle'

RS5 Box Trailer

Serial no. SJBJSGBP7W102917

One of Britain's foremost specialist manufacturers, Brian James makes trailers for a wide variety of uses, its 'Race Shuttle' range being particularly popular among enthusiasts requiring secure transport for their historic cars. We are advised that this particular trailer is in very good condition having seen only light use transporting cars to historic race meetings. A commercial-duty trailer in all respects, with a low loading angle, it is 17' 8" (5.38m) long, 7' (2.2m) high and 6' 5" (1.96m) high and has a Gross Vehicle Weight of 3,500kg. Noteworthy features include large doors to both sides; tri-axle hydraulic lifting bed; electric winch and battery pack; internal lighting; and a spare wheel.

£6,000 - 9,000

€7,000 - 11,000

No Reserve





433

1934 Singer 1½-Litre Tourer

Registration no. VJ 2801

Chassis no. 2110

Its foundations as a major motor manufacturer having been established by a highly successful cyclecar, Singer went from strength to strength and by the end of the 1920s was Britain's third largest car producer behind Austin and Morris. Like rivals MG, Singer recognised the validity of the adage 'win on Sunday, sell on Monday' and pursued an active competitions programme during the 1930s, commencing with the Sports and Le Mans versions of the Nine that had been introduced in 1932. The Le Mans had resulted from a successful venture into endurance racing, when a Nine Sports took 13th place in the 1933 Le Mans 24-Hour Race. But it was in trials events that the sporting Nines proved particularly effective, successfully challenging the previously dominant MGs.

Capitalising on the Nine's success, in May 1933 Singer had introduced a 1½-Litre Sports based on the existing six-cylinder 14hp model, and predictably followed that up with a Le Mans version in '34. The six-cylinder 1½-Litre's 7th and 8th place finishes at Le Mans in 1934 would prove to be the highlight of its endurance racing career, for the car was no match for the Aston Martins and Rileys. In trials, rallies and other competitions though, the 1½-litre Singer was a force to be reckoned with.



One of only a relative handful surviving, this beautiful example of one of the 1930s' rarest and most desirable sports cars was delivered new in December 1934 to a Mr Douglas Vaughan Cross (possibly the Dorset-based water-colourist of that name). After WW2, in 1949, the Singer passed into the ownership of Mr Andrew Kempen, who after restoring it drove the car to Nice, France (see photographs on file).

In 1952 Mr Kempen experienced problems with the engine and by chance found an original six-cylinder Le Mans engine, which remains in the car today. Between 1955 and 1988 the Singer was garage stored before being re-commissioned and put back on the road. After limited use it was again consigned to storage, remaining there until 2000 when it was sold to a Mr Corke. Fully restored by Mr Corke, the car has attended several classic car events since completion and is offered with Swansea V5 document.

£30,000 - 40,000

€35,000 - 47,000



434

1964 Mercedes-Benz 230SL Convertible with Hardtop

Registration no. EGF 544B
Chassis no. 11304220005744
Engine no. 1279812005141

A convertible-with-hardtop model finished in Signal Red with cream leather interior, this car is a right-hand drive example of the 230SL, a landmark model which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Introduced at the Geneva Salon in March 1963 as replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220SE and producing 150bhp.

An instant classic, the body design was all-new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.



This manual transmission 230SL has had only six owners from new (all documented). Purchased by the current vendor in January 2010, the car had been the subject of a full strip-down and repair of the body/chassis circa 1990 while in the hands of its fourth owner, John Perry, a garage proprietor and classic car collector. The next owner, Rick Nokes, bought the Mercedes in February 2000 and had the engine rebuilt and various other mechanicals overhauled (see email printout on file).

During the vendor's ownership the interior has been completely re-upholstered to correct specification and a new hood fitted by Mercedes-Benz specialist, D Class. Expired MoTs on file record the mileage increasing from 96,800 in 1999 to 99,350 currently, a distance of only 2,550 miles in 14 years. All bills dating from 1999 onwards are in the history file together with a quantity of old tax discs. Representing a rare opportunity to acquire a well-maintained 230SL, little used since restoration, 'EGF 544B' is offered with the aforementioned documentation, owner's handbook, manufacturer's brochure, press reports, current road fund licence, Swansea V5C and fresh MoT. The provision of inertia reel seatbelts is the only notified deviation from factory specification.

£25,000 - 30,000

€29,000 - 35,000



435

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.

£3,000 - 5,000

£3,500 - 5,900

No Reserve



436

1948 Sunbeam-Talbot 90 'Mk1' Drophead Coupé Project

Registration no. OPD 528 (see text)

Chassis no. 3802859

A short-lived marque created after Rootes' acquisition of both Sunbeam and Talbot in the 1930s, 'Sunbeam-Talbot' first appeared on a car - the 10hp Sports Saloon - in 1938. The 'Ten' reappeared in 1945 but it was not until 1948 and the arrival of the Sunbeam-Talbot 80 and Sunbeam-Talbot 90 that Rootes produced its first new designs of the post-WW2 era. The '80' employed an overhead-valve version of the 1.2-litre Hillman Minx engine while the '90' used a similarly upgraded 2.0-litre Humber Hawk engine. Both models featured a modified Sunbeam-Talbot 2-Litre chassis. A works rally programme was the driving force behind Sunbeam-Talbot developments, this policy bearing fruit in 1950 with the introduction of the independently-front-suspended MkII. The engine was enlarged from 1,944cc to 2,267cc at the same time, with maximum power increasing from 64bhp to 70bhp. This Sunbeam-Talbot 90 'Mk1' drophead coupé was purchased two years ago from the estate of the late Len Barton of Farncombe, Surrey having been garaged - it is believed - since the mid-1960s. The car had been despatched from the factory on 15th May 1948 to distributors CMG Ltd and was first owned by a Mr R Regan of Farnham, Surrey. Described as completely original, 'OPD 528' is offered for restoration and sold strictly as viewed. Some bills and a repair manual come with it but there are no registration documents.

£2,000 - 3,000

£2,300 - 3,500

No Reserve

437

1985 Jaguar XJ-S V12 HE Cabriolet

Registration no. B12 XJC
Chassis no. SAJJNACW3CC125975
Engine no. 8S037525HA

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. Two removable roof panels were stored in the boot and the Cabriolet did away with the Coupé's two occasional rear seats in favour of a pair of luggage lockers topped by a parcel shelf. Essentially an exercise in niche marketing to test public reaction, the XJ-S 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. The favourable response to the Cabriolet 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. Supplied new in October 1985 via Julians of Reading and originally registered 'C919 OAN', this rare XJ-S V12 Cabriolet is one of the earliest of its type (the chassis number sequence commenced at '125021') and one of only 3,963 produced. The car had enjoyed only three owners up to May 2013, when it was acquired by the current vendor, and comes with an extensive history consisting of bills, expired MoTs, service record and warranty. Described as in generally good condition, 'B12 XJC' is offered with current road fund licence, MoT to May 2014 and Swansea V5C. It also comes with the original owner's handbook, spare key, tool kit and storage bag for the roof panels, the latter, together with the hood, being described as in very good condition.

£4,000 - 6,000

€4,700 - 7,000



438

Property of a deceased's estate

c.1952 Austin A135 Princess II Saloon

Coachwork by Vanden Plas

Registration no. OSU 614
Engine no. to be advised
Chassis no. to be advised

Intended by Austin boss Leonard Lord to rival the contemporary Bentley, the luxurious Sheerline and Princess models arrived in 1947. Unlike Longbridge's up-market models of pre-war days, the newcomers were aimed at the owner-driver rather than the carriage trade, though the coachbuilt (by Austin's newly acquired subsidiary, Vanden Plas) Princess was available as a Touring Limousine with division. A separate-chassis design, the newcomers were powered by Austin's new 3.5-litre overhead-valve six. This was soon enlarged to 4.0-litres and in triple-SU carburettor form as installed in the early A135 Princess produced 135bhp, an output good enough for a top speed of 89mph. Later versions made do with a single carburettor, topping out at 86mph. Introduced in 1950, the Princess II was distinguishable by virtue of its 'dog leg' rear quarter-light while the III featured a revised radiator grille. One of only 669 Princess II saloons built between 1950 and 1953, this example has been stored for some considerable time and is offered for restoration. The body panels appear well preserved; the interior though, is very poor. There is no history or registration document with this Lot, which is sold strictly as viewed.

£1,500 - 2,000

€1,800 - 2,300

No Reserve





439

Property of a deceased's estate

c.1966 Ford Anglia Saloon

Registration no. MLK 940D

Chassis no. to be advised

Engine no. to be advised

Ford belatedly switched to an overhead-valve engine for its smallest family saloon with the introduction of the Anglia 105E in September 1959. An ultra short-stroke design, the 997cc four proved to have a real appetite for revs and bags of tuning potential, as demonstrated by its success in Formula Junior and Formula 3. The newcomer's McPherson strut/live axle running gear was sourced from the superseded Anglia/Prefect 100E but the new four-speed gearbox represented a welcome advance on its predecessor's three-speeder. The styling too was novel, with 'grinning' radiator grille and reverse-slope rear window, the latter affording greater rear headroom as well as keeping clean in bad weather. Differences between the standard and De Luxe versions were mainly cosmetic, while subsequent developments included the Anglia 1200 and an estate car variant. The 105E Anglia in its various guises was an outstanding sales success for Ford, selling more than a million before production ceased in 1967. Believed stored for some 25 years, this two-door 105E Anglia is offered for restoration. The body panels are in poor condition, rotted through in places, while the interior, although complete, is similarly poor. There is no history or registration document with this Lot, which is sold strictly as viewed.

£500 - 1,000

€590 - 1,200

No Reserve



440

Property of a deceased's estate

c.1980 Ford Escort 1.3 GL Estate

Chassis no. 9146

Engine no. to be advise

Ford's knack of accurately judging market requirements was demonstrated yet again in 1968 with the arrival of the Escort. An instant hit, the newcomer proved a worthy successor to the Anglia and was destined to be Britain's best-selling car for many years. Built initially in two- and four-door saloon and estate body styles, the Escort came with either a 1,098cc or 1,298cc overhead-valve four-cylinder engine and there was a choice of either manual or automatic transmission. Ford fans with an appetite for high performance could choose between GT and 1.6-litre Twin Cam or - later on - RS1600 and Mexico models. The original Escort was superseded by the restyled but mechanically similar Mk2 in 1974, but it would be 1980 before Ford fell into step with its rivals' offerings in this hotly contested market sector and adopted front-wheel drive. This 1.3-litre Mk2 estate is presented in un-restored condition, suffering from dents to most body panels. The car is fitted with alloy wheels and retains its original interior, though the latter is incomplete. There is no history or registration document with the car, which is offered for restoration and sold strictly as viewed.

£700 - 1,000

€820 - 1,200

No Reserve



441

Property of a deceased's estate

c.1979 Ford Escort 1.6 GL Saloon

Registration no. FMY 506V

Chassis no. to be advised

Engine no. to be advised

Ford's knack of accurately judging market requirements was demonstrated yet again in 1968 with the arrival of the Escort. An instant hit, the newcomer proved a worthy successor to the Anglia and was destined to be Britain's best-selling car for many years. Built initially in two- and four-door saloon and estate body styles, the Escort came with either a 1,098cc or 1,298cc overhead-valve four-cylinder engine and there was a choice of either manual or automatic transmission. Ford fans with an appetite for high performance could choose between GT and 1.6-litre Twin Cam or - later on - RS1600 and Mexico models. The original Escort was superseded by the restyled but mechanically similar Mk2 in 1974, but it would be 1980 before Ford fell into step with its rivals' offerings in this hotly contested market sector and adopted front-wheel drive. This 1.6-litre Mk2 four-door saloon appears to be an older restoration that has undergone a non-professional re-spray. The body appears solid while the interior is in good condition. A total of some 58,000 miles is recorded on the odometer. There is no history or registration document with the car, which is offered for re-commissioning or further restoration and sold strictly as viewed.

£500 - 1,000

€590 - 1,200

No Reserve



End of sale



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Above
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BMW 328 Powered Speedboat
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€180.000 - 260.000

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2. **1957 Maserati A6G/54**
Coachwork by Allemano
€450.000 - 650.000

3. **1962 Porsche 356B/1600 Roadster**
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The Classic Motorcycle
Mechanics Show, Stafford
Sunday 20 October 2013

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REAR-ENTRANCE TONNEAU
COACHWORK BY ROTHSCILD**

Estimate: £350,000 - £400,000

*Originally the property of Julius Drew
of Wadhurst Hall and subsequently in
the Sears family ownership since 1936.*

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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> , VAT 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.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

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If successful

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Please contact me with a shipping quote (if applicable) ☐

Sale title: The Beaulieu Sale		Sale date: Saturday 7 September 2013	
Sale no. 20930		Sale venue: Beaulieu, Hampshire	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
General Bid Increments:			
£10 - 200by 10s		£10,000 - 20,000by 1,000s	
£200 - 500by 20 / 50 / 80s		£20,000 - 50,000by 2,000 / 5,000 / 8,000s	
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£1,000 - 2,000by 100s		£100,000 - 200,000by 10,000s	
£2,000 - 5,000by 200 / 500 / 800s		above £200,000at the auctioneer's discretion	
£5,000 - 10,000by 500s			
The auctioneer has discretion to split any bid at any time.			
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Preferred number(s) in order for Telephone Bidding (inc. country code)			
E-mail (in capitals) <input type="text"/>			
<input type="text"/>			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
If registered for VAT in the EU please enter your registration here: <input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>		Please tick if you have registered with us before <input type="checkbox"/>	

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

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Please leave lots "available under bond" in bond ☐ I will collect from Park Royal or bonded warehouse ☐ Please include delivery charges (minimum charge of £20 + VAT) ☐

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:

Date:

* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

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Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/08/12

Bonhams

1793

Motor Car Index

Lot No	Year	Model
374	1953	Alfa Romeo 1900C Sprint Coupé
337	1986	Alfa Romeo Spider 2.0
326	1947	Allard M1 5.0-litre Drophead Coupé
402	1908	Alldays & Onions 10/12hp Four-seater Swing-seat Tonneau
348	1937	Alvis 4.3-Litre Tourer
318	1934	Alvis Firefly SB Tourer
321	1936	Alvis Speed Twenty Drophead Coupé Project
378	1926	Amilcar Type CS Sports
347	1924	Aster 18/50hp Coupé with Dickey Seat
346	1927	Aster 21/60 Tourer Project
387	1997	Aston Martin DB7 Volante
386	1990	Aston Martin Virage Coupé
376	1969	Aston Martin DBS Sports Saloon
329	1934	Austin 10hp Lichfield Saloon
438	1952	Austin A135 Princess II Saloon
414	1962	Austin Mini Saloon
304	1958	Austin-Healey MKI Roadster
399	1994	Bentley Continental R Coupé
400	1969	Bentley T-Series Convertible
354	1993	Bentley Turbo R Sports Saloon
359	1972	Bond Bug 700ES
432	2007	Brian James 'Race Shuttle' RS5 Box Trailer
307	1970	Bugatti Type 35 Replica
371	1913	Cadillac 40/50hp Model 30 Tourer
345	1954	Chevrolet 3100 Half-Ton Pickup Truck
395	1908	Chicago Motor Buggy 14hp Type 112 High Wheeler
332	1973	Citroën DS23 Pallas Saloon
385	1989	Daimler Sovereign 3.6-Litre Saloon
415	1967	Daimler V8 250 MkII Sports Saloon
317	1913	De Dion Bouton Type DX Touring
372	1913	Delage 2.3-Litre AI Skiff
309	1959	Dodge Coronet Lancer Hardtop Coupé
308	2003	Electric Streamliner World Land Speed Record Contender
382	1948	Ferguson TE20 Tractor
391	1979	Ferrari 400 Cabriolet
362	1991	Ferrari Testarossa Coupé
427	1972	FIAT 500L berlina
301	1988	FIAT X1/9 1500 Coupé
440	1980	Ford Escort 1.3 GL Estate
335	1992	Ford GT40 Coupé Re-creation
315	1937	Ford 1½-ton Pumper Fire Truck
439	1966	Ford Anglia Saloon
441	1979	Ford Escort 1.6 GL Saloon
341	1974	Ford Escort Mk1 RS2000 Rally Car
363	1948	Ford F-1 V8 Woodie Estate
361	1987	Ford Sierra RS Cosworth
327	1948	Healey Duncan Sports Saloon
339	1991	Honda NSX Coupé
323	1899	Hurtu 3½hp Quadricycle
342	1963	Jaguar E-Type 3.8-Litre Coupé
312	1962	Jaguar Mk2 3.4-Litre Saloon
330	1970	Jaguar XJ6 4.2-Litre Saloon
336	1981	Jaguar XJ-S V12 HE Coupé
398	1947	Jaguar 1½-Litre MkIV Saloon
310	1968	Jaguar 240 Sports Saloon
404	1969	Jaguar E-Type 4.2-Litre Series 2 Roadster Project
405	1971	Jaguar E-Type Series III V12 Roadster
422	1955	Jaguar MkVIII Saloon
381	1995	Jaguar XJ-S V12 Convertible
428	1976	Jaguar XJ-S V12 Coupé
437	1985	Jaguar XJ-S V12 HE Cabriolet
328	1951	Lagonda 2.6-Litre Drophead Coupé
322	1931	Lagonda 3-Litre Tourer
349	1939	Lagonda 4½-Litre LG6 Short Wheelbase Drophead Coupé
417	1957	Lagonda 3-Litre Series III Sports Saloon Project
418	1935	Lanchester Ten Saloon Project
423	1956	Land Rover Series I
388	1988	Lotus Excel SE Coupé
311	2004	Maserati Quattroporte AB4 SA Saloon
406	1930	Mercedes-Benz 260 Stuttgart Cabriolet C
434	1964	Mercedes-Benz 230SL Convertible with Hardtop
343	1969	Mercedes-Benz 280SL Convertible
393	1972	Mercedes-Benz 300SEL 6.3 Sports Saloon
426	1976	Mercedes-Benz 350SL Convertible
360	1977	Merlyn Mk30 Formula Ford 1600 Single-Seater
334	1959	Messerschmitt KR200 Microcar
397	1935	MG Magnette KN 'University Special' Speed Model
366	1934	MG Magnette NA Allingham Drophead Coupé
306	1973	MG Midget MkIV Roadster
396	1937	MG VA Drophead Coupé Project
344	1959	MGA 1600 Roadster
412	1971	MGB Competition Roadster
305	1967	MGB GT Coupé

Lot No	Year	Model
303	1980	MGB GT Coupé
390	1973	MGB GT V8 Coupé
410	1981	MGB Limited Edition Roadster
389	2007	Mini Cooper S Auto Clubman Estate
435	1937	Morgan 4/4 Roadster Project
331	1928	Morris Cowley 11.9hp Tourer
380	1935	Morris 10/4 Tourer
377	1924	Morris Commercial 8cwt Standard 'Snubnose' Van
364	1970	Morris Minor 1000 Traveller
358	1966	Morris Minor 1000 Traveller
379	1960	Morris Minor 1000 Traveller
392	1960	MV Agusta 1100 D2 Autocarro Motorcycle Transporter
403	1916	Oldsmobile Model 44 Speedster
383	1985	Peugeot 205 GTi Hatchback
333	1975	Porsche 911 2.7-Litre Coupé
384	1997	Porsche 911 Carrera Type 996 Coupé
340	1990	Porsche 928 S4 Coupé
419	1985	Porsche 911 Carrera 3.2 Targa
355	1970	Porsche 911S 2.7-Litre Targa
420	1993	Porsche 968 Coupé
430	1958	Porsche Diesel Super S308 Tractor
357	1999	Pur Sang Type 35B
316	1916	Rauch & Lang Model BX6 Electric Brougham
370	1914	Renault 12CV EF Torpedo
368	1936	Riley 1½-Litre Kestrel Sprite Sports Saloon
369	1932	Rolls-Royce 20/25hp Enclosed Limousine
350	1937	Rolls-Royce 25/30hp 'Tickford' All Weather Saloon
373	1927	Rolls-Royce 40/50hp Phantom I Limousine
351	1935	Rolls-Royce Phantom II Sedan de Ville
365	1961	Rolls-Royce Phantom V Limousine
338	1980	Rolls-Royce Silver Shadow II Shooting Break
375	1955	Rolls-Royce Silver Wraith Limousine
353	1924	Rolls-Royce 40/50hp Silver Ghost Cabriolet
401	1960	Rolls-Royce Silver Cloud II Long-Wheelbase Saloon
302	1979	Rolls-Royce Silver Shadow II Saloon
411	1992	Rolls-Royce Silver Spirit II Saloon
409	1997	Rover 114 Cabriolet
324	1914	Rover 12hp Tourer
416	1947	Rover Sixteen Sports Saloon
429	1971	SAVIEM TP3L39 4x4 Gun Bus
407	1976	Seat-Orsa 850 Spring Roadster
433	1934	Singer 1½-Litre Tourer
314	1926	Studebaker Model ER Standard Six Sedan
325	1926	Sunbeam 3.0-Litre Super Sports 'Twin Cam' Tourer
421	1953	Sunbeam Alpine Roadster Project
431	1969	Sunbeam Alpine V Roadster Project
356	1912	Sunbeam Coupe de l'Auto Replica
436	1948	Sunbeam-Talbot 90 'MkI' Drophead Coupé Project
319	1935	Talbot BA105 Sports Tourer
367	1935	Talbot-Lago T120 3.0-Litre Sports Saloon
424	1972	Triumph Stag Convertible with Hardtop
394	1973	Triumph TR6 Roadster
408	1971	Triumph Vitesse 2-Litre MkII Convertible
352	1922	Vauxhall 25hp D-Type Tourer
425	1969	Vixen VB4 Formula 4
320	1935	Wolseley Hornet 14hp Special Daytona Sports

Motorcycle Index

Lot No	Year	Model
269	c.1949	Ariel 350cc Red Hunter
270	c.1954	Ariel 350cc Red Hunter
267	1957	Ariel 650cc Model FH Huntmaster Motorcycle Combination
252	1948	Brockhouse 98cc Corgi MkI
251	1953	Brockhouse 98cc Corgi MkII
261	c.1928	BSA 557cc 'Sloper'
265	1963	BSA 646cc Rocket Gold Star
266	1999	BSA Regal SR500 Gold Star
259	1968	Cotton 250cc Cougar Special
253	1961	Honda 125cc C92
256	1975	Honda CB400F
254	1970	Honda CB450
255	1982	Honda CX500E
257	1994	Kawasaki GPz900R Ninja
263	1959	Norton 497cc Dominator 88
268	1957	Norton 596cc Dominator 99
264	1975	Norton 829cc Commando 'Fastback'
262	c.1927	Raleigh 498cc Model 22
260	1952	Triumph 498cc Speed Twin
258	1977	Yamaha XT500

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The logo for Beaulieu, featuring the word "Beaulieu" in a red serif font. Above the "e" and "a" is a green graphic element consisting of three small triangles pointing upwards, followed by a horizontal line that curves upwards at the end.

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⌘ 1793

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