

# December Oxford Sale

Collectors' Motor Cars and Automobilia

Monday 9 December 2013 Bonhams Oxford



# Collectors' Motor Cars and Automobilia

Monday 9 December 2013 Bonhams, Oxford Shipton-on-Cherwell, OX5 1JH

### **Bonhams**

101 New Bond Street London W1S 1SR bonhams.com

### **Viewing**

Sunday 8 December 10am to 4pm Monday 9 December from 9am

### Sale times

Automobilia 10am Motor Cars 1.30pm

### Bids

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

Please note that bids should be submitted no later than Friday 6 December. Thereafter bids should be sent direct to Bonhams office at the sale venue.

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

### **Enquiries**

Motor Cars +44 (0) 20 7468 5801 +44 (0) 20 7468 5802 fax ukcars@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) 1865 853 640 +44 (0) 1865 372 722 fax

Catalogue: £20 + p&p

### **Customer Services**

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

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

Please see back of catalogue for important notice to bidders

Sale Number: 21274

### Illustrations

Front cover: Lot 356 Back cover: Lot 320

### Bonhams 1793 Limited

Registered No. 4326560 Registered Office: Montpelier Galleries Montpelier Street, London SW7 1HH 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

Colin Sheaf Chairman, Jonathan Baddeley, Antony Bennett, Matthew Bradbury, Harvey Cammell, Simon Cottle, Andrew Currie, David Dallas, Paul Davidson, Jean Ghika, Charles Graham-Campbell, Miranda Grant, Robin Hereford, Asaph Hyman, Charles Lanning, Camilla Lombardi, 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 Wynell-Mayow.

# **General Information**

### **Admission**

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

### Absentee Bids

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

### References

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

### **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. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 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% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

### **Damage**

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

### Motorcycle Frame and Engine Numbers

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

### **Methods of Payment**

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.

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

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge.
- credit cards: Visa and Mastercard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

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

### VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium: t VAT at 20% on hammer price and buyer's premium  $\Omega$  VAT on imported items at 20% on hammer price and buyer's premium.

- \* VAT on imported items at 5% on hammer price and buyer's premium.
- Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

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

### Artists Resale Right Regulations 2006

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

### Vehicle Insurance

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

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

# **Guide for Buyers**

# Do I need to bring my catalogue to the sale?

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

### How do I bid at the sale?

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

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

### Telephone bidding

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

### Absentee/Commission bidding

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

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

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

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

### How fast will the auctioneer go?

The auctioneer will aim to sell +/- 90 lots of automobilia per hour and circa 30 vehicles per hour.

# Are there any warranties offered with the vehicles?

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

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

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

# Can I view the files that accompany the vehicles?

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

### How can I pay?

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

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

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

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

In order to release your purchases immediately we would recommend payment by credit/debit card. We are happy to accept cash (in the currency in which the sale is conducted) but not to exceed £3,000. Any amount over £3,000 must be paid otherwise than in coins, notes or travellers cheques. We accept the following methods of payment.

### Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

### Payment by cheque

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

### Bank transfer

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

### Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all Automobilia lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 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.

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### When can I clear my purchases?

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

# Can someone deliver the vehicle for me?

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

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

### IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact Cherie Silver (Details on page 4 of this catalogue). For motorcycle registration please contact the motorcycle dept. (Details on page 1 of this catalogue).

# Can someone arrange insurance for me?

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

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

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

# Your contacts for this sale

### **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

Rob Hubbard +44 (0) 20 7468 5805 rob.hubbard@bonhams.com

John Polson +44 (0) 20 7468 5803 john.polson@bonhams.com

James Knight +44 (0) 20 7447 7440 james.knight@bonhams.com

Richard Hudson Evans +44 (0) 1789 414983 rheauction@btinternet.com

Robert Hadfield +44 (0) 7539 074 242 robert.hadfield@bonhams.com

Mark Garside +44 (0) 1457 872 788 mark.garside@bonhams.com

### Automobilia Specialists

Toby Wilson +44 (0) 8700 273619 toby.wilson@bonhams.com

Adrian Pipiros +44 (0) 8700 273621 adrian.pipiros@bonhams.com

### **Motor Car Administrators**

Cherie Silver +44 (0) 20 7468 5801 cherie.silver@bonhams.com

Tom Harrington +44 (0) 20 7468 5808 tom.harrington@bonhams.com

Mark Gold +44 (0) 20 7468 5807 mark.gold@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

### **Press Office**

Georgina Cotton +44 (0) 20 7468 5870 +44 (0) 20 7468 8209 fax georgina.cotton@bonhams.com

### **Catalogue subscriptions**

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

### Recommended Transporters

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

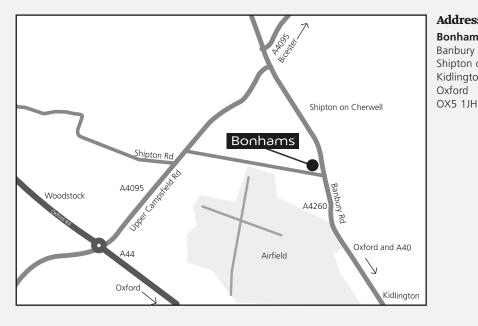
### Recommended Vehicle Insurance

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

### **Motor Car Preparation**

Chris Bailey Showcase SVS www.showcasesvs.co.uk

# **Directions to Bonhams Oxford**



# Address Bonhams Oxford Banbury Road Shipton on Cherwell Kidlington Oxford

# Collections

### **Automobilia**

All purchased lots must be cleared from the sale venue by 5pm on the day of 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 Friday 13 December 2013, by appointment only.

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

All lots will be charged £10+VAT uplift and storage at £1+VAT per day per lot. All lots marked with a  $\lozenge$  will be charged £25+VAT uplift and storage at £5+VAT per day per lot.

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

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

### **Motor Cars**

Motor Cars must be collected by 12noon on Tuesday 10 December.

Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection. Otherwise Lots shall be removed to storage at the Buyer's expense (see below). Lots are at the Buyer's risk from the fall of the hammer. It is strongly advisable that overseas purchasers and absentee bidders make arrangements regarding collection with Bonhams in advance of Sale.

### Removal and Storage of Vehicles

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

Polygon Transport registered address:

### Polygon Transport

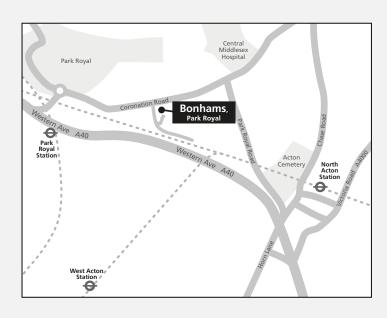
Unit 2H
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hampshire SO40 4PB
+44 (0) 2380 871 555
+44 (0) 2380 862 111 fax
polygon@polygon-transport.com

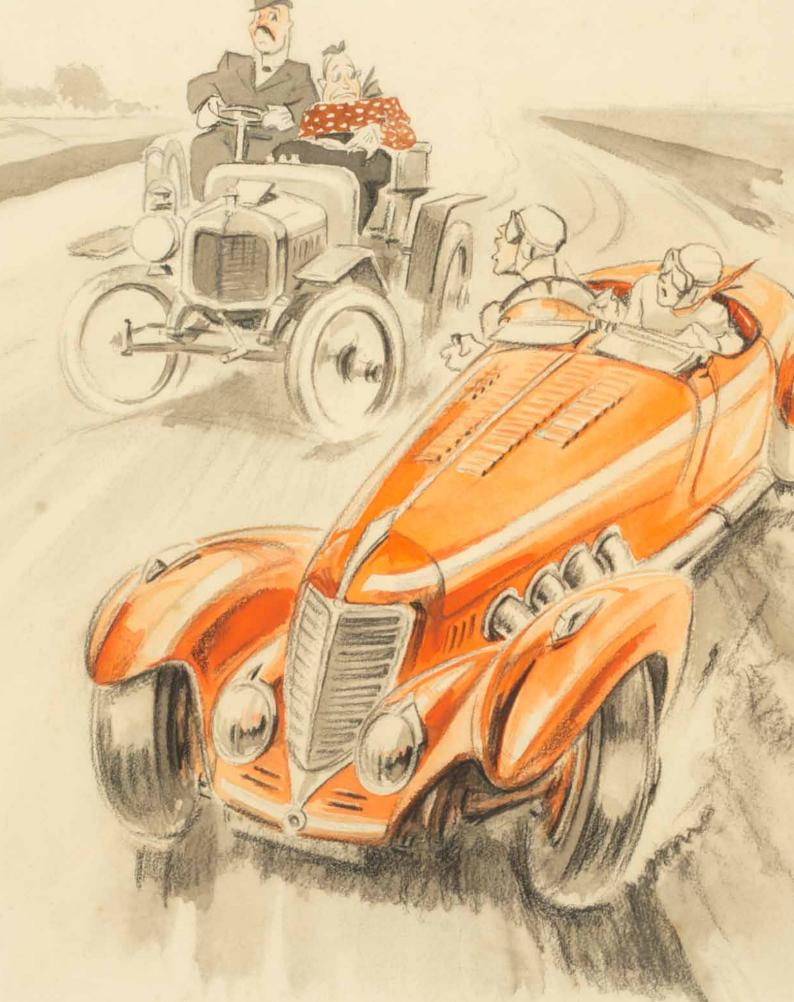
Vehicle Removal charges £200 + VAT per motor car

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

### **Transport and Shipping**

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







# Automobilia

10am

Sunday 9 December 2013

Lots 1 - 252

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





### **Garage Equipment & Signs**

An unusual one litre priming tap kettle, circa 1900,

finished in light blue granite pattern enamel, lettered in blue, some slight chipping.

£200 - 300 €240 - 360

A 2 litre priming tap kettle, circa 1900,

finished in granite pattern enamel, lettered in red, with wooden handle on wire bail, some chipping to the body and rear handle.

£200 - 300 €240 - 360

A Michelin air compressor, French, 1920s,

with seated Mr Bibendum cast alloy painted figure, some wear, 29cm long, with wiring.

£900 - 1,200 €1,100 - 1,400

No Lot

5 ◊◊

A Vickers Armstrong Model "C" hand cranked one gallon petrol pump,

restored with polished bronze dial plate, fittings & bronze nozzle, the pump carries a "Power Ethyl Stop Here" brand plate, Power Ethyl 1/5d price flag complete with Power Ethyl brand and Ethyl Anti-Knock Compound transfers on the pumping cylinder and base casting, 178cm high overall.

£1,100 - 1,500 €1,300 - 1,800 6 ⟨⟨⟨⟩

### A rare 5 Litre twin-cylinder 'visible petrol system' hand-operated pump by A. Bodin,

restored in Shell livery, with twin brass polished pumping cylinders, fitted with a "Fill Up With Shell. Sealed Pump" shooting arrow brand plate, a 1/6 d per gallon price plate, delivery hose with bronze nozzle & bronze delivery trip meter and a Shell Motor Spirit transfer, 170 cm high, one glass reservoir with some hair-line cracking to the base.

£1,200 - 1,600 €1,400 - 1,900

A Dominion glass petrol pump globe,

three sided, transfer printed in blue and black, some wear and loss, 42cm high.

£280 - 350 €330 - 420

A scarce Cleveland Motor Diesel glass petrol pump globe,

decorated and lettered in red and blue, 42cm high, chip to base.

£350 - 450 €420 - 540

No Lot

10

### A Morris Trucks enamel sign, 1930s,

double sided, six colour enamel work, featuring the Morris radiator, with some minor chips and loss, 56 x 41cm.

£500 - 700 €600 - 840

A Bugatti enamel sign, French,

in black, red and white on dark grey background, with raised edges, right corner marked 'Emaillerie Alsacienne Strasbourg', some loss to edges and mounting holes, 49 x 30cm.

£600 - 700 €720 - 840

An Aeroshell Oil enamel advertising sign, double-sided hanging type, in red, white, blue

and yellow enamel, 72.5cm wide.

£800 - 1,000 €960 - 1,200

A rare 'Shell from the Sealed Pump' pictorial enamel sign, 1920s,

in black, grey, white and red enamel, depicting a petrol pump with globe, double sided, flange mounted, 102.5 x 42cm, very slight loss to enamel.

£900 - 1,200 €1,100 - 1,400













11

### 14

# Two showroom signs for Bentley and Rolls-Royce, 1950s,

each transfer printed to reverse of moulded Perspex, comprising Rolls-Royce shield 59cm high fitted with chains and Bentley 'winged B' 68cm wide.

(2) **£250 - 350** 

€300 - 420

### 15 (

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

£500 - 600 €600 - 720

### 16

**An Aston Martin themed lightbox sign,** modern, aluminium box frame with handpainted panel, 45 x 65 x 12cm.

£300 - 400 €360 - 480

### 17 ◊

# An 'Aston Martin Zagato Milano Carrozzeria' illuminating sign,

modern, single-sided, aluminium frame with painted Perspex panel, 61 x 81cm.

£500 - 600 €600 - 720

### 18 (

### A Lotus illuminating garage sign,

single-sided, aluminium frame with Perspex panel, 69 x 69cm.

£500 - 600 €600 - 720













28



19 No Lot

20 No Lot

### **Accessories & Spares**

### 21

# A vintage Bentley owner drivers' toolkit in leather toolbag,

the leather box-bag with interior base tray, contains eight BSA spanners, two other spanners, four Abingdon King Dick adjustable spanners, two wooden handled screwdrivers, a hammer, two pairs of pliers, a file, a soldering iron, greasers and oilers, and other tools, together with a an Eversure Model 902 30cwt jack and handle and a foot pump finished in Bentley Green.

(Qty)

£600 - 800 €720 - 960

# Assorted motoring accessories,

comprising two double-twist trumpet horns (lacking bulbs), a brass Stenson Cooke AA badge No. 27615, a brass RAC badge with Union Flag enamel centre, some repair, and a motoring book by Worby Beaumont.

£300 - 400 €360 - 480

### 23 ⟨⟨⟩

# Assorted body panels to fit Grand Prix Bugatti Type 51 or Type 54,

comprising scuttle, tail with separate floor pan, three louvered side panels, a right angled panel and bonnet hinge, some parts partially painted dark blue.

(8)

£2,000 - 2,500 €2,400 - 3,000

### 24 🚫

# A fuel tank to fit Grand Prix Bugatti, Types 51, 54 and 55,

riveted and rolled brass construction, the twin pipes fitted with side valves, 78cm wide.

£600 - 800 €720 - 960

### 25

# A set of instruments to fit a Grand Prix Bugatti,

for type 51 or 59, comprising large Jaeger rev counter with coloured sections near limit, a Jaeger Paris 8 day car clock, a Bugatti 'Huile' gauge and other related spares including a Chantecler bronze plaque, two taps, a tax disc holder, a pair of Marchal headlamps (for restoration) and other items.

(Qty)

£2,000 - 2,500 €2,400 - 3,000

### 2

# **A pair of Phares Besnard headlamps,** numbered 825, brass, some slight denting, fork

mounted, 22cm diameter.

£500 - 600 €600 - 720

### 27

# A rare pair of Sylverlite electric headlamps, polished brass bodies, with loop handles, each with 4¾inch (12cm) deep conical solid glass lenses, in seemingly good order.

£500 - 600 €600 - 720



### A pair of Bosch headlamps,

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

£500 - 600 €600 - 720

### 29 ⟨⟨⟩

# An Austin Healey 3000 Twin Carb engine 1960-61.

straight six, 2912cc, 124hp, BMC C-series engine, for restoration, used condition, with dynamo detached.

£1,000 - 2,000 €1,200 - 2,400

### 30 ◊

# A rare double supercharger to fit an 8C Alfa Romeo,

the twin units numbered 142N and 143E, turns freely, old repair to one casting, the unit 67.2cm long overall.

£4,000 - 6,000 €4,800 - 7,200

### **Badges & Mascots**

### 31

# A collection of five German motoring badges, pre-War,

comprising a Forderungsrennen 1935 enamel badge depicting the Olympic Rings and an Auto Union, a 1936 Berlin Olympics car badge, an NSKK bonnet flag pole finial, a DDAC badge and a DDAC enamel Lapel Badge, together with a post-war replica Volkswagen Workers lapel badge.

(6)

£350 - 450

€420 - 540

### 32**T**

# A Rolls-Royce Ltd Motor Club enamelled car badge,

chromed, winged with black enamel centre, 13.5cm wide.

£500 - 600 €600 - 720

### 33†

# A Royal Marines Regimental enamelled car badge, by J R Gaunt,

chromed badge, with yellow, green, red and blue enamel and including regimental motto 'Per Mare Per Terram', surmounted by Royal Crest, 14cm high, in box with original card listing

£500 - 700 €600 - 840



35 (obverse and reverse)

### 34

# An RAC Full Members badge, Number MCE 00002, issued 1960,

made by H.B. Sale Limited of Birmingham, together with a late badge from the same series number MCE 13987, late 1970s, a Boyce Motormeter for Buick mounted on a Buick arrow-head radiator cap, temperature rod truncated, glass tube lacking fluid, and a replica Rolls-Royce Phantom I 'Spirit of Ecstasy' mascot, loose mounted on a wooden base.

£300 - 400 €360 - 480

### 25#

# A Royal Automobile Club d'Egypte enamelled car badge, 1924,

lacquered solid nickel, double-sided Type 2 badge in the form of a gear cog, based on the Automobile Club de France badge, with winged scarab design to base and surmounted by Royal Crown emblem, with enamelled centre to each side, one with blue enamel ground and nickelled Sphinx and Great Pyramid design and with script in English/French, the other side with green enamel ground and Kingdom of Egypt three-star and crescent moon national flag design and with script in Arabic, stamped 381 to one side of base, mounted on a turned wooden display base, 15cm high.

£2,000 - 2,500 €2,400 - 3,000

An example of this badge is illustrated on page 206 of the reference book Jan Sarnesjo: The World of Car Badges.

### 36

# 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.

£250 - 350 €300 - 420

### 37

# A Rolls-Royce Phantom I 'Spirit of Ecstasy' mascot, 1925-29,

nickel plated brass, 13.5cm high, on a radiator cap, above a wooden display base.

£300 - 400 €360 - 480

### 38

# A Springfield 'Ghost' Rolls-Royce 'Spirit of Ecstasy' mascot, 1920s,

nickel plated, with correct markings to base and under wings, 15.5cm high, on a radiator cap above a wooden display base.

£300 - 400 €360 - 480

### 39

### A Minerva mascot by Pierre de Soete, Belgian, used 1925-1937,

hollow cast bronze with PDS oval faintly stamped under with the hairline, 14cm high, on brass radiator cap.

£300 - 400 €360 - 480

### A fine Indian Chief mascot, 1920s,

probably French, bronze with traces of nickel plating, well detailed, 12cm high, mounted on a brass radiator cap.

£400 - 500 €480 - 600

### A 'Libellule' car mascot, by M Bertin, French, late 1920s,

signed 'Bertin' to rear of base, nickelled bronze mascot depicting a dragonfly with wings outstretched, 14cm high, mounted to a turned wooden display base.

£600 - 800 €720 - 960

### An Elephant car mascot, by Franz Bergman, Austrian, 1920s,

signed 'Nam-Greb' to rear of base, nickelled bronze mascot depicting a rearing African elephant, 13cm high, complete with original mounting bolt, above a turned wooden base.

£700 - 900 €840 - 1,100

### 43

A 'Lucifer Golfing Society' car mascot, British, 1921, unsigned, nickelled bronze, depicting a pipe-smoking devil in plus-fours with golf club over his shoulder and caddy of clubs at his feet, engraved 'Lucifer Golfing Society' around the base, 11cm high, mounted on an early radiator cap.

£800 - 1,000 €960 - 1,200











### 44†

### A 'Strolling Girl' mascot, by Franz Iffland, Dutch, 1920s,

signed to right side of base and marked to left side of base 'Metaal Gieterij Holland A'Dam', nickelled bronze, depicting a girl strolling gracefully with her dress flowing, 16.5cm high, mounted to a turned wooden display base.

£1,000 - 1,500 €1,200 - 1,800

### 45**†**

### A 'Joie de Vie' mascot, French, 1923,

unsigned, inscribed with title to front of base and marked 'REGd No 693780' to rear of base, nickelled bronze, depicting a draped female dancing with her arms outstretched, 18.5cm high, mounted on a turned wooden display base.

£1,000 - 1,500 €1,200 - 1,800



### 46†

### A 'Standing Nude' mascot, by Mady, French, circa 1920,

signed to rear of base, nickelled bronze, depicting a standing female nude with her arms raised, 18cm high, mounted on a turned wooden display base

£1,000 - 1,500 €1,200 - 1,800

### 47

# A fine and rare 'Aphrodite Gargoyle' mascot by Elie Ottavy, French, 1920s.

signed, nickel plated hollow-cast bronze, depicting the Goddess wearing a symbolic swan helmet riding a grotesque gargoyle, 18cm high.

£1,800 - 2,600 €2,200 - 3,100









### 48†

A fine 'Dragonfly Girl' mascot, by J Darbefeuille, French, circa 1910, signed to right side of base, depicting a winged female nude sitting on a tree stump, 16cm high, mounted on an early radiator cap above turned wooden display base.

£3,000 - 4,000 €3,600 - 4,800

### 49

# 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.

£200 - 300 €240 - 360

### 50

### A 'Butterfly Girl' glass mascot,

Czechoslovakia Art Deco mascot in satin glass, retailed in United Kingdom as Red Ashay, depicting a standing female in long dress with wings outstretched behind her, 20cm high overall, chips to wing tips and left upper wing, mounted with rubber base, together with an original Red Ashay marked chrome-plated illuminating mount complete with lighting socket.

£400 - 600 €480 - 720

### 51

# A 'Tete de Coq' glass mascot by René Lalique, introduced 3 February 1928,

clear glass with impressed mark 'Lalique, France' (with double tailed Q) around the neck, 18cm high.

£1,500 - 2,000 €1,800 - 2,400

### 52

# A pre-War 'Chrysis' mascot in satin glass, by Rene Lalique, introduced 21st March 1931,

etched 'R.Lalique France' to underside of base, depicting a backward leaning female nude with her hair flowing behind her, 18cm long.

£2,000 - 3,000 €2,400 - 3,600

### 53†

# An Art Deco 'Draped Nude' glass mascot, by Lucile Sevin for Etling, French, introduced 1932,

in blue/white opalescent glass with amber core, moulded 'Etling France 50' to side of stepped base, depicting graceful draped female standing holding her dress out with her head held to one side, 20.5cm high, mounted within a nickelled split-ring mount above a turned wooden display base.

£3,000 - 4,000 €3,600 - 4,800

### **Books, Periodicals & Ephemera**

### 549

### Yves Naquin: Le Grand Prix Automobile de Monaco;

English text, copy number 881, large 4to, in cardboard packing sleeve.

£100 - 140 €120 - 170

### 55**•**

### Books relating to Mercedes-Benz and Auto Union,

including George Monkhouse: Mercedes-Benz Grand Prix Racing 1934-1955; Schlegelmilch & Lehbrink: Mercedes, Volumes 1 & 2 in slip-case; Louis Sugahara: Mercedes-Benz Grand Prix Race Cars 1934-1955; Anthony Pritchard: Silver Arrows in Camera; Chris Nixon: Rivals (signed), and Auto Union Album 1934-1939; and two other titles.

£200 - 300 €240 - 360

### 56°

### Travelogs and Anecdotage 1920-21,

by I F C Ansell, a hand-written volume of work relating to the writer's journeys around the British Isles with Triumph Motorcycle & Sidecar, accompanied by 'Ma' and their dog 'Gypsie', 394 pages with Index, the pages decorated with press cuttings, prints, post cards and watercolours by the author, bound as one Volume, a fascinating read...deserves to be published, 4to.

£200 - 300 €240 - 360

### 57● △

### A quantity of books relating to racing cars and motorsport,

including Oosthoek & Bollee: Maserati Tipo 60 and 61 - The Magnificent Front-engined Birdcages, in slip-case; Lyons & Harholdt: Can-Am Cars in Detail, in slip-case (2); Peter Coltrin: Racing in Color 1954-1959 (limited edition 1389/1500); Giovanni Cavara: 60 Vetture ai Raggi X (Italian text); Chris Nixon: The Robert Fellowes Collection - Grands Prix 1934-1939 (signed limited edition 56/75 in slip-case), and Sportscar Heaven - Aston Martin DBR1 V Ferrari Testa Rossa; and other assorted motorsport titles. (Otv)

£300 - 400 €360 - 480

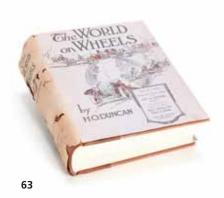
### 58**•**

### Books relating to Bugatti,

including Hucke, Kruta & Ulrich: Bugatti - From Milan to Molsheim, in slipcase; Hugh Conway: Bugatti Magnum, in slip-case with plaque numbered 0470; a cloth-bound limited edition (of 1,000) of Simon & Kruta: The Bugatti Type 57S; W F Bradley: Ettore Bugatti 0 Portrait of a Man of Genius (2nd edition); David Venables: Bugatti - A Racing History; and other titles.

£300 - 400 €360 - 480





### 59●

### A good lot of Porsche books,

including Karl Ludvigsen: Porsche - Excellence Was Expected, Volumes 1-3 in slip-case; Walter Naher: Porsche 917 Archiv und Werkverzeichnis 1968-1975 (German text); Jeffrey R Zwart: Porsche 917 X17, in slip-case; Reynald Hezard: 917 Porsche (French and English text); Tobias Aichele: Porsche 911 - Forever Young; and other titles relating to Porsche racing and sports cars. (12)

£300 - 400 €360 - 480

### 60°

# Simon Moore: The Legendary 2.3 Alfa Romeo 8C2300;

maroon leather-bound three volume set, in slipcase; together with David G Styles: Alfa Romeo The Legend Revived; Angela Cherrett: Alfa Romeo Modello 8C2300; Collins & McDonough: Alfa Romeo Tipo 33 - The Development and Racing History; and five other related titles. (10)

£300 - 400 €360 - 480

### 61● ◊

### A quantity of Ferrari books,

including Karl Ludvigsen: Ferrari by Mailander, in slip-case; Hans Tanner: The Ferrari (1st edition); Lehbrink & Schlegelmilch: Ferrari; Bluemel & Pourret: Ferrari 250 GTO; Haynes: Ferrari 1947-1997 - The Official Book; Zumbrunn & Heseltine: Ferrari Legends; together with other related titles and a complete set of Cavelleria Ferrari volumes 1-16 in slip-cases.

(Qty) **£350 - 450 €420 - 540** 

### 62 ◊

# A good collection of motoring and motorsport books,

including six issues of Rallycourse 1980s, two issues of Autocourse 1980-81 and 1987-88, motoring biographies for Mansell, Hunt, Lauda, Villeneuve and others, marque books for Ferrari, Porsche, Peugeot, Bentley and Rolls-Royce and other motoring titles. (Qty)

£400 - 600 €480 - 720

### 63**•**

### H O Duncan: The World on Wheels;

bound as a single volume in brown cloth bindings with leather spine with gilt tooling, an illustrated account of mechanical road transport from the earliest days, covering the invention and development of petrol and steam motorcycles and motorcars, with dust-jacket (damaged and worn).

£500 - 600 €600 - 720

### 64● ◊

# Fart, 1952-1964 and Motorrevyn Fart & Racing, 1965-67,

quarter bound with blue hard-backed covers, 16 Volumes, Swedish text 'Speed' magazine, together with Motor Aret, 1963-64 to 1983, Swedish text motorsport annual in 20 Volumes. (Oty)

£200 - 300 €240 - 360

### 65● ◊

# Auto Capital 1981-1994 and other motoring periodicals,

Italian text, bound as 24 Volumes, blue cloth hard-backed covers with gilt tooling, together with assorted unbound issues of Automobile Classique, Auto Passion, Auto Collection, Automoto Retro, and Moteurs, all French text, two bound Volumes of Cuatrorouedas 1964-65, Spanish text and 20 Volumes of Alfa Auto, a French text motoring encyclopaedia.

(Qty) **£300 - 500 €360 - 600** 

### 66● ⟨⟨⟩

### Auto Sprint, 1962-2002,

Italian text, 108 Volumes, light blue cloth hard-backed covers, majority 4to, some larger Volumes.

£400 - 500 €480 - 600

### 67● ◊

### Sport Auto, 1962-June 1998

German text, bound as 56 Volumes, in light grey hard-backed covers, some years split into two Volumes, together with other assorted loose mounted issues in cream publishers binders for 1982-1991 and in green binders for 1969-1971. 1973-1981.

(Qty) **£400 - 500 €480 - 600** 

### 68● ◊

# MotorSport; bound Volumes 24 to 51, (1948-1975),

a complete run of 28 bound volumes in publisher's black bindings, with covers and advertisements.

(28) **£500 - 700 €600 - 840** 

### 69

# Annual Automobile Review/Automobile Year, volumes 1-7,

for the years 1953/54 to 1959/60, some with dust jacket.

£500 - 600 €600 - 720

### 70**•**

### IOTA; seven bound volumes for 1947-1953,

in green cloth bindings with gilt tooling, complete run of issues of the motor racing periodical, bound with covers.

£500 - 700

€600 - 840

### 71● ◊

### L'Automobile, 1958-1998,

French text, assorted bound Volumes and loose issues, 41 Volumes in orange coloured hardback covers, other loose issues boxed by year, not a complete run. (Oty)

£700 - 900 €840 - 1,100

### 72 € ⟨⟨⟩

### Quatroroute, 1956-2003,

Italian text, bound as 84 Volumes, blue cloth hardback covers, with gilt tooling to spine, bound with covers and adverts, 4to. (Qtv)

£900 - 1,200 €1,100 - 1,400

### 73 ● 🚫

### Motorsport, 1934 - June 2003,

bound as 71 Volumes, green binders with gilt tooling to spine, a few bound with covers and adverts, 1999-2002 bound in double Volumes. (Qty)

£1,000 - 1,400 €1,200 - 1,700

### 74● ⟨⟨⟩

### Autosport, 1950-2002,

bound as 108 Volumes complete with covers, maroon hardback bindings with gilt tooling to spine, 4to.

(Qty) £1,100 - 1,500 €1,300 - 1,800

### 75● ⟨⟨⟩

### Auto Italiana, 1929-1996,

Italian text, red hard-backed cloth covers with gold tooling to spine, bound as 82 Volumes with covers and adverts.
(Oty)

£1,200 - 1,600 €1,400 - 1,900

### 76● ⟨

### Autocourse; Annuals 1951/52 to 2012/13,

a complete run of 61 annuals, early editions bound in blue hard covers with gilt tooling, later editions each with dust jacket and in good order.

(61)

£6,000 - 8,000 €7,200 - 9,600

### 77

# The Three Litre Bentley sales brochure, 1924,

cord-tied embossed brown card covers, 32 numbered pages, with 11 tipped in sepia-tone plates and 1 full colour plate depicting artwork by F Gordon Crosby, 4to, some wear to covers and pages.

£250 - 350 €300 - 420

# A collection of Ferrari publications and ephemera.

comprising a 15 page document relating to the 1973 Le Mans Migault/Chinetti NART Daytona 365 gtb 4, number 38, hand-written lap times for 300 laps, with two additional pages initialled by the course director, a Dino 308 gt4 sales brochure, a document from John Baus relating to parts supplied for the Ferrari 250LM in the 1969 Le Mans, a Ferrari Sefac circular dated 14 Maggio 1963, two 8 x 10" monochrome photographs depicting the Bertone 'Rainbow', a technical specifications sheet for the Ferrari 400 Superamerica, a Ferrari-Kroymans sales brochure for 308s, 400, BB 512 (Dutch text) and a Ferrari 1982 Donington Test Day brochure.

(Qty) **£500 - 700 €600 - 840** 

### **Photographs & Art**

### 79

# Assorted late 1960s Grand Prix and motorsport photographs,

majority colour, race and paddock scenes taken by Jim Gleave of MRE, at various race events including Monza 1966, Monaco 1967, Nurburgring 1967, and others, depicting Graham Hill in Lotus, Jim Clark in Lotus, Jackie Stewart in BRM, Surtees in Honda, Lorenzo Bandini, Jochen Rindt in Cooper-Maserati, Bruce McLaren, Denny Hulme, Jack Brabham, Dan Gurney in Eagle-Weslake, Jo Siffert in Lotus, and photographs of other races including GP. (Qty)

£150 - 250 €180 - 300

### 80

# An archive of motor racing and motoring subject photographs taken by the Late Michael Harper, 1950s,

many with negatives, approximately 160 black and white prints, majority 6 x 8, some with hand-written notes on back, includes pit scenes, driver portraits, technical images, racing scenes, street scenes and other images, one image signed by Alberto Ascari in blue pen, together with files containing negatives relating to these and other unprinted images.

(Qty) **£900 - 1,200 €1,100 - 1,400** 

### 81

**Four Aston Martin successes poster reprints,** each 70 x 100cm, rolled.

£80 - 120 €100 - 140

### 82

A Le Mans Aston Martin 'sweeping triumph' poster reprint, signed by Shelby and Frere, printed in black and light green on paper, 100 x 70cm, rolled.

£100 - 140 €120 - 170



80

### 83 Three Porsche race posters, 1985,

pasted on card, comprising 1,000Km Brands Hatch, Jochen Mass Deutcher Sportwagen-Meister auf Porsche 956, and Endurance Weltmeister Porsche race calendar, each 101 x 76cm. (3)

£120 - 180 €140 - 220

### 84

# A Lyric Theater poster advertising 'The Girl in the Taxi',

full colour lithograph, published by David Allen & Sons Ltd of London, depicting an Edwardian taxi cab with two hopeful passengers, 75 x 50cm, old fold marks, pasted to board, framed.

£200 - 300 €240 - 360

### 85

# A Socovel motorcycle advertising poster, Belgian, 1948,

full colour print on paper, 62 x 85cm, rolled.

£250 - 350 €300 - 420

Socovel produced motorcycles from 1947-1955 and used the strapline 'The Motorcycle that gives you wings' to promote their products.

### 86

### Assorted posters and prints,

including Old Mercedes after Roy Nockolds, 1994 Tour de France after Michael Wright, a set of 30 Tom Thumb collectors cards, 1984 German Interserie Coupe d'Europe race poster and others, all framed, one not glazed. (10)

£300 - 400 €360 - 480

### 87

# A 'Huilerie Jettoise Marcoline' advertising poster, Belgian, circa 1920,

printed on paper, mounted on board, 84 x 61cm, framed, minor wear and loss to paper.

£400 - 500 €480 - 600



85



104



87

# VII COPPH MILLE MIGLIA - 8 Aprile MAMME! Attenti ai vostri bambini

88





92

90



89

### 88

### An original VII Coppa Mille Miglia warning poster, 1933,

printed in black in red, warning Mothers to watch out for their children, laid on restoration backing, some slight overpainting and repair,  $24 \times 70 \text{cm}$ .

£400 - 500 €480 - 600

The 1933 Mille Miglia was won by Tazio Nuvolari and Decimo Compagnon, in their Scuderia Ferrari Alfa Romeo 8C 2300 Spyder Zagato. With an average speed of 67.46 mph he was 27 minutes clear of his nearest rival at the finish.

### 89

A Castrol Bugatti Hour Speed World Record successes poster, 1933, after artwork by J Pillod, printed in green and blue on paper by P Fournie & Cie, Paris, 89 x 57cm, mounted, framed and glazed.

£500 - 700 €600 - 840

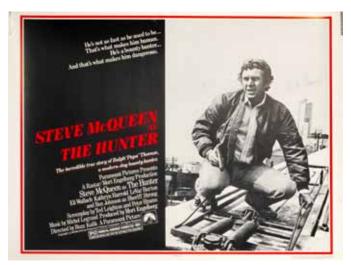
### 90

### MacDonald Gill (1884-1947), 'Wonderground 1914',

rare original two part London underground map poster, old fold marks and some discoloured tape repair to margins, tear with loss to dome of St. Pauls and lower corners and margins, mounted in two parts, each 98 x 62cm, mounted and framed.

£500 - 700 €600 - 840







93

91

94

### A 'X Gran Premio Internacional Pena Rhin' poster, 1950,

after artwork by X Garcia, printed on paper, creased,  $55\,x75$ cm, framed and Perspex glazed.

£500 - 700 €600 - 840

92

### An 'Easy Rider' film poster,

original Italian 2-sheet 4-folio poster for the film released in 1969 starring Peter Fonda, Dennis Hopper and Jack Nicholson, with colour artwork depicting Nicholson as George Hanson and a riding scene from the film, with fold marks, 195 x 140cm overall. (2)

£500 - 600 €600 - 720 93

### An Italian poster for the film Le Mans, 1971,

original full folio 2-sheet colour poster for the film starring Steve McQueen, featuring portrait image of McQueen and a race scene from the film, measuring approximately 197 x 132cm, fold marks and some creasing, minor loss to edges and remains of old tape gum in places. (2)

£600 - 800 €720 - 960

94

### A signed Steve McQueen 'The Hunter' film poster, 1980,

US half-sheet, printed in red and black, signed in blue ink, 56 x 70cm, unframed.

£600 - 700 €720 - 840







96

# 95 ⟨> A Leon Juillet advertising poster, after Eugene Vavesseur (1863-1949),

on paper with official stamp to right edge, depicting a car full of European leaders enjoying the motor accessories available at the Leon Juillet shop at Challon sur Saone, old fold marks, 120 x 150cm, framed and glazed, crack to glazing.

£800 - 1,200 €960 - 1,400

### 96

# 'Benzo-Moteur', a lithograph advertising poster after Jules Cheret (1838-1933),

on paper, with hexagonal payment stamp, 120 x 85cm, famed and glazed.

£1,000 - 1,200 €1,200 - 1,400

This early poster, although undated, must have been completed prior to 1900 because Cheret retired from poster art that year to divert his energies to painting.

### 97 🛇

### A 'La "Comète" guérit les Pneus' lithographic advertising poster for Michelin, French, 1906,

1 of 150 examples printed by Paul Dupont, Paris, and with artwork after Pierre-Georges Jeanniot, depicting a coastal scene with a heavenly female nymph magically 're-animating' the punctured inner tube of an early French motorcar as the chauffeur and well-to-do passengers and their dog look on, with Mr Bibendum cycling off in the distance, 107 x 144cm, framed and glazed, crack to upper left corner of glass.

£1,000 - 1,200 €1,200 - 1,400

### 98

# A set of James Young Coachbuilding prints, each 30 x 42cm, black and white line drawings

each 30 x 42cm, black and white line drawing depicting coachwork styles and types with embossed red seal to top right corner. (Qty)

£100 - 200 €120 - 240

### 90

# Two 'Le Mans 1954 Ferrari' prints signed by the winning driver Maurice Trintignant, after Geo Ham,

each signed in blue pen, full colour reprints, each 100 x 70cm, rolled.

£150 - 200 €180 - 240

### 100

### A set of twelve Michelin Tyre tile prints,

depicting the decorative tiles applied to the Michelin House in London, published by Automobile Fine Art Ltd in 1985, each mounted, framed and glazed, 54 x 72cm overall. (12)

£200 - 300 €240 - 360

### 101

### Two vintage Bentley prints,

comprising 'Bentley V Blue Train', after Terence Cuneo, full colour with remark panel to lower edge, signed in pencil, 67 x 76cm; and 'Racing Green' after Dion Pears, limited edition number 60/500, full colour with title panel, signed in pencil, 49 x 65cm, both mounted, framed and glazed. (2)

£200 - 300 €240 - 360

### 102

# 'Dix Ans de Course', a set of 31 reproduction lithographs,

Les Marques Victorieuses 1897-1907, 31 full colour lithographs of early cars in action, each mounted, framed and glazed with title taped to rear of frame, the largest 40 x 27cm overall. (31)

£300 - 400 €360 - 480

### 103

# 'Fight to the Finish' signed by Ayrton Senna, after Alan Fearnley,

signed by the artist, limited edition print, 198/850, together with 13 other signed limited edition prints after Alan Fearnley, many signed by drivers including Nigel Mansell, Alain Prost, Juan Pablo Montoya, Niki Lauda, Stirling Moss, Gerhardt Berger and Michele Alboreto, each framed and glazed.

(14) **£600 - 800 €720 - 960** 









106



### Rene Roussel, 'Automobile Race' an original poster artwork,

signed, watercolour and gouache on paper, torn and restored, 76 x 57cm, framed and Perspex glazed.

£300 - 400 €360 - 480

### 105

### J Norbury, 'Bentley versus Bugatti',

signed and dated '81, oil on board, 50 x 75cm.

£300 - 400 €360 - 480

### 106 AR

### Dion Pears (1929-1985), '1914 French Grand Prix',

signed, oil on board, depicting Lautenschlager on his way to victory in the Mercedes, 70 x 90cm, framed.

£300 - 400 €360 - 480

### 107 ♦

### Tony Upson, '1967 Ferrari P4',

signed, acrylic on raised cut out panel on board, a study of the car, 75 x 165cm.

£300 - 400 €360 - 480

### 108 AR

### Dion Pears (1929-1985), '1963 RAC International Rally of Great Britain',

signed, watercolour on paper, depicting the start ramp at the beginning of the event, 56 x 82cm, mounted with title, framed and glazed.

£300 - 400 €360 - 480





110





### Roy Nockolds (1911-1980), 'Heading South for the Summer',

unsigned, oil on board, depicting a traditional tree-lined avenue in the French countryside, 93 x 77cm, framed.

£400 - 500 €480 - 600

112

111

When Roy Nockolds' studio contents were sold in the 1980s, this painting was discovered. Mrs Nockolds told the purchaser that it depicted the view from Roy's Bentley as he drove on his favourite journey to his holiday home in the South of France. A limited edition print of this painting was later published under the title 'Heading South for the Summer'.

### Tony Upson, '1967 Ferrari P3',

signed, acrylic on board, depicting the car at speed, 120 x 200cm.

£400 - 500 €480 - 600

### 109 ♦

### Tony Upson, 'Gulf Oil Girls',

signed, acrylic on board, depicting a Gulf Oil can with two attractive female attendants, 95 x 150cm.

£300 - 400 €360 - 480

### 110 AR

### Robert Caruana Dingli (1881-1940), 'Aerial Delivery',

signed, watercolour on paper, circa 1911, depicting a squadron of bi-planes and monoplanes carrying large cylindrical containers, 58 x 41cm, mounted, framed and glazed.

£350 - 450 €420 - 540

### 111 AR

### Michael Wright (1935-), 'P3 Alfa Romeo',

signed, watercolour on paper, montage depicting the car in three different scenes, 55 x 66cnm, framed and glazed.

£350 - 450 €420 - 540



114



124

115



116



123

### **114** AR

### Michael Wright (1935- ), '1911 Coupe de L'Auto',

signed, watercolour on paper, 42 x 58cm, mounted, framed and glazed.

£500 - 700 €600 - 840

### 115 AR

# Michael Wright (1935- ), 'Targa Florio 1907', signed, watercolour on paper, 43 x 58cm,

mounted, framed and glazed. **£500 - 700 €600 - 840** 

## 116 AR

### Michael Wright (1935-), 'Le Mans 1930',

signed, watercolour on paper, depicting a Bentley rushing past the Mercedes in the pits, 40 x 66cm, framed and glazed.

£500 - 700 €600 - 840

### 117 ♦

### Tony Upson, 'Aston Martin DB5',

signed, acrylic on board, a study of the car, 90 x 160cm.

£500 - 600 €600 - 720

### 118 (

### Tony Upson, 'Champion Spark Plugs',

signed acrylic on board, featuring an oversized spark plug with attractive female sales attendant, 180 x 120cm.

£500 - 600 €600 - 720

### 119 ♦

### Tony Upson, 'Sales & Service Girls',

signed, acrylic on board, featuring two attractive female garage attendants, 183 x 120cm.

£500 - 600 €600 - 720

### 120 AR

# Ivan Berryman, 'Porsche 904/6 at Le Mans 1965'.

signed and dated 1987, watercolour and gouache depicting the car driven to 4th place overall by Linge and Nocker, 40.5 x 70cm, mounted, framed and glazed.

£500 - 600 €600 - 720

### 121 (

# Tony Upson, 'Bugatti Type 35 - Les Pur Sang des Automobiles'

signed, acrylic on raised cut out panel on board, a profile of the Type 35, 100 x 200cm.

£500 - 600 €600 - 720

### **122** AR

### Francesco Scianna, 'Maserati 250F',

signed, mixed media on artist's board, depicting the car racing at speed, 61 x 82cm.

£600 - 800 €720 - 960

### **123** AR

### Francesco Scianna: 'Power and Control'.

signed, mixed media depicting Guichet in Ferrari 250GTO racing Lindner in Lightweight Jaguar E-type and Lumsden in his Jaguar e-type, 39 x 49cm, mounted, framed and glazed, handwritten details to reverse of frame, dated 86-87.

£700 - 900 €840 - 1,100

# **124** AR

# Geo Ham (Georges Hamel 1900-1972), 'Porcs de la Route',

signed, watercolour and wash on paper, 36 x 49cm, mounted, framed and glazed.

£1,000 - 1,500 €1,200 - 1,800



### 125 AR

# Dexter Brown (1942 - ), 'Prost, 640 Ferrari 1991'.

signed, abstract oil on canvas, 61 x 77cm, framed, signature and hand-written title to rear of canvas.

£2,500 - 3,000 €3,000 - 3,600

126 🛇

# Dexter Brown, (1942 - ), 'Ferrari 512M, Le Mans 1971',

signed, abstract oil on canvas, depicting the Scuderia Filipinetti car driven by Manfredini, 100  $\,$  x 100cm, framed.

£6,000 - 7,000 €7,200 - 8,400

127

### A Maserati Trident garage display emblem,

modern, cold-cast resin and aluminium composite, in the form of the badge, 120cm high.

£150 - 200 €180 - 240

128

# A hand-painted Mr Drip garage display emblem,

modern, cut-out board, of the Esso character waving a chequered flag, 130cm long.

£150 - 200 €180 - 240

129 ♦

# An Art Deco style Jaguar XK120 sculpture,

modern, cold-cast resin and bronze composite, 70cm long.

£150 - 200 €180 - 240

130

# A hand-painted Royal Endorsement Coat of Arms,

modern, fibreglass, 70 x 70cm.

£150 - 200 €180 - 240

131

# A hand-painted Mr Drip garage display emblem.

modern, cut-out board, of the Esso character in a race car, 130cm long.

£150 - 200 €180 - 240



126

### 132

### A Bentley garage display emblem,

modern, cold-cast resin and aluminium composite, in the form of the winged 'B' badge, 140cm wide.

£200 - 250 €240 - 300

133

### A Rolls-Royce garage display emblem,

modern, cold-cast resin and aluminium composite, in the form of the badge featuring the entwined 'RR' logo, 120cm high.

£200 - 250 €240 - 300

134

# An Aston Martin 'DB5' garage display emblem,

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

£200 - 250 €240 - 300

13

### A Zagato Milano garage display emblem,

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

£200 - 250 €240 - 300 136

### A Bugatti garage display emblem,

modern, cold-cast resin and aluminium composite, 120cm wide.

£200 - 250 €240 - 300

137

### A Ferrari garage display emblem,

modern, cold-cast resin and aluminium composite, in the form of the script, 150cm long.

£300 - 350 €360 - 420

138

# A Ferrari 'Prancing Horse' garage display emblem,

modern, fibreglass, finished in black and decorated with Ferrari logo in gold leaf, 120cm high.

£300 - 400 €360 - 480

139

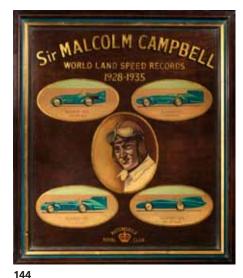
### A hand-painted '1957 Le Mans Ecurie Ecosse D-Type Jaguar' commemorative oval plague.

modern, for garage display, with raised laurel leaf fibreglass surround, celebrating Flockhart and Bueb's victory at the event, 120cm wide.

£300 - 400 €360 - 480









153

A hand-painted Brooklands garage display emblem,

modern, fibreglass, 120cm high.

£300 - 350

€360 - 420

An Aston Martin garage display emblem, modern, cold-cast resin and bronze composite,

in the form of the winged badge, 140cm wide.

£300 - 400

€360 - 480

# XII GRAN PREMION TALLA MONZAXIII

### 148

### 142

### A hand-painted Porsche garage display emblem.

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

£300 - 350

€360 - 420

### 143

An Alfa Romeo garage display emblem, modern, fibreglass, finished in red, 150cm long.

£300 - 350

€360 - 420

### 144 (

A hand-painted 'Sir Malcolm Campbell World Land Speed Records 1928-1935' commemorative wooden panel,

modern, with gilt lettering, featuring central portrait image of Campbell and profile images of his four Land Speed Record winning Bluebird cars for 1928, 1931, 1933 and 1935, with wooden frame, 122 x 107cm overall.

£500 - 600 €600 - 720

### Miscellaneous Automobilia

### Assorted Rolls-Royce and Bentley collectables,

comprising a display mounted Phantom II type 'Spirit of Ecstasy' mascot, a set of three golf balls, a pen, a pencil, a money box, two belt buckles, a set of Bentley blazer buttons, cuff links and lapel badges.

(Qty)

£150 - 250

€180 - 300

### 146

### 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 hiah.

£150 - 250

€180 - 300

### 147 $\Omega$

### Five boxed Heuer stopwatches,

comprising four analogue examples, each with white dials and Arabic numerals, and a Tag Heuer Microsplit digital stopwatch, each boxed and four with booklets.

£250 - 350 €300 - 420

### 148

### A XII Gran Premio d'Italia, Monza, enamelled plaque by A Gerosa, 1934,

signed, nickel plated plaque with dark blue enamelled background to lettering, 4 x 7.5cm, together with a gilt metal fob depicting a racing car at speed, engraved to the reverse 'XIV Coppa Milano - S.Remo 11-12 Marzo 1950 SQUADRA Automobile Club Como', 3.5cm diameter.

(2)

£300 - 400

€360 - 480

The 12th Italian Grand Prix (also known as the XII Gran Premio d'Italia) was held on 9 September 1934 at the Autodromo in Monza, Italy. The race lasted 499.96 km (4.310 x 166 laps) and was won by Rudolf Caracciola and Luigi Fagioli, who shared the driving of the victorious Mercedes-Benz W25 in a time of 4 hours 45 minutes and 47 seconds.

### 149

### 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.

(Otv)

£400 - 600

€480 - 720







### Assorted Bugatti collectables from the Estate of the Late H H Posner,

including a Bugatti Owner's Club bronze replica Elephant mascot 1972, after Rembrandt Bugatti (numbered 13/20), 1929 brochure for touring and sports models, Type 22/23 Brescia parts list, maintenance manuals for Type 57-57S, 1929 3-litre Type 44, Type 38 & 40, (some in French text), specifications sheets for 1930 Grand Prix models and Type 57, an enamel sign, 30 x 48cm, a Bugatti oil can, two radiator ceramic jugs from Rene Dreyfus' Le Chantecler restaurant, a cased Zippo lighter, 1970s Bugatti Owners Club trophies for Prescott and Cognac Rally, various rally plates and badges, ashtrays, deskpieces, and other items including a Castrol GTX advertisement depicting H H Posner with one of his many Bugattis. (Qty)

£500 - 700 €600 - 840

### 151

# A rare pink glaze Sadler OKT42 teapot, complete with lid, 22cm long.

£500 - 700 €600 - 840

### 152

# A fine and early Gentleman's Touring pocket watch, circa, 1905,

enamelled dial with gold hands, black Arabic numerals 1-12 and red inner numerals 13-24, subsidiary seconds dial, some crazing to enamel and spot repair, the case with early motoring scene to the reverse, bezel 4.2cm diameter.

£500 - 600 €600 - 720

'Touring Watches' were produced as gifts for friends, family or participants of early motoring events, with larger examples for men and smaller for women. This particular Gentlemen's Touring Watch is in good working condition and has an ornate dial and gold hands, indicating that it was possibly produced as an early trial participant's gift. Literature: The Motor Car in Art by Zolomij; Art and the Automobile by D.B. Tubbs.

# **90 PAT**

155

P 408

156

# 3 BDC

157

### 153

# A rare Pirelli belt buckle designed by Salvador Dali (1904-1989), British, circa 1970.

brass, un-numbered, the front with erotic 'motoring' scene, the reverse marked Deane & Adams Mint, London, England, 10cm wide.

£600 - 800 €720 - 960

### 154

### A Heuer Sebring dashboard stopwatch,

Swiss jewelled movement, chromed case with backplate, black dial with Arabic numerals and with bezel, bearing label to rear of backplate Ref 512701 and numbered 22734, 57mm wide, complete with original box and booklet.

£700 - 900 €840 - 1,100

### **Registration Numbers**

Buyers should make themselves aware of the DVLA's rules and regulations regarding the transfer of registration numbers before bidding on this lot. bidders are also reminded that it is the responsibility of the purchaser to check the details of the V750 or V778 document, and ensure that the number is assigned to a vehicle before the expiry date.

### 155

### Registration number '90 PAT',

held on V750 Certificate of Entitlement, expiry date 3/11/2014.

£3,000 - 4,000 €3,600 - 4,800

# **53 PS**

158

99 P

159

# OLD 8

160

### 156

### Registration number 'P 408',

held on V778 Retention Document, expiry date 14/12/2015.

£3,000 - 4,000 €3,600 - 4,800

### 157

### Registration number '3 BDC',

held on V778 Retention Document, expiry date 21/05/2014.

£3,000 - 4,000 €3,600 - 4,800

### 158

### Registration number '53 PS',

held on V778 retention document, expiry date 08/07/2014.

£3,500 - 4,500 €4,200 - 5,400

### 159

### Registration number '99 P',

held on V778 retention document, expiry date 28/08/2014.

£4,000 - 5,000 €4,800 - 6,000

### 160

### Registration number 'OLD 8',

held on V778 Retention Document, expiry date 15/09/2014.

£10,000 - 15,000 €12,000 - 18,000



### Luggage

### 161

### A Louis Vuitton suitcase,

number 76162, black leathercloth, with leather handle, brass catches and lock,  $76 \times 46 \times 22 \text{cm}$ , initialled L.V.W.H. under the handle, weathered and travel worn.

£300 - 400 €360 - 480

### C300 -0

162

### A Coracle picnic set, circa 1910,

tan leather case with lid and fall front opening to fitted interior housing copper kettle and nickel plated burner, four cups, four saucers, food boxes, spirit flasks, the lid fitted with cutlery, additional utensils and sugar bowl stored in lower case, the case 42cm wide.

£600 - 800 €720 - 960

### 163**†**

# A leather cased travelling drinks set, by Finnigans Ltd, 1929,

brown leather case with nickelled catch, opening to reveal interior fitted with three glass drinks bottles with sterling silver caps hallmarked London, the case 16cm high.

£700 - 900 €840 - 1,100

### 164

### A Louis Vuitton suitcase,

number 987176, monogram pattern, with leather handle, brass rivets, reinforcing, catches and lock (with 2 keys in LV leather pouch) and inner tray, 71 x 47 x 22cm, travel worn.

£800 - 1,200 €960 - 1,400

### 165

### A Louis Vuitton suitcase,

number 954121, monogram pattern, with brass rivets, reinforcing, catches and lock (with 2 keys), leather handle,  $71 \times 47 \times 22$ cm, lacking inner tray, travel worn.

£800 - 1,200 €960 - 1,400

### 166<sup>Y</sup> ◊

# A cased 'En Route' picnic and drinks set for four persons, by Drew & Sons, circa 1910,

black leather-cloth case with geometric design, nickelled locks, catches and handles and maker's plaque to front of lid, the fall-front opening to reveal interior with wicker framework fitted with wicker-covered drinks bottle, cocktail shaker, smaller glass milk bottle, three food tins, glass beakers with wicker cases, and enamel rectangular plates, the cutlery, including ivory-handled knives, housed behind leather straps in the lid, the case measuring 46cm wide overall.

£800 - 1,200 €960 - 1,400

### 167 ◊

# A large leather-cased picnic set for six persons, retailed by Harrods, circa 1920,

brown leather suitcase, with nickelled locks and catches, heavy-duty leather handles to each end and single carrying handle to front, reinforced leather corners and two leather straps, the front of case bearing Harrods embossed branding, with lid opening to reveal wooden compartmentalised interior fitted with wicker-handled kettle and burner, a pair of large wicker-covered drink bottles, a smaller glass milk bottle, two Coracle brand ceramic based food boxes, gilt-rimmed drinking glasses, ceramic cups and saucers, two large rectangular enamel serving dishes and other accessories, with circular enamel plates, cutlery and vesta case housed behind leather straps in the lid, the case measuring 72cm wide overall.

£800 - 1,200 €960 - 1,400

### 168

# A leather cased 'En Route' picnic and tea-set for two persons, by Drew & Sons, circa 1910,

brown leather case, nickelled lock and catch, single leather handle and leather straps, the lid opening to reveal wooden compartmentalised interior fitted with wicker-handled kettle and decorative burner, wicker-covered milk bottle, larger glass drinks bottle with nickelled beakers, food tin, gilt-handled china cups and saucers, and wicker covered salt and pepper jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 40cm wide.

£800 - 1,200 €960 - 1,400

### 169†

# A cased set of Bartholomew's road maps for England, by Edward Stanford, circa 1912,

brown pigskin case, with leather handle to lid, nickelled locks and catches, fitted with full set of 37 linen-backed folded maps and a Gall & Inglis leather-bound contour map book, complete with measuring wheel housed in the lid, the case 39cm wide.

£1,000 - 1,500 €1,200 - 1,800

### 170

### A Louis Vuitton briefcase,

monogram pattern, leather handle, brass catches, lock and key, green lined interior,  $44.5 \times 34.5 \times 10.5$ cm, used.

£1,000 - 1,200 €1,200 - 1,400













### A leather-cased cocktail set for six persons, circa 1910,

brown leather oval case, with leather handle to lid and nickelled lock, opening to reveal interior fitted with central EPNS cocktail shaker containing set of six drinking cups, four curved glass bottles with drinking tot lids, with bottle opener, spoon and measuring cup behind leather straps in the lid, the case measuring 31cm wide.

£2,000 - 2,500 €2,400 - 3,000

### **172 †** ◊

### A cased picnic set for four persons, by G W Scott & Sons, 1920s,

black leathercloth case, with nickelled handles and catches, with lid and fall-front opening to reveal wicker framework interior fitted with two Thermos flasks, two large wicker-covered drinks bottles, two Coracle food boxes, Foley china cups and saucers, rectangular enamel plates, stacking glasses in wicker frames, and butter and preserves jars, with cutlery housed behind leather straps in the lid, some marks to lid, the case measuring 61cm wide.

£2,500 - 3,000 €3,000 - 3,600

### 173**†** $\Diamond$

# A cased picnic and tea set for four persons, by G W Scott & Sons, circa 1911.

black leather-cloth case, with nickelled lock, catches and handles to each end, with lid and fall-front opening to reveal wicker framework interior fitted with wicker-handled kettle and burner, two large wicker-covered drinks bottles, smaller glass milk bottle, spirits flask, Coracle ceramic based food box, another food tin, stacked drinking glasses in wicker frames, glass salt and pepper pots, gilt-edged cups by Bisto, Coracle ceramic butter and preserves jars, and rectangular enamel plates, with cutlery housed behind leather straps in the lid, the case 61cm wide.

£3,000 - 4,000 €3,600 - 4,800

### **Aeronautica**

### 174

### Air Display programmes and artwork,

comprising nine programmes for pre and post-War events, a watercolour poster design by B.W. Cook, dated 1936, 25 x 17cm, and other ephemera comprising 'Unveiling of a Window', '50 Years of Naval Flying' and Invasion Aircraft Friend or Foe? spotters book.

£240 - 300 €290 - 360

### 175

### A Supermarine Spitfire print with pilot signatures,

the artwork depicting an aircraft in D-Day striped pattern, with 16 Battle of Britain pilots signatures, including Douglas Bader, Al Dere, Geoffrey Page, Bob Stanford-Tuck, Brian Kingcome, and others (some faded), 40 x 68cm, mounted, framed and glazed.

£300 - 400 €360 - 480

### 176

# A Battle of Britain Hawker Hurricane Mk I print with pilot signatures,

the artwork depicting an aircraft of 257 Squadron, after a design by Keith Broomfield, with 36 Battle of Britain pilots and other RAF signatures, including Douglas Bader, Al Dere, Geoffrey Page, Bob Stanford-Tuck, Leonard Cheshire and others, 31 x 46cm, mounted, framed and glazed.

£300 - 400 €360 - 480

177 No Lot

178 No Lot



### 179 🛇

A Gipsy twin bladed wooden propeller,

wooden laminated construction, the hub with 8 radial bolt-holes and marked 'DRG DH51 80/14 GIPSY II LHT D 64 P 5'6"' to one side and 'LP 258 IO 36' to the other side, and 'RS/7/38' to the front of hub, the blades painted in olive green with black leading edges and one blade bearing 'Reconditioned by Horden-Richmond Aircraft Ltd, Chesham' decal, 194cm long overall, together with metal cowling. (2)

£750 - 1,000 €900 - 1,200

### 180 🔆

# A Short Sunderland underwing float converted into a two seater boat with outboard motor,

the riveted metal skinned 'hull', converted and fitted with 'marine ply, panels, some wooden panels rotted and require replacing, overall worn with some loss, paint faded, chipped and lifting, 260cm long, powered by an MMC 2 stroke outboard motor, 300cm long overall when engine fitted.

£1,000 - 1,500 €1,200 - 1,800

According to information supplied by the vendor, this float was damaged during a landing on stormy water in Scotland after a long U-boat hunting patrol in the North Atlantic. After it was removed from the aircraft, the trailing tip of the float was declared U/S, so the crew rescued the remaining part of the float, converting it into a two seat tender, which was then used to service the aircraft in dock.

### 181

A 'Blériot' spelter sculptural commemorative aviation deskpiece with clock, by Rapharel, French, circa 1910,

hollow-cast spelter, signed 'X. Rapharel' to front of base, depicting Louis Blériot in his pioneer monoplane in flight above a stylised cloud formation, incorporating a brass rimmed clock with enamel dial, over the French coastal town of Calais, having taken off on his way to completing the inaugural cross-channel powered flight to Dover on 25th July 1909, bearing Paris foundry stamp to rear of base, 32cm high, mounted on a black painted wooden base bearing brass plaque engraved "Blériot 25 Juillet 1909", and further engraved 'Déposé'.

£1,200 - 1,500 €1,400 - 1,800

### 182 ◊

### 'The Aviatrix', an alabaster bust by Altieri, Italian, circa 1925,

carved alabaster sculpture, with engraved signature 'Altieri Florence' to left side of base, depicting a pioneering female aviator wearing flying jacket, scarf and goggles and gazing to the skies, 48cm high.

£1,500 - 1,800 €1,800 - 2,200

### 183

### A Concorde Captain's control yoke,

unique 'Y' shaped dual handled control, hollow cast allow with plasticised black surface paint, with 'Down Pitch Trim Up' and 'A/P Disc' switches under left thumb, other control buttons and central 'Emerg Cont' illuminated button, some interior wiring visible, 47cm wide, 34cm high.

£3,000 - 4,000 €3,600 - 4,800



182

The yoke control for the left hand 'captain's' seat in Concorde had the thumb switches under the left hand, the co-pilots yoke had the thumb switches under the right hand.



### **Toys & Models**

### 184 🚫

### 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.

£500 - 700 €600 - 840

### 185 👭

### A half scale Bugatti Type 35B child's car,

attractive bespoke child's car of the 1926 Bugatti, scratch-built, powered by a 24 Volt electric motor, fitted with car battery recharging system, the car with forward and reverse speed control, free wheel, steel box section chassis, aluminium and composite body with louvres, wired panels, mirror and aero screen, finished in red with 'brass' radiator surround and radiator cap, interior in black leatherette upholstery, steel fabricated wheels fitted with 300 x 12" tyres, 215cm long, 82cm wide, 71cm high.

£3,000 - 3,500 €3,600 - 4,200

### 186

# Two 1:20 scale Jaguar XK120 and XJ13 model kits,

by K & R Replicas, white metal and with engine details, each with instructions and in original boxes.

£200 - 300 €240 - 360

### 187

### Four 1:43 handbuilt scale model cars,

limited edition metal models, comprising two 1997 and 1998 Mercedes-Benz CLK-GT, 1998 Maserati 3200 GT, all by BBR, and 1971 De Tomaso Pantera by Scala, each in Perspex display cases, boxed.

£200 - 300 €240 - 360

### 188

# Four 1:24 scale Ferrari model kits by MG Models,

unconstructed resin kits with some metal parts, comprising 1950 Mille Miglia 195 S Berlinetta Touring, 1954 Le Mans 375 MM, 1953 375 MM Panamericana, and 1950 166MM Berlinetta Touring, each boxed, together with nine other smaller scale boxed models. (13)

£200 - 300 €240 - 360

### 189

# Five boxed 1:43 scale handbuilt model race cars.

metal models, comprising New Man Porsche 956 by Danhausen, 1972 Porsche 917/10 Nurburgring by Marsh Models, 1980 BMW M1 Procar by Studio 39, a rare 1975 Martini Porsche Carrera by AMR, and 1955 Maserati A6GCS by SHMR, each boxed.

£250 - 350 €300 - 420

### 190

# Four 1:43 scale Porsche models by MR Collection Models,

handbuilt, limited edition, comprising Carrera 911 GT3, 911 Carrera Turbo, 935 'Moby Dick', and 911 Turbo S, each in Perspex display case, boxed.

(4)

£300 - 400 €360 - 480

### 191

### Two 1:43 scale Ferrari models by Iliaro,

handbuilt, limited edition metal models, comprising 1953 F 250 MM Coupe Vignale, and 1970 512 S Nurburgring, each in Perspex display case and boxed, together with a 1:43 scale BMW M1 model by Baymo.

(3) **£180 - 250** 

€220 - 300

### 192

# Two 1:24 scale Ferrari model kits by MG Models.

unconstructed resin kits with some metal parts, comprising 1959 Le Mans 250GT and 1953 Le Mans 340/375MM Berlinetta, each boxed.

£150 - 200 €180 - 240

### 193

# Two 1:43 scale Porsche 911 models by Miniatures de Chateau

limited edition handbuilt models, comprising 1981 911 Turbo, and 1995 Carrera RS Club Sport, each on display base and boxed. (2)

£200 - 300 €240 - 360

### 194

# A 1:18 scale model of a Ferrari 328 GTS, by Carat,

limited edition (193/1000), brass model finished in Rosso Corsa livery, with opening doors, hinged boot and bonnet showing engine detail, 23cm long, with original box.

£200 - 300 €240 - 360

### 195

# A 1:18 scale model of a 1964 Glas Goggomobil,

German, 1993, handmade resin model of the car in blue livery, 15.5cm long, mounted on a wooden display base.

£100 - 200 €120 - 240

### 196 ◊

# A 1:8 scale model of a Ferrari 599 GTB Fiorano, by Amalgam Models,

finished in maroon paintwork, with detailed interior, believed limited edition, 55cm long, mounted to a display base with maker's plaque, numbered 'M5081 CU-12' under base, within a Perspex display case (one end panel detached).

£300 - 400 €360 - 480



### 197 ◊

# A 1:8 scale model of a Ferrari 430 Spider, by Amalgam models,

finished in silver coloured paintwork, with detailed engine and interior, limited edition, 55cm long, mounted to a display base with maker's plaque, within a Perspex display case, with certificate of authenticity.

£300 - 400 €360 - 480

### 198 ◊

# A 1:8 scale model of a 1934 Rolls-Royce Torpedo Cabriolet by Pocher,

kit-built, based upon the Thrupp and Maberly bodied car formerly owned by the Maharaja of Rajkot, in maroon and bronze coloured livery, with opening bonnet showing engine detail, chromed brightwork, tan leather interior and canvas roof, 68cm long.

£300 - 400 €360 - 480

### 199 $\Diamond$

# A 1:8 scale model of a Mercedes-Benz 540K, by Pocher,

kit-built, in white livery, chromed brightwork, maroon leather upholstery, with opening bonnet showing engine detail, 64cm long.

£300 - 400 €360 - 480

### 200

# A pair of 1:24 scale 2010 Ferrari F1 '800th start' models.

two handbuilt resin models by Howard Kirkham, of the 2010 Ferrari F10s as driven by Alonso and Massa at the 2010 Turkish GP, both in Rosso Corsa '800' race liveries celebrating the 800th Grand Prix starts for Ferrari, each 21cm long and mounted together with engraved brass plaque within a glazed display case.

£250 - 350 €300 - 420

### 201

# A 1:12 scale model of Michael Schumacher's 2002 Scuderia Ferrari F1 car,

a 'one-off' handbuilt resin model by Howard Kirkham, of the F2002 Championship winning car, finished in Rosso Corsa and white race livery, 38cm long, mounted with engraved brass plaques within a glazed display case, signed to the case in gold marker by the model-maker.

£300 - 400 €360 - 480

### 202

# A 1:24 scale '2010 McLaren F1 Team' diorama of three models,

a 'one-off' diorama by Howard Kirkham, with handbuilt resin models of the two McLaren MP4-25s as driven by Hamilton and Button and another of the 'spare' car being worked on by the crew, mounted together with engraved brass plaque within a glazed display case signed by the model-maker in gold marker, the case 46cm wide.

£250 - 350 €300 - 420

### 203

# A 1:20 scale 'Ayrton Senna Tribute' diorama of three F1 models,

a 'one-off' diorama by Howard Kirkham, models of three of Senna's Formula 1 race cars and comprising the 1986 JPS Lotus Renault 98T, the 1987 Lotus 99T Honda and 1990 McLaren MP4/5, the latter two with bodywork removed showing chassis and engine details, mounted together with a model of Senna within a glazed display case with engraved brass plaques and signed and dated to the case by the modelmaker in gold marker, the case 45cm wide overall.

£300 - 400 €360 - 480

### 204

# Three 1:43 scale 'Ayrton Senna Tribute' F1 models,

by Howard Kirkham, three resin models of Senna's 1986 JPS Lotus, 1987 Lotus Honda and 1989 McLaren, mounted together within a glazed display case, the case 31cm wide.

£150 - 200 €180 - 240

### 205

# A 1:20 scale Ferrari F60 F1 'Construction' model,

a 'one-off' diorama by Howard Kirkham, handbuilt resin model of the 2009 F1 race car under construction showing chassis and other details, with engine, nosecone and wheels ready for 'assembly', mounted within a glazed display case with brass plaque and signed in gold marker by the model-maker, the case 31cm wide

£150 - 200 €180 - 240

### 206

## Four 1:43 scale Ferrari models by BBR,

handbuilt metal models, comprising 1995 F355 Spyder, 1996 550 Maranello, 456 Venice Cabriolet and 456 Coupe, each boxed. (4)

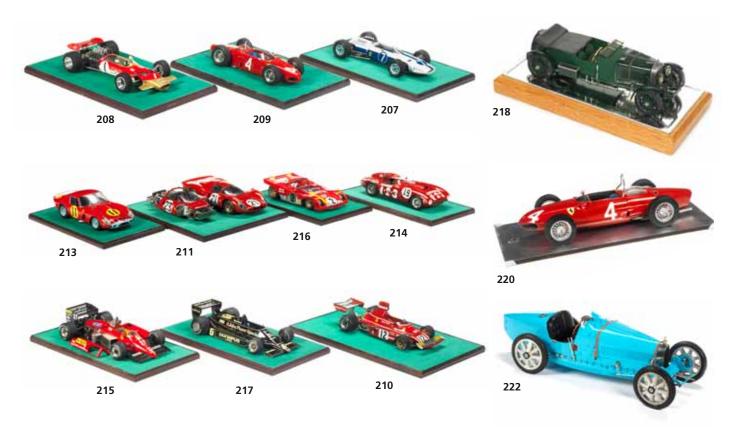
£300 - 400 €360 - 480

### 207

### A 1:12 scale 1964 Ferrari Dino 158 model,

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin with alloy parts, well detailed, finished in blue and white NART race livery, of the car driven by John Surtees, with removable bodywork panels showing engine and chassis details, 32cm long, mounted within a Perspex glazed display case.

£600 - 800 €720 - 960



# A 1:12 scale Graham Hill Gold Leaf Lotus 49 model,

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin with alloy parts, well detailed, finished in red, white and gold race livery, of the car driven by Hill, 36cm long, mounted within a Perspex glazed display case.

£600 - 800 €720 - 960

### 209

# A 1:12 scale 1961 Ferrari Dino 156 Sharknose model.

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications based on a limited edition (197/500) kit by Model Plus, resin with alloy parts, well detailed, finished in Rosso Corsa race livery, of the World Championship winning car as driven by Phil Hill, with removable front and rear bodywork showing detailed engine and chassis, 32cm long, mounted with plaque within a Perspex glazed display case.

£600 - 800 €720 - 960

### 210

# A 1:12 scale Niki Lauda 1974 Ferrari 312 B3 model.

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin and alloy parts, well detailed, finished in Rosso Corsa race livery, of the car driven by Lauda, with removable upper body panel revealing engine and chassis detail, 37cm long, mounted within a Perspex glazed display case.

£600 - 800 €720 - 960

### 211

# Two 1:12 scale 1967 Ferrari 330 P4 models, each handbuilt by Roger Knight of Maranello

Miniatures with scratchbuilt modifications, resin with alloy parts, well detailed, comprising the 1967 Le Mans P4, as driven to 2nd place by Scarfiotti and Parkes, with removable rear panel showing engine detail, 35cm long, the other a stripped down model of the 1967 Daytona P4 as driven to victory by Amon and Bandini, with wheels, front and rear panels removed showing engine and chassis details, 32cm long, each finished in Rosso Corsa race livery and mounted together within a Perspex glazed display case.

£900 - 1,100 €1,100 - 1,300

### 212

### Assorted die-cast model cars,

various marques, majority 1:43 scale, including Rio, Ixo, Matchbox Models of Yesteryear, Brumm, Minichamps and others, some boxed. (Qty)

£50 - 100 €60 - 120

### 213

# A 1:12 scale 1962 Le Mans Ferrari GTO model,

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin and alloy parts, well detailed, finished in Rosso Corsa race livery with Oxford Blue nose, with detailed interior, 36cm long, mounted within a Perspex glazed display case.

£650 - 850 €780 - 1,000

### 214

# A 1:12 scale 1954 Ferrari 375 Panamericana model,

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin with alloy parts, well detailed, finished in Rosso Corsa race livery, of the car as driven to victory by Umberto Maglioli, with removable bonnet showing engine detail, 35cm long, mounted within a Perspex glazed display case.

£600 - 800 €720 - 960

### 215

### A 1:12 scale 1985 Ferrari 156 F1 model,

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin and alloy parts, well detailed, finished in Rosso Corsa race livery, of the car driven by Michele Alboreto, with removable rear and side panels showing engine and intake details, 35cm long, mounted within a Perspex glazed display case.

£600 - 800 €720 - 960

### 216

### A 1:12 scale Daytona Ferrari 312 PB model,

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin with alloy parts, well detailed, finished in Rosso Corsa race livery, of the car driven by Jacky Ickx and Mario Andretti, with hinged rear panel revealing engine detail, 31cm long, mounted within a Perspex glazed display case.

£600 - 800 €720 - 960



### A 1:12 scale 1978 JPS Lotus 79 F1 model,

handbuilt by Roger Knight of Maranello Miniatures with scratchbuilt modifications, resin and alloy parts, well detailed, finished in black and gold race livery, of the car as driven by Ronnie Peterson, with removable body panel showing engine and chassis detail, 37cm long, mounted within a Perspex glazed display case.

£600 - 800 €720 - 960

### 218

# A finely detailed 1:24 scale model of 'YW 2557' the 1928/29 Le Mans Bentley 'Bobtail' 4½ Litre Works car, by Tony Dennis, 1980s,

specially commissioned and based on a Wills Finecast white metal model, with various scratch-built modifications, including removable bonnet showing detailed engine, cloth-covered Vanden Plas coachwork, drivers compartment and upholstery, 'YW 2557' number-plates, and other race equipment to replicate the famed 'Bentley Boys' Works car, finished in British Racing Green, measuring 18cm long, mounted on a mirrored wooden display base.

£600 - 800 €720 - 960

'YW 2557' was driven by Dr Dudley Benjafield and Frank Clement in the 1928 Le Mans 24-Hour race. It was campaigned again at Le Mans in 1929, by Benjafield and Baron Andre d'Erlanger, finishing 3rd, competing again in the 1929 JCC Double Twelve Race at Brooklands, driven to 2nd place by S C H 'Sammy' Davis and Sir Ronald Gunter, by which time it was the only Works Bentley still wearing the 'Bobtail' coachwork and special lightweight modifications.

### 219

# A 1:20 scale 2009 Kimi Raikkonen Ferrari F1 'pit-stop' diorama,

a 'one-off' handbuilt diorama by Howard Kirkham, featuring a resin model of the Spa Ferrari F60 in Rosso Corsa race livery, being worked on by pit-crew outside the garage, mounted within a glazed display case with brass plaques, and signed by the model-maker in gold marker to case, the case 45cm wide.

£250 - 350 €300 - 420

### 220

# A fine 1:8 Scale Ferrari 156F1 "Sharknose" model by Javan Smith,

handbuilt resin model of the exquisite "Sharknose" featuring the race number 4 of Wolfgang von Trips, with full cockpit detailing, hand cast pewter suspension components and wire wheels, 49cm long, mounted to a brushed steel display base with a silver Ferrari emblem and signatures of von Trips and the modelmaker to the base, enclosed within a "Ferrari" etched Perspex display case, 58x 26 x 20cm overall.

£600 - 800 €720 - 960

### 221 🛇

# A 1:8 scale model of James Bond's Aston Martin DB5,

originally licensed by both Eon Productions and Aston Martin Lagonda Limited, finely constructed and well detailed model loaded with all the Bond gadgets including machine guns, bullet shield, removable roof section, cutting spinners, dashboard instruments and others, majority metal construction, weighs 10Kgs, approx 600mm long, also featuring finely modelled interior, engine and boot detail. Free standing model with glazed mirror based display cabinet; full set of build instructions in four folders; 1 complete new body set; display open plinth with cover; James Bond die cast models of films in circular case by Corgi; two 007 car models 1:43rd scale cased; James Bond 'Goldfinger' DVD; Aston Martin History Product Range book; ID plate; 2 DB5 screwdrivers and spare nuts and bolts. (Qty)

£1,500 - 2,000 €1,800 - 2,400

### 222 (

### A fine 1:8 scale model of the 1924 Grand Prix de Lyon Bugatti type 35 by Jean-Paul Fontenelle of The Art Collection Auto Company,

chassis number 87, constructed from high quality steel, brass, copper, wood and aluminium, finished in Bugatti blue, 48.5cm long, complete with baseboard and Perspex display case, damage to one end panel.

£1,500 - 2,000 €1,800 - 2,400

### 223 (\( \( \)

### Two 1:8 scale Ferrari F40 models,

associated heavily customised and developed models using some kit parts by Pocher, with the additional usage of two Trans Kits as well as many scratchbuilt steel, copper and aluminium additionally modified sections, both built by Roger Knight of Maranello Miniatures, comprising one example finished in Rosso Corsa paintwork, the other finished in blue 1995 Le Mans competition livery with full race modifications as driven by Ferte, Thevenin and Palau, each with opening bonnet, doors and rear panels showing the specific engine details developed in both the original street and race cars, and with specifically modified cockpit interiors and other details, each 57cm long and mounted with Perspex glazed display cases. The two models were built at the behest of the current owner who also owned and drove the two original cars.

(∠) £3,800 - 4,200 €4,500 - 5,000







### 224 Ω

# A rare 1:12 scale model of a 1930 8 Litre Bentley by Fulgurex, Swiss, 1972,

model number 12531, very well detailed metal model of this classic racing car, 40cm long, 16cm wide, 12cm high, mounted in a mirrorbased glazed wooden display case, top panel cracked, together with certificate, catalogue of models, a sales letter, instructions to convert the model into a rolling chassis display, a Fulgurex envelope and two Fulgurex prints of the 8 Litre Bentley.

(Qty)

£4,500 - 5,500 €5,400 - 6,600

### Formula 1 & Motorsport

### 225

# A model of a 2006 Ferrari F1 steering wheel, by Amalgam Models,

limited edition numbered 86/250, full size display model in carbon fibre composite, complete with control switches, buttons and levers, 28cm wide, mounted within a Perspex display case with maker's plague to base.

£300 - 500 €360 - 600

### 226

# A model of a 2006 Ferrari F1 steering wheel, by Amalgam Models,

full size display model in carbon fibre composite, complete with control switches, buttons and levers, 28cm wide, mounted within a Perspex display case.

£300 - 500 €360 - 600

### 227

# A model of a 2007 McLaren Mercedes F1 steering wheel, by Amalgam Models,

full size display model in carbon fibre composite, complete with control switches, buttons and levers, 30cm wide, mounted within a Perspex display case with maker's plaque to base.

£300 - 500 €360 - 600

### 228

# A model of a 2007 McLaren Mercedes F1 steering wheel, by Amalgam Models,

full size display model in carbon fibre composite, complete with control switches, buttons and levers, 30cm wide, mounted within a Perspex display case with maker's plaque to base.

£300 - 500 €360 - 600

### 229 (

# A 1:8 scale limited edition model of the 2006 Ferrari 248 F1 car, by Amalgam Models,

numbered 15 of 50, finished in Rosso Corsa race livery with Vodafone, Shell and other sponsors' logos, of the car as driven to victory by Michael Schumacher at the Indianapolis Grand Prix, 58cm long, mounted to a display base bearing maker's plaques, within a Perspex display case and with certificate of authenticity.

£500 - 700 €600 - 840

### 230 ◊

### A 1:8 scale model of Lewis Hamilton's 2008 Formula 1 World Championship winning McLaren MP4-23,

kit-built with full set of build- instructions; in a mirror based glazed display cabinet; two 1:43 scale die cast models; 2 key rings; a spare tyre; and a model steering wheel. (Qty)

£500 - 700 €600 - 840

### 231

# A 1:8 scale limited edition model of the 2007 McLaren Mercedes F1 car, by Amalgam Models,

numbered 18 of 99, finished in silver-coloured race livery with Vodafone, Santander and other sponsors' logos, of the MP4-22a car as driven by Fernando Alonso at the Malaysian Grand Prix, 58cm long, mounted to a display base bearing maker's plaques, within a Perspex display case and with certificate of authenticity. (2)

£500 - 700 €600 - 840





#### 232 ♦

#### A 1:8 scale limited edition model of the 2007 McLaren Mercedes F1 car, by Amalgam Models,

numbered 11 of 99, finished in silver-coloured race livery with Vodafone, Santander and other sponsors' logos, of the MP4-22a car as driven by Lewis Hamilton at the Malaysian Grand Prix, 58cm long, mounted to a display base bearing maker's plaques, within a Perspex display case and with certificate of authenticity. (2)

£500 - 700 €600 - 840

#### 233 (

# A fine 1:8 scale model of Jenson Button's 2009 World Championship winning Brawn GP 001-02 by Amalgam,

serial number M5284-20, dated9/7/2009, model built by H.Tang, on carbon-fibre base board slightly marked near left front wing, under Perspex cover, 66 x 33 x 21cm.

£1,500 - 1,800 €1,800 - 2,200

#### 234

## A pair of Roberto Guerrero 'Theodore Racing Team' Formula 1 racing overalls, 1983.

with driver's name to left breast, decorated with Marlboro, Cafe de Colombia, Valvoline, Champion and Caribu logos, worn, together with a pair of blue Simpson boots in used condition and a signed poster depicting Guerrero in his number 33 Theodore N183, 50 x 70cm, glazed.

£550 - 650 €660 - 780

#### 235

## Damon Hill's 1998 Jordan race overalls, by Sparco,

Nomex overalls in yellow, with Buzzin Hornets, Goodyear, Mastercard, Mugen Honda, Repsol, S.Oliver and other sponsor's branding, with driver's embroidered name and national flag to right pocket, with label to inside with handwritten driver's name and date 05.06.'98, worn by Hill during his 1998 season with the Jordan Mugen Honda Team, offered together with a pair of Sparco race gloves in black and grey, used, and a Sparco bag.

£700 - 900 €840 - 1,100

#### 236

## A Damon Hill 1996 Williams-Renault replica helmet, by Arai,

by Mike Fairholme Designs, in dark blue with white 'oar-blade' design, with Rothmans and Andersen Consulting branding and visor with Elf Renault visor strip, after the design as worn by Hill during his Championship winning year.

£700 - 900 €840 - 1,100

#### 237

## A multiple signed Everoak helmet, late 1950s,

open face helmet with peak, cork lined, with signatures of drivers and team members including, Stirling Moss, John Surtees, Tom Kristensen, Derek Bell, Bobby Rahal, Martin Brundle, Brian Redman, Adrian Newey, Christian Horner, and other signatures.

£200 - 300 €240 - 360

#### 238

## A Lewis Hamilton McLaren Mercedes replica helmet,

Arai helmet, in yellow design with Vodafone, Boss and other sponsors' logos, with helmet bag. (2)

£500 - 700 €600 - 840

#### 239

## A Michael Schumacher 2006 Ferrari replica helmet with signed visor,

Schuberth helmet, in orange design with Marlboro, Vodafone and other sponsors' logos, with tinted visor signed by Schumacher in silver-coloured marker, with helmet bag and offered together with certificate of authenticity.

£700 - 900 €840 - 1,100

#### 240

## A Michael Schumacher 2006 Ferrari replica helmet with signed visor,

Schuberth helmet, in orange design with Marlboro, Vodafone and other sponsors' logos, with tinted visor signed by Schumacher in silver-coloured marker, with helmet bag and offered together with certificate of authenticity.

£700 - 900 €840 - 1,100

#### 241

#### A Fernando Alonso 2007 McLaren Mercedes replica helmet with signed visor,

Arai helmet, with Vodafone, Boss and other sponsors' logos, signed by Alonso to the visor in black marker, with helmet bag, offered together with certificate of authenticity. (3)

£700 - 900 €840 - 1,100

#### 242

## A 'Niki Lauda' helmet and race-suit costume as worn in the film

comprising Bell helmet painted by Kocher's in red 'Niki Lauda' design with Goodyear and Romerquelle sponsors' logos, fitted with Bell clear visor, and OMP race-suit in red, bearing Ferrari, Goodyear, Heuer, Agip and other sponsor's logos, with actor's name hand-written to belt label and towelling lining marked 'D Bruhel (sic) Niki Lauda Ferrari 1975 No Fire (50)', together with a pair of light grey OMP driving gloves, all as worn by actor Daniel Bruhl as Lauda in the 2013 film 'Rush', offered together with Bell helmet bag and OMP suit bag marked with actor's details.

£1,000 - 1,500 €1,200 - 1,800

The items in the Lot were won by the vendor in a Cineworld Competition. Correspondence from Studiocanal Theatrical Marketing, relating to the competition, is offered with the lot.



#### Two Marlboro McLaren leather jackets,

of slightly different appearance, each in red, white and black, one by Kuku size XL and the other marked 'Real Leather' size L, together with two McLaren themed mugs, and 'The Story of James Hunt' by Peter Williams.

£500 - 600 €600 - 720

#### 244

#### James Hunt's 1973 Monaco Grand Prix 'Conducteur' armband issued by the Automobile Club de Monaco,

together with a monochrome photograph taken by Miss Chantale Lecluse, depicting James Hunt in the Hesketh Racing March 731-Cosworth V8 in the pits at Monaco, 8 x 10, other assorted armbands, passes, tickets and racing ephemera, for races and events attended by Miss Lecluse and James Hunt.

(Qty) £300 - 400 €360 - 480

## A Marlboro World Championship Team sponsors jacket signed by

38 inch, by Trojan (Evesham) Ltd for Philip Morris, red and white with embroidered patches, zip front, signed on left breast in black ink.

£350 - 450 €420 - 540

#### 246 ◊

#### A Goodyear 'wet' rear tyre from James Hunt's 1976 World Championship McLaren M23 Chassis 6,

£400 - 500 €480 - 600

James Hunt won the 1976 Formula 1 World Championship with a masterful performance to finish third in terrible wet conditions at the Japanese Grand Prix, winning the championship from Niki Lauda by 1 point as portrayed in the recent film RUSH.

## James Hunt's Bell helmet, used during 1968-1971 Formula Ford and

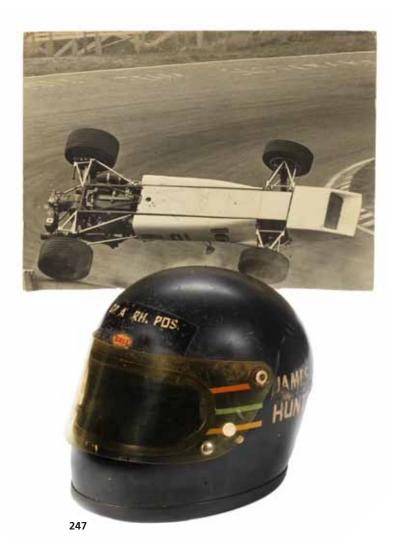
Bell Star helmet with 1968 Snell number A361188, 7 1/8 size Bell-Toptek, painted black with drivers name and three coloured stripes representing his old school Wellington College, blood type 'GP.A RH. POS' painted on the crown, overall worn with evidence of accident damage and scorching to rear of helmet, fitted with visor, together with a photograph depicting the accident at Zandvoort on 16 May 1971 in the March-Holbay 713S, that damaged the helmet, 32 x 43cm, mounted on card, the back stamped 'Copyright Cor Bruinsma Fotograff...Amsterdam-Z'

£5,000 - 7,000 €6,000 - 8,400

On the 16 May 1971 while competing in heat 2 of the formula 3 races at Zandvoort, Hunt suffered a very serious looking accident when he went off at Tarzan on lap 11, he overturned his March and the rollbar was ripped off, luckily he wasn't wearing crotch straps and slid down in the car and was very fortunate to escape injury, this helmet bore the brunt of the impact, it took eight people to lift the car and extract a dazed Hunt from the wreckage. The helmet is offered for sale at auction from the collection of photographer Miss Chantale Lecluse. Miss Lecluse and James Hunt were in a relationship from 1971 to 1974, and during this time they lived in a London flat. According to information supplied by the vendor, this helmet was never used again and stored on a shelf in the flat. At the end of their relationship, they moved out of the flat and parted ways, at that time this helmet was left to the vendor.







#### 248 The raceworn James Hunt Bell helmet, used throughout the 1976 World Championship winning Formula 1 season,

1975 Snell number A463638, complete with clear visor fitted with circlips, painted by Lance Gibbs in black with three coloured stripes and driver's name in white with Goodyear, Marlboro and Texaco sponsors' logos, the internal padding removed from an earlier helmet for driver's comfort, some foam lining now brittle and loose, Velcro strip to outer base to take flame proof collar. Bell were experimenting with narrow apertures in the mid-1970s and Hunt enjoyed the narrow view, which makes this helmet easily recognisable in period photographs, (see page 170, Young, Hunt & Hodges: 'James Hunt, Against All Odds'). There is a hole drilled to right of chinguard fitted with metal tube for driver's water supply and a microphone mesh is also fitted inside chin guard.

£18,000 - 20,000 €22,000 - 24,000

See Brooks catalogue 66, Monaco 5 May 1997, lot 576.

At the time of sale in 1997 it was described as having been consigned to the auction by the then (1976) McLaren Team Manager who had owned the helmet since 1977. It is offered for sale by the winning bidder from that auction.



248



Wings for Life.

Wings for Life provide funds for cutting-edge research projects and clinical trials across the globe aimed at accelerating progress towards a cure for spinal cord injury.

Since Wings for Life was first founded, 82 spinal cord research projects have been funded at the world's most well respected institutes and a number of vital breakthroughs have been made.

The charity is supported by many ambassadors who promote their work including Infiniti Red Bull Racing's Sebastian Vettel and Mark Webber.

The developments in research so far provide strong hope that treatment options are closer than they have ever been. However, intensive research work will be needed before a breakthrough in human medicine can be achieved.

When you support Wings for Life, 100% of the money you donate will go to directly to spinal cord injury research as the charity's founders generously cover all of the administrative costs.

Nikki Wilson Head of Wings for Life UK



249







251

#### 249

#### A signed Mark Webber race suit, 2013 Formula 1 season,

by Alpinestars, in dark blue, with Red Bull, Infiniti and other sponsor's logos, worn by the driver during the 2013 season and signed by him to the left breast.

£1,500 - 2,000 €1,800 - 2,400

Mark Webber announced his retirement from Formula 1 Racing at the end of the 2013 season.

#### 250

## A signed Mark Webber helmet by Arai, used during the race weekend at the Belgian Grand Prix, Spa, 2013,

signed and dated by Infiniti Red Bull Racing driver Mark Webber on the top, numbered MW-R-06/13-11, in patriotic Australian themed design with the driver's colours of red, white and blue with yellow crown by Jens Munser Designs, fitted with visor and one tear off, with helmet bag, box and Red Bull crtificate of Authenticity.

£3,000 - 4,000 €3,600 - 4,800

Qualifying in second place, Mark suffered car problems which brought him over the finish line in fifth place. This season Mark Webber announced his retirement from Formula One after 11 years of competing. Webber made his debut in 2002 with Minardi and has been with Red Bull Racing since 2007.

#### 251

## A signed Mark Webber helmet by Arai, used during the race weekend at the Italian Grand Prix, Monza, 2013

signed by Infiniti Red Bull Racing driver Mark Webber on the top, numbered MW-R-05/13-11, patriotic Australian themed design with the driver's colours of red, white and blue with yellow crown by Jens Munser Designs. Worn, with debris and marks to front, crown and visor/tear-off, with helmet bag, Arai box and Certificate of Authenticity.

£3,000 - 4,000 €3,600 - 4,800

Qualifying in second position, Webber battled with the Ferrari drivers Felipe Massa and Fernando Alonso for a place on the podium. After 53 laps on this historic track, Webber finished in third position less than one second behind Alonso. Four races prior to this, Mark Webber announced his retirement from Formula One after 11 years of competing. Webber made his debut in 2002 with Minardi and has been with Red Bull since 2007.

#### 252

## A signed Sebastian Vettel helmet by Arai, used during the race weekend at the German Grand Prix, Nurburgring, 2013,

signed by four times World Champion Sebastian Vettel on the helmet and the visor tear off, numbered SV-R-08/13. Each Sebastian Vettel helmet has a unique design for every race, this glittering helmet by Jens Munser Designs called 'Home Run 2013' is one of the driver's favourites and was purposely designed around Germany's national colours of black, red and gold. Worn, with debris and marks to front, crown and visor/ tear-off, with helmet bag, Arai box and Certificate of Authenticity.

£8,000 - 10,000 €9,600 - 12,000

After starting in second position on the grid, Vettel had a strong start and by the end of turn one he took race lead. He went on to win the race – his first home victory since he started in Formula One. 2013 has been another great year for the racer as he secured his fourth consecutive World Driver's Championship title with a victory at the Indian Grand Prix.

253 - 300 No Lots

**End of Automobilia section** 











#### 301 1970 Austin 1800S Saloon Registration no. YBW 105J Chassis no. AHSA50148A Engine no. 2358

The Mini had proved so successful a piece of automotive packaging that BMC applied its innovative transverse engine/front-wheel-drive formula to successively larger models. Following the 1100/1300, the '3rd Generation' 1800 range arrived in 1968 powered by the 1,798cc four-cylinder B-Series engine and boasting BMC's first all-synchromesh gearbox. Hydrolastic allindependent suspension made for an exemplary quality of ride while the stiff unitary construction bodyshell offered greater interior space than any of its home grown rivals. Given these attributes it is perhaps not entirely surprising that the Austin and Morris 1800s - known by the affectionate sobriquet 'Landcrab' - shone in arduous long-distance rally events, most notably in the Daily Express London-Sydney Marathon of 1968 when five much-modified works cars finished in the top 25, the best results being 2nd overall (Paddy Hopkirk) and 5th overall (Rauno Aaltonen). The current owner purchased this Austin 1800S from the deceased first owner's son. After some basic maintenance – engine mounts replaced, Hydrolastic suspension serviced - 'YBW 105J' was deemed sound enough for despatch to Downton Engineering for a 'Stage 2' tune and conversion to unleaded compatibility, these works being undertaken in 2010. Benefiting from a partial repaint in October 2012, the car is described as in very good/excellent condition and offered with sundry bills, current road fund licence, Mot to April 2014 and Swansea V5 document.

£4,000 - 6,000 €4,700 - 7,100





302 1959 Riley 2.6 Saloon Registration no. 585 FTU Chassis no. UAAB1-2257 Engine no. 16RUH2773

This Riley 2.6 was first registered in April 1959 to Mr P W Mayer of Upton Hall Farm, Upton, near Macclesfield. Production of the 2.6 ended that same month so this was one of the very last. This car has individual (rather than bench) front seats – a rare feature – and during Mr Mayer's ownership was fitted with an overdrive gearbox, though he never got around to fitting the O/D operating mechanism! '585 FTU' was serviced by J J Cookson Ltd of Macclesfield up to the end of 1979 (service records on file). It is believed that Mr Mayer died in 1980, leaving the Riley to his two sons who did not use it. Stored in various sheds, the car was subsequently advertised for sale in the Riley Record and in the late 1990s was purchased from the Mayer family by Michael Kunz. It then passed to a Mr Dale in Lyme Regis and thence to the current vendor in February 2011. South Western Coach Works of Lyme Regis then carried out all the work necessary to put the Riley back on the road, which included repairing the fuel tank, all four door bottoms and the rear edge of the near-side front wing. We are advised that the underside has been anticorrosion treated and that there is now no rust anywhere. With the exception of the rear bumper, all the exterior chromed trim has been stripped and re-plated. There are bills on file for these works totalling more than £10,500. The engine is said to run very smoothly while the clutch, gearbox, rear axle and brakes are reportedly very good also. The interior is totally original, and all the instruments and interior lights work. Service records show that the speedometer head has been changed a couple of times with the mileage duly recorded. A total of 10,000 miles is currently displayed but the current speedometer is a second hand item fitted by Mr Kunz and the mileage when fitted was not recorded. The car is believed to have covered around 25,500 miles from new. One of the last Riley's made prior to BMC's wholesale adoption of 'badge engineering' that so diluted the make's image, this well documented '2.6' is offered with its original old-style logbook, current MoT/tax, V5C registration document and the aforementioned restoration bills and service records.

£5,000 - 7,000 €5,900 - 8,300

#### 303 1990 Porsche 944S2 3.0-Litre Cabriolet

Registration no. F1 FOC Chassis no. WPOZZZ94ZLN430174 Engine no. 42L00881

Announced in 1981, the 944 was the third of Porsche's new family of front-engined sports cars. A close relative of the 924 original, the 944 was constructed along similar lines and from a distance was hard to tell apart from its progenitor. Beneath the bodywork (50mm wider than the 924's) was a 2.5-litre, 163bhp overhead-camshaft 'four' fitted with twin balancer shafts to counter the vibration often encountered in such units. The rear transaxle - a five-speed affair this time - was retained, while the 924-type running gear was suitably up-rated to cope with the 944's superior performance. Subsequent developments included a Turbo, 16-valve 944S, 3.0-litre S2 models and a cabriolet, while the base model's 8-valve engine grew to 2.7-litres. Porsche claimed a maximum power output of 211bhp for the S2 and a top speed of around 150mph. This particular Porsche 944 S2 was purchased from its original owner by the current vendor in March 2009. At that time the car had covered 43,700 miles, to which the vendor has added a further 3,900, making the current total 47,600. Finished in Guards Red with off-white leather upholstery, the car is described as in generally excellent condition, the only fault notified concerning the passenger door, which does not respond to central locking. Offered with sundry service bills, current MoT/tax and Swansea V5C document, this is a great value-for-money car offering performance approaching that of a 3.0-litre 911 Carrera at a fraction of the cost.

£6,000 - 8,000 €7,100 - 9,500







#### **304 1973 Mercedes-Benz 250 Saloon** Registration no. LFL 430L

Chassis no. 11401122019767

Somewhat confusingly, the Mercedes-Benz 250 saloon (built 1970-1976) was fitted with the 2.8-litre six-cylinder engine of the existing '280' and produced initially alongside the true, 2.5-litre '250' model. For the new 2.8-litre '250', the '280' bodyshell was shortened by 220mm, resulting in a smaller fuel tank, and narrower tyres specified. Weighing less than the '280', the 2.8-litre '250' was marginally the better performer and, like its contemporaries, incorporated the host of advanced safety features that made these 'New Generation' cars so remarkable. This Mercedes-Benz 250 was purchased from a Cambridge taxi firm by Mr Paul Merryweather, who then spent a considerable sum of money preparing it for the 2000 London-Sydney Marathon. Works undertaken included fitting new front wings, sills and floors; strengthening the engine mounts and chassis; renewing the suspension; raising the ride height; and installing a set of 'bull' bars. We are advised that the engine has been changed to comply with 'Post-Historic' rules while other modifications include a Getrag five-speed gearbox; Powr Lok differential; up-rated springs/dampers; 26-gallon boot-mounted fuel cell; twin fuel pumps; and a substantial roll cage. Some 42,000 miles have been covered since the rebuild. Finished in white with arev cloth interior, this proven longdistance rally car is offered with FIA papers, sundry bills, current MoT/tax and Swansea V5 registration document.

£10,000 - 15,000 €12,000 - 18,000













#### 305 Two lady owners from new 1964 Morris Mini Minor Deluxe Saloon

Registration no. AEL 569B Chassis no. M-A-2545225623 Engine no. 8AM/U/H626517

One of the most influential automobiles of all time, the Mini debuted in 1959 to universal acclaim, designer Alec Issigonis' choice of a transverse engine layout resulting in a trend-setting masterpiece of automotive packaging. BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. In due course estate and van versions arrived, larger engines became available, more luxurious Riley and Wolseley models joined the line-up and the sporting Mini Cooper was introduced. Early cars 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. The lady vendor purchased this Mini Minor Deluxe directly from her aunt, who had bought it new in 1964. Affectionately known as 'Molly Green', the Mini has been used sparingly and driven only in dry conditions. The current odometer reading is 33,185 miles. Re-sprayed in its original colour in the 1980s, the car remains much as it was in 1964 and is described by the vendor as in generally excellent condition. Much cherished, this well cared for early Mini is offered with the original bill of sale, owner's handbook and 'Passport to Service', old-style logbook, all servicing bills and current MoT/tax.

£5,000 - 7,000 €5,900 - 8,300







#### **306 1936 Austin Seven Ruby Saloon** Registration no. 580 FWD

Chassis no. 268215 Engine no. M282903

A huge success from the moment deliveries commenced in January 1923, the Austin Seven remained in production until 1939. Simply constructed, economical and easily maintained by the home mechanic, the Seven brought motoring within the financial reach of the man in the street. By the mid-1920s the Seven dominated the light car market in Britain. The introduction of the Ruby in 1934 marked an important step in the Seven's development. New body styles featured flowing lines, valanced wings and taller, cowled-in radiators. The wheel size was reduced from 19" to 17" diameter, flush-fitting self-cancelling trafficators were fitted and synchromesh was now present on second as well as third and top gears. This pristine example was purchased by the current vendor from Blizzard Motors, Chorleywood in March 1991 and between 2001 and 2004 was fully restored, the work being split between Seven Rebuilds of Coleford, Gloucestershire and Tim Walker Restorations of Dinton, Buckinghamshire. There are bills totalling over £17,000 on file - rarely do Sevens get restored to this standard. Much used and enjoyed, particularly on the Austin Seven Club's London-Brighton Run, it has been driven only infrequently over the last three years, hence the decision to sell. Offered from a private collection, the car comes with an extensive history file and Swansea V5C document, and is currently taxed and MoT'd. A high-compression cylinder head is the only notified deviation from factory specification.

£4,000 - 6,000 €4,700 - 7,100

# 307 Property of a deceased's estate c.1960 Falcon Competition MkII Sports

Registration no. AJA 831 Chassis no. C175438

It is understood that this vehicle's creator purchased a 1939 Ford Prefect in 1958 and over the next two years converted it using a Falcon MkII Competition glassfibre bodyshell for use in club racing. He also fitted Bowden independent front suspension and Bellamy wheels. Unfortunately, the owner died before completing the Falcon, which remained in a shed until his widow passed away circa 1985. The late vendor then purchased the project from The Real Car Company in Wales in 1986. Complete except for the windscreen, albeit still in primer, the Falcon was run for a short while before being returned to storage for a further 24 years. Re-commissioning and finishing commenced in 2010 with rebuilds of the suspension and engine. Already fitted with an Aguaplane alloy cylinder head and Aguaplane water pump, the latter was re-sleeved to its original 1,172cc capacity and fitted with new pistons. The twin SU carburettors were rebuilt and re-jetted for road use, and the gearbox replaced. Final preparation was carried out by Vintage & Sports Car Services of Chard, Somerset, who rebuilt the engine, fitted a windscreen and painted the car (photographic record on file). Accompanying documentation consists of an old-style buff logbook plus papers detailing the components purchased by the original owner.

£8,000 - 12,000 €9,500 - 14,000 No Reserve







308
Property of a deceased's estate
1949 MG Midget TC Roadster
Registration no. 351 XUW
Chassis no. TC10104
Engine no. XPAG10823

The first of MG's T-Series Midgets - the TA of 1936 - retained the classic lines established by the J2 and its successors while being larger in every dimension. Three years later the outwardly-similar TB Midget debuted the all-new, 1,250cc, XPAG, overhead-valve engine, a power unit which would form the mainstay of MG production for years to come. Performance was improved over the TA's, for although slightly smaller in capacity than its predecessor, the shorter-stroke XPAG revved higher and was more powerful, its 54bhp being sufficient to propel the Midget to a top speed approaching 80mph. Announced late in 1945, the TC Midget was based on the pre-war TB and possessed comparable performance while featuring a widened (by 4") body and improved suspension incorporating Luvax-Girling hydraulic dampers. More than any other car, it was the MG TC which was responsible for starting the American love-affair with the British sports car, many of the 10,000 produced up to the end of 1949 finding customers in the United States. 'No car has done so much to maintain open-air motoring and to support the demand that exists all over the world for sports car performance and characteristics in a car of not exorbitant cost and at moderate running costs.' observed *The Autocar* magazine in October 1945, expressing sentiments that every TC-owning MG enthusiast would heartily endorse today. This right-hand drive TC was imported into the UK in 2009 by it late owner and comes with State of Georgia bill of sale and Louisiana certificate of title. Additional documentation consists of various old MoT certificates, V5C registration document and sundry invoices for parts, mainly supplied by Moss.

£14,000 - 18,000 €17,000 - 21,000 No Reserve









309 1925 Austin 20hp Drophead Coupé Coachwork by Steve Penny Registration no. CD 9374 Chassis no. 3TT6852 Engine no. 5PL11902

General Manager of the Wolseley Sheep Shearing Machine Company, Herbert Austin set the Birmingham firm on the road to motor manufacture in 1896 when he designed its first automobile, a twincylinder tri-car. The first production Wolseley though, was four-wheeled and, like Austin's 1896 prototype, carried its single-cylinder engine horizontally. Wolseley's directors did not share Austin's belief in the horizontal engine's virtues however, and he departed in 1905 to set up his own company at nearby Longbridge. Somewhat surprisingly perhaps, the first Austin cars were powered by conventional inline fours with side valves arranged in 'T-head' fashion.

During The Great War, Austin manufactured munitions and expanded greatly as a result, employing more than 22,000 workers by the cessation of hostilities in 1918. When civilian production recommenced it was with a single 20hp model, influenced by the six-cylinder Hudson - one of America's most advanced designs - that Herbert Austin has used during the war. Derived from that of the pre-war 20hp model but enlarged to 3,620cc, the four-cylinder sidevalve engine powered Austin commercials and a tractor as well as its passenger cars. A detachable cylinder head was used and the motor was built in unit with the gearbox, which featured a central change lever. Of 12' 6" wheelbase, the chassis was able to accommodate the largest bodies.





Although robust and reliable, the 'Twenty' was relatively expensive and in an increasingly difficult economic climate did not sell in sufficient numbers to keep Austin afloat. Restructured in 1921 following a period in receivership, the firm abandoned its 'single model' policy, introducing the 12hp and 7hp models that would prove its salvation. The Twenty continued at the top of the range but by the decade's end the old four-cylinder had gone, replaced by a new model built in both 'short' and 'long' chassis variants, both of which were powered by a 3.4-litre six.

Originally an open four-seater, the Austin Twenty was completely restored in 2004/2005. The chassis, engine, gearbox and rear axle were all thoroughly overhauled and the original body, which was in very poor condition, disposed of. Steve Penny Vintage Carriage Bodies made the current 2+2 seater with dickey body. In the course of the rebuild the prop shaft was replaced and an overdrive fitted (original shaft with car). Accompanying bills for the restoration total well over £100,000 and 'CD 9374' is described as in generally excellent condition. Finished in yellow with red leather interior, this striking Vintage-era soft-top is offered with the aforementioned bills, current road fund licence, Swansea V5 document and recently expired MoT (March 2013).

£18,000 - 22,000 €21,000 - 26,000



310 1919 Buick H45 Tourer Registration no. CY 4210 Chassis no. 527298 Engine no. 520321





Copied registration records on file reveal that this right-hand drive Buick Six was first owned by Mr John Hugh Evans of Swansea, a textile importer who travelled throughout West Wales selling cloth and haberdashery to retailers. Apparently, the Buick was photographed for the Cambrian Evening News circa 1936, having been deposited in a ditch by Mr Evans' chauffeur. The accident damaged the front axle and the car was taken off the road. Later that same year it was purchased by timber merchant Mr D Floyd of Bwlch llan near Aberaeron and installed in his works where it was used to power a circular saw.

After the car's restoration (see below), the current vendor and his wife drove it to Bwlch llan, only to learn that Mr Floyd had died three months previously. However, they did meet his nephew, Granville Floyd, who recognised the Buick and revealed that it had only been taken out of service when the crown wheel shed four teeth. (This had been discovered during restoration and the c/w replaced, as was the front axle). The Buick's next owner, a Mr Bliss, had intended to restore the car but never got around to it. After spending some 22 years in a field, it was discovered by the current owner, purchased from Mr Bliss and restored using spares sourced from the USA plus a donor car found in Wilkes-Barre, Pennsylvania. Fortunately, the original body builder's plate had survived, revealing that the Buick had been bodied by John Norman Coach Builders of Cardiff, a company that seems to have specialised in commercial vehicle bodies.

Undertaken between 1999 and 2004, the restoration included a full engine rebuild (bores re-sleeved to standard, gudgeon pin circlips fitted); fully overhauled chassis, brakes and suspension; rewired electrics; new body to original pattern; and re-upholstered interior. Other noteworthy features include brass Rotax headlamps and matching sidelights; cast-aluminium number plates; double-duck hood in black and matching tonneau cover; Houk wire wheels; and a 6-volt electric fuel pump. The original hubs (for wooden wheels) and AutoVac come with the car.

Remarkably, the vendors are only the second owners to have driven 'CY 4210' on the road in its 94 years of existence. While in their care it has crossed Offa's Dyke for the first time and been driven to France, hence the 'GB' plate at the rear. A fine example of one of America's most capable large touring cars of the early Vintage era, this wonderful Buick Six is offered with restoration invoices, current MoT/tax and Swansea V5 document.

£30,000 - 35,000 €36,000 - 41,000



311
Owned by only two families from new
1909 Renault AX Tourer
Coachwork by Ripon Bros
Registration no. AW 657
Chassis no. 17927
Engine no. 5104







Powered by a 1,100cc twin-cylinder engine of 8hp and featuring the 'coal scuttle' bonnet and rear-mounted radiator that would characterise Renaults until the late 1920s, the AX arrived at a time when the motor car was beginning to gain a measure of respectability. The unreliability of early cars had provided good cause for public scepticism but the advent of the AX, destined to become Renault's pre-WWI best seller, ushered in a new era. Here was an easy-to-drive car of simple design, whose mechanical workings even an inexperienced layman might begin to understand. The water-cooled twin with its mechanically operated valves was simple and robust, endearing qualities to the novice motorist, and the three-speed gearbox was easy to master. For so small a car the AX possessed unparalleled flexibility between 5mph and 35mph in top gear, clinging to that gear on all but the steepest gradients.

This particular AX was purchased new by Sir William Rouse-Boughton of Ludlow and used on a regular basis until it was stored in a garage until after WW2. The car was then purchased by Mr John Parsonage, a motor engineer whose business was in Ludlow. He carefully brought the car back to its original condition, the only exceptions being the two front wings and the hood. For these items and a repaint it was returned to the original coachbuilders, Rippon Bros of Huddersfield.

Mr Parsonage was a member of the Veteran Car Club and during the 1950s attended many of their rallies, badges for which are displayed on the bar above the radiator. Mostly the car was driven to these rallies and it was even driven to Dover for a rally in Le Touquet. As this was before the advent of drive-on ferries, the car was hoisted on to the ship's deck by crane. In Le Touquet they were greeted by the Mayor and, because they were driving a French car, were made quite a fuss of.

Eventually, because of the increase in traffic and tired of repeated soakings, Mr Parsonage had a bespoke trailer constructed, which made attending rallies, especially the more distant ones, much easier. The Renault eventually passed to his son and daughter who still own the car, which thus has been owned by only two families since 1909. Gentle re-commissioning will be required before 'AW 657' returns to the road following a period of inactivity. The car is offered with (copy) buff logbook and old-style V5 registration document.

£20,000 - 25,000 €24,000 - 30,000



312 1931 Rolls-Royce 20/25hp Saloon Coachwork by Park Ward Ltd Registration no. OU 3567 Chassis no. GFT51 Engine no. X-8-L

This Park Ward-bodied Rolls-Royce 20/25hp was first purchased in 1931 by a Mrs Kino of Brockenhurst, New Forest, Hampshire. Included in the history file is the original old-style logbook and 13 photocopied pages of the factory build sheets. After 38 years of ownership, Mrs Kino sold the Rolls-Royce to a Mr Driver, who sold it on in 1971 to a Mr C Jones. Ownership then transferred to an engineer, Mr G Hann (know to the vendor) who was followed by Mrs J Dean of Poole. The current owner bought the car from Mrs Dean in 1995. There can be few cars 82 years of age with such well, indeed fully, documented ownership.

Apart from re-upholstering in Connolly hide in 1986; replacing the Wilton carpets and woollen headlining; and a re-spray to change the colour from yellow to blue, the car is said to be fairly original. During a recent 'de-coke' and valve grind, all engine parts were found to be marked with the original engine number 'X-8-L'. The clutch was renewed in 1986. Since Tim Payne installed an overdrive in 2001, the vendor has been able to enjoy relaxed long-distance touring rallies in various European countries including France, Germany, Austria, Spain, Portugal, Norway and the Czech Republic, and even three weeks in Borneo (Malaysia). Faster driving necessitated better braking, so all shoes have been relined and the brake drums reground.





In 1997 the car was completely rewired. Rear flasher units of the period were installed and front flashers incorporated in the sidelights to meet the demands of modern motoring. The dynamo was rewound in 2002 and the starter motor reconditioned. The car is periodically started on the magneto to keep it in fine fettle. Major servicing has always been carried out according to the manual by a well-respected Rolls-Royce trained mechanic.

The car is sold with a Brexton rear trunk and a good quality cover. The mascot and AA badge are original to the car. Currently displaying a believed genuine total of circa 138,000 miles on the odometer, the car is described as in generally very good condition and offered with the aforementioned documentation, current MoT/tax, Swansea V5C and some older service history. Also included in the sale is an assortment of spares for touring including a condenser, ignition coil, rotor arm and two unused inner tubes.

£28,000 - 30,000 €33,000 - 36,000

**313** No Lot



#### 314 1908 Vulcan 20hp Roi-des-Belges Four-Seat Tourer

Registration no. SV 4343 Chassis no. 528 Engine no. 528 The Vulcan Motor & Engineering Company hailed from Southport in Lancashire, far from the British motor industry's Midlands home. Founded by the Hampson brothers – Thomas and Joseph – Vulcan offered its first production car in 1902, having built a solitary prototype a few years previously in Bolton. Their first production model was a single-cylinder design with two-speed gearbox and belt final drive. Development proceeded briskly and by 1905 the Vulcan range had expanded to include four-cylinder models of various sizes equipped with three-speed gearboxes and shaft drive.

A six-cylinder car was added to the range for 1907 and for a relatively small company Vulcan was unusual in offering a wide range of models and all at competitive prices. After WWI Vulcan and Lea-Francis linked, sharing a dealer network and supplying each other with components, with some Vulcan models being sold under the latter's name. Vulcan ceased passenger car production in 1928 but continued as a manufacturer of commercial vehicles. It eventually became part of the Rootes Group.



This rare survivor of an historic British make was delivered new in 1908 to Australia where it was first owned by one Frederick Dodds, a butcher in Newcastle, New South Wales. The car was supplied with an extra set of wheels shod with solid tyres, and an interchangeable van body. It was still registered to Dodds in 1919. Email correspondence on file states that the Vulcan took part in a street parade in Newcastle in 1947 and shortly thereafter passed into the ownership of Sydney resident John McLean, one of the founding members of the Veteran Car Club of Australia (NSW).

When McLean moved to Queensland in the 1960s, the Vulcan was obtained by Gilltrap's Auto Museum on the Queensland Gold Coast. It was sold together with a number of the Museum's other cars in 1989, being purchased by Simon Langton, and shipped to the UK.

It is believed that the engine in this car is of the '4" Racing' or 'Tourist Trophy' type. However, it should be noted that Vulcan made two four-cylinder engines with a 4" (102mm) bore: one displacing 3,923cc, the other 4,680cc. This car is said to be a 20hp model so would normally have been fitted with the former. Since its acquisition by the current owner in 2008, the Vulcan has been re-sprayed, re-trimmed and fitted with a new hood. Said to start readily and drive nicely, it has completed several Veteran Car Club events, the most recent in October 2013.

Described as in generally excellent condition, this very practical Edwardian motor car is offered with VCC dating certificate, current road fund licence and Swansea V5 document. Also included in the sale is a 2007 Brian James A-Max 102-2150 car trailer; this is described by the vendor as in generally excellent condition.

£60,000 - 70,000 €71,000 - 83,000

#### Offered from a Private Collection









315 1937 Frazer Nash-BMW Type 319/2 Cabriolet

Registration no. FMC 124 Chassis no. 54159 Engine no. 54159

It was late in 1934 that AFN Ltd concluded an agreement with BMW for the import of their cars into the United Kingdom, the eventual intention being licence production by AFN Ltd. if the project went well. Bill Aldington's attention had been attracted by the six cylinder BMW 315 launched in April 1934, a car way ahead of its years in design terms that would be adopted and adapted to create eventually perhaps the greatest sports car of the prewar era - the BMW 328. The 315 and its slightly later 1,911cc derivative, the 319, were powered by six-cylinder in line engines with pushrod-operated overhead valves, mounted in a tubular chassis with transverse independent front suspension.

In triple carburettor form the 319 developed 55bhp and in twin carburettor form a still useful 45bhp. The 319 was a quick lightweight touring car that handled exceptionally well and proved useful too in competition. The popularity of the 319 can be demonstrated by the fact that 6,646 319 cars, in its various forms, were built between the start of 1935 and the demise of the model at the end of 1937.

AFN Ltd. archives show that this Frazer Nash-BMW which was registered on 27th February 1937 belonged to a Mr. Davies of Harrow that year. By January 1939 it had covered some 17,522 miles – quite high mileage for those days. There is a gap in the service records between then and 1947, the car presumably being laid up during the war. The AFN records for this car cease in 1947.



An old style green logbook records ownership by a Major Henry Burnett of Staffordshire in 1966 and an Aubrey Lymer, also of Staffordshire, in 1967. The present family owners acquired the car from a William Gordon Pyatt of Cheadle, Stoke-on-Trent, some twenty-nine years ago. He had owned the car since 1978. Photos on file show the car in unrestored but seemingly original state and it is thought that much of the restoration work has been carried out in house some considerable time ago in the present family ownership.

FMC 124 is now very smartly presented in beige livery and with olive green pleated upholstery, although we note the hood cover and hood envelope will benefit from attention. The overall condition of the car suggests to us that the indicated mileage of 54,676 miles could possibly be correct.

The car is equipped with Bosch head and spot lamps, opening windscreen and trafficators, while the passenger compartment has a cigar lighter, Kenzle dash clock, a 0-100mph speedometer and 0-5,000rpm rev. counter. The car has recently undergone a voluntary MOT test which it passed. Following a period of museum display it will no doubt require the usual careful re-commissioning. It comes with old style green logbook, Swansea V5 document, photographs pre and post restoration and an instruction book with most helpful manuscript notes in the back. A useful pre-war sports car eligible for so many events and able to hold station well in company with modern traffic.

£40,000 - 45,000 €47,000 - 53,000



## 316 1924 Crossley 19.6hp Sports Tourer

Registration no. NE 802 Chassis no. 16836 Engine no. 16883 Car no. J3649

Crossley Brothers Ltd had commenced motor car manufacture as early as 1904 with Crossley Motors Ltd being established at Gorton, Manchester, in 1910, dividing the motor car production side from the long established industrial engine manufacturing operation. Crossley quality was undoubted and their products relatively expensive, although comparing favourably with the likes of the Rolls-Royce 20hp and the smaller Lanchesters. The new four-cylinder 19.6hp model was announced in *The Autocar* magazine on 16th October although that magazine rightly pointed out that Crossley had built a forerunner of the model in 1915. Hostilities prevented further development until 1920.

The engine was a conventional side valve unit displacing 3.7-litres, driving through a cone clutch to a four-speed gearbox. The 10ft.4in. chassis was suspended on semi-elliptic front and rear springs and although generally the car was of Edwardian design the 3.7 litre engine gave it true vintage performance. Deliveries of the new model began in 1921. *The Autocar* road test of 1920 commented on the top gear flexibility of the new car and the extremely smooth transmission and boldly claimed 'we can prophesy that this will be the most popular Crossley yet built'.

Interestingly in 1920 the price was listed as £895 but by 1924 the 19.6hp Crossley retailed at just £750.

Little is known of the history of this car which has been in the present family ownership since 1989, having previously resided overseas. This imposing vintage motor car, with three door tourer coachwork, is presented in ivory livery with red upholstery and nickel fittings and accessories, including dashboard instrumentation and CAV headlamps and Holdtite sidelamps. The car has seen only occasional use in recent times having been a popular exhibit in a private museum, nevertheless it is expected to be offered with a current MOT certificate at the date of sale. The usual further careful re-commissioning is advised following a period on museum display.

This powerful vintage tourer is offered with old and new style registration documents together with an interesting file containing correspondence, technical detail, notes and drawings used in the restoration of the car. This rare model is known to the Crossley Register and is eligible for VSCC and inter-marque events.

£18,000 - 25,000 €21,000 - 30,000









# 317 Originally the property of Harold Heal Esq. of Battle, Sussex. Present family ownership for 41 years 1931 Rolls-Royce 20/25hp Two-door Weymann Sportsman's Coupè Coachwork by H.J.Mulliner & Co. Ltd to Weymann

Patent no. 19940 Registration no. PN 8240 Chassis no. GPS 2 Engine no. G8C

No less than 3,827 examples of the 20/25hp Rolls-Royce chassis left the Derby production lines, all destined for bespoke coachbuilders who vied eagerly for custom among the nobility and 'old money'. Ownership of a Rolls-Royce had long been a social statement since the marque was dubbed as 'The Best Car in the World'. The smaller and less expensive 20/25hp model of the 1930s brought Rolls-Royce products to a wider market, although there was no compromise in quality for the smaller car. The 20/25hp was powered by a smooth, six-cylinder engine of 3.7-litres with pushrod-operated overhead valves. Engineering quality reflected Rolls-Royce's reputation for building 'The Best Car in the World' and a comprehensive dealer network serviced the marque, working closely with the factory in providing only the most meticulous service for their demanding clients.

GPS 2 was ordered on 13th May 1931 for its first owner, Harold Heal, of Battle in Sussex, a member of the celebrated Heal family, noted furniture designers and manufacturers and Royal Warrant holders. History records that Harold Heal had an obsession with the colour blue, hence when H.J Mulliner were commissioned to design the very special lightweight coachwork for this car it was a given that it would be completed in blue fabric with blue livery – a colour scheme it retains today. The chassis was delivered to Mulliners in July 1931, specification including Lucas stainless steel lighting set, Bosch horn, uprated front and rear springs, Weymanntype body brackets and a Bluemel type sprung steering wheel (in blue finish of course) and special long bonnet parts. The starter push was to be on the facia board and the headlamps brackets were to be bent to bring the lamps closer to the radiator. Harold Heal was a discerning and demanding customer. Factory records show that the car was finally tested at Mulliners on 7th September 1931 and was first registered to Harold Heal on 31st August that year.







With its lightweight Weymann-type coachwork GPS 2 would be a spritely motor car indeed. Heal was to retain ownership of this car until his death in 1949, an early continuation buff logbook with the car showing that it was in use during the war years. In 1949, when cars were particularly difficult to buy, GPS 2 passed to Harry Gould of Hastings, passing one year later to a Hertfordshire owner who retained the car until 1969 when it passed to just its fourth owner from whom the present family acquired the car some 41 years ago.

GPS 2 is a striking car and there can be little doubt that Harold Heal, with his natural talent for design, had considerable input into its exceptional lines. The spectacularly flared front wings combine with the extended louvred bonnet to give the car the appearance of the experimental Phantom Rolls-Royces – here is a Phantom in miniature. The interior is beautifully upholstered in blue (of course) leather with door pulls, pockets, armrest and other accoutrements no doubt carefully thought out by Mulliners for this special customer. Interestingly the rear seat squabs remove easily to enable large quantities of luggage to be carried for the longer tours.

The car is equipped with a large Pytchley sliding roof and the side windows have wind deflectors and quick action spring-loaded window mechanisms. During the last forty-one years in the present family ownership GPS 2 has covered only four thousand or so miles and in recent years has seen minimal use, being displayed in a private museum – nevertheless it was recently started and, running sweetly, driven to its voluntary MOT inspection which it passed with ease. The indicated mileage of forty six thousand or so miles is thought to be correct. This car has had little public exposure in recent years and warrants, we feel, gentle restoration with a careful eye to conservation. There is little doubt that with its original ownership now established and documented this will become a 'named' car – 'The Heal Rolls-Royce'

GPS 2 comes with a Swansea V5 registration document, current MoT certificate, old style buff logbook and copy factory order and build sheets.

£32,000 - 38,000 €38,000 - 45,000

**End of Collection** 



## 318 1934 Lagonda Rapier Monoposto Special

Registration no. WP 6822 Chassis no. D10816 Engine no. D2572 The unique car offered here was built by the well-known Australian enthusiast, Ross Stewart, creator of one of the world's fastest racing Austin Sevens. Stewart's starting point was an Abbott-bodied Rapier fixed-head coupé, registration number 'WP 6822', which prior to its transformation into a racing monoposto had last been seen on the road in Ireland in 1955. (For a full description see 'Ever Keen' by Bernie Jacobsen, pages 180-181).

Starting with his collection of Rapier parts, Stewart fabricated the necessary chassis members and, wanting to use the car in the 1100cc class, sleeved down the cylinders to a bore of 62mm leaving the 90mm stroke unchanged for a capacity of 1,087cc. To extract the maximum possible amount of power from the Rapier engine, two-stage supercharging was adopted using a specially designed and manufactured blower drive case bolted to the front of the cylinder block.







Using the maximum boost pressure of 28psi, the engine's power output of around 200bhp would have destroyed the standard ENV pre-selector gearbox so a pre-war Riley Silent Third gearbox containing a set of closeratio gears was installed in its place. With all that power, good brakes are a necessity and in this case consist of hydraulically activated twin-leading-shoe units inside Alfin 13" drums.

The difficult problem of accommodating a central driving position within the chassis was solved by manufacturing a step-down gear case that attaches to the rear axle casing, enabling the prop shaft to be moved downwards. Clothing the Rapier Special is an aluminium monoposto body in classical 1930s style incorporating a driver's headrest, tail-mounted fuel tank and full under-tray. The rev counter is a period chronometric unit by Patrick Henry. Sadly, a serious motorcycle accident prematurely curtailed Ross Stewart's enjoyment of his creation.

Comprehensively re-commissioned in the UK by renowned Vintage/PVT race engineer Tony Metcalfe, 'WP 6822' has been fitted with new Dunlop racing tyres and when rolling-road dynamometer tested in October 2009 developed 180bhp at 6,000rpm on 22psi boost. Anyone doubting the Rapier's speed needed only consult the accompanying Phoenix Park results sheet for the August 2009 meeting, where it comfortably won the Pre-55 Sprint 1B event, beating a Bugatti Type 35B into second place.

The current vendor purchased the Lagonda at Bonhams' Oxford Sale in March 2011 (Lot 218). Since purchase the car has not been used in anger in competition but has been run and kept in professional storage. Presented in generally very good mechanical condition, this unique post-Vintage racer comes with a bespoke covered trailer, VSCC Buff Form and a quantity of spares to include a new piston and cylinder liner, front and rear wheels, and three brake drums. A rare opportunity to purchase a serious pre-war racing machine and not to be confused with slower, lesser examples.

£45,000 - 55,000 €53,000 - 65,000









319 1919 Sunbeam 16hp Tourer

Registration no. CJ 2740 Chassis no. 5030/19 Engine no. 16/E5031/19

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. Apart from the curious Sunbeam-Mabley cycle car, Sunbeam's production centred mainly around four-cylinder models, which have survived in greater numbers than any of its aforementioned contemporaries.

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.

By the outbreak of WWI, the Sunbeam range consisted of four-cylinder 12/16hp and 16/20hp models plus the 25/30hp. Civilian production recommenced in 1919 with 16hp and 24hp models, the former, also produced by Rover during the hostilities, being little changed from pre-war days. Thus it continued to be powered by a 3.0-litre sidevalve engine driving the separate four-speed gearbox via a cone clutch, while other chassis details included a rear-wheels-only handbrake and transmission foot brake. Standard equipment now included electric starting and lighting, but the price had risen dramatically by some £200 over 1915 levels, the five-seater tourer (as offered here) now costing £790.

Dating from 1919, this highly original 16hp tourer is the earliest known post-Great War Sunbeam. The accompanying old-style logbook (issued 1958) records the date of original registration as 25th January 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing).







During the 1960s the Sunbeam was displayed at the National Motor Museum, Beaulieu. Correspondence on file from the NMM's Michael Sedgwick (dated June 1970 and addressed to the car's then owner, Mr Albert Ward of Turvey, Bedfordshire) states that the Museum acquired it from a garage clearance sale in Herefordshire in 1957. Apparently, the Sunbeam had been abandoned because its original owner, a British Army officer, had disappeared on India's Northwest Frontier and several years had elapsed before he could be presumed dead. According to Michael Sedgwick: 'It had certainly been off the road since 1928, and no modifications had been carried out at Beaulieu.'

Sedgwick's comments notwithstanding, there is a photograph on file of a 16hp Sunbeam taken at the REME barracks in Colchester, almost certainly at some time during the 1950s, which shows marks on the radiator core (since replaced) identifying it as this very car. The attendant squaddies are smiling proudly, possibly because they had restored it as a training exercise. Did it, perhaps, belong to their commanding officer? Whatever the case, it certainly looks very smart.

Post-NMM, the next owner listed in the logbook is one Roger Gates of Harrow-on-the-Hill, Middlesex, who acquired the car in December 1968. Acquired by the aforementioned Albert Ward in June 1970, the Sunbeam was restored by him to a very high standard, its non-standard water pump being replaced in the process with a new item to original pattern.

Used infrequently by Albert Ward, the Sunbeam was acquired from him by the current owner in May 2006. Various minor issues were addressed to bring the car up to his exacting standards, including regrinding the valves, checking and correctly setting the valve timing, and overhauling and tuning the carburettor. In addition, a new set of wheels has been made and shod with fresh rubber. Running beautifully and ready for a wealth of motoring events, this wonderful early Sunbeam is offered with assorted correspondence; numerous invoices; photocopied literature, instruction manuals and spare parts lists; copy V5 and current V5C documents; and a quantity of old MoTs (most recent expired July 2013).

£45,000 - 55,000 €53,000 - 65,000



## 319A 1934 Singer 9hp Le Mans Sports

Registration no. BGJ 939 Chassis no. 62536 Engine no. 56340

Coventry cycle manufacturer Singer first ventured into the world of powered transport in 1901, making tricycles and motorcycles. Tri-cars soon followed, with motor car production proper commencing in 1905 using proprietary engines. The first Singer-powered model - the 10hp - debuted at The Cycle & Motor Cycle Show in November 1912.

Because it weighed less than 7cwt and was under 1,100cc in capacity (actually 1,096cc) the 10hp Singer was classed as a cyclecar, which explains the choice of venue. But unlike the majority of contemporary cyclecars, which were flimsy affairs of limited practicality, the new baby Singer was a proper light car and thus a development of immense significance. Priced at £185 at launch and produced for more than a decade, the Ten was an immense commercial success for Singer and is regarded as a landmark model in the history of the British motor industry.

By the beginning of the 1930s, Singer was in a secure financial position and the third largest UK car producer behind Morris and Austin. In 1932 the Coventry firm introduced one of its fondest remembered and most successful models: the Nine. The Singer Nine's immediate ancestor was the 8hp Junior, a successful high-quality light car powered by a 848cc four-cylinder overhead-camshaft engine.

Built from 1932 to 1939, the Nine employed a 972cc 26.5bhp version of this motor (first used for the Junior Special) in an entirely new chassis. A four-speed freewheel gearbox was standard while both the Nine Sports and the more powerful and faster Nine Le Mans came with hydraulic brakes.







The latter model 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. In its first season the Sports Nine won eight premier awards in the London-Exeter Trial; eleven in the London-Land's End; twelve in the London-Edinburgh; and four silver cups in the Scottish Six Days. A total of 495 awards had been taken in trials alone by the end of the 1934 season.

The ownership history of this particular Nine Le Mans can be traced back to 1976 when it was owned by Bob Francis of South Wirral, Merseyside. Changing hands in 1977, the car passed to Norman Dunn, who owned it for 20 years. Next owner Frank Wiseman of Bridgenorth, Shropshire kept the Singer from 1997 to 2010 when it was purchased by Robert Goodchild of Bromsgrove, Staffordshire. The current owner acquired 'BGJ 939' earlier this year.

Circa 1999/2000, during Frank Wiseman's ownership, the Singer was restored, at which time the engine was rebuilt and enlarged to 1,056cc. Finished in blue with matching leather interior, 'BGJ 939' is described as in generally excellent condition and is said to drive well. Retaining matching chassis/engine numbers, the car is offered with an original instruction book and repair manual, current road fund licence and V5C registration document.

£35,000 - 45,000 €41,000 - 53,000



#### 320 1933 Rolls-Royce Phantom II Continental Sports Saloon Coachwork by Park Ward Ltd

Registration no. 157 XUM Chassis no. 101MW Engine no. WP25

The Phantom II Continental was the last Rolls-Royce to be designed under the personal supervision of Henry Royce, before his death in 1933. As its name suggest, this new Rolls-Royce was intended for fast continental touring; indeed, in the 1930s there were few roads in Britain where its outstanding performance could safely be exploited to the full.

The Phantom II had been introduced in 1929 as a successor to the New Phantom (retrospectively Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminium cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI.

The result of these engine changes was greatly enhanced performance, particularly of the Continental model, and the ability to accommodate weightier coachwork. Designed around the short (144") Phantom II chassis and introduced in 1930, the Continental version was conceived as 'an enthusiastic owner driver's car', featuring revised rear suspension, a higher axle ratio and lowered steering column. By the end of production the magnificent Phantom II Continental was good for 95mph. 'Powerful, docile, delightfully easy to control and a thoroughbred, it behaves in a manner which is difficult to convey without seeming to over-praise,' declared The Motor after testing a PII Continental in March 1934.







Highly favoured by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day, getting off to a flying start when a pre-production model ('26EX') designed by Ivan Evernden and made by Barker & Co (Henry Royce's favourite coachbuilder) won the Grand Prix d'Honneur at the Biarritz Concours d'Elegance in September 1930.

Produced for a relatively short period, during which time only 281 examples were completed, the Phantom II Continental typically sold for around £2,500 (more in some cases), a quite staggering amount to ask for a motor car and equivalent to the cost of no fewer than six or seven average-priced houses in the UK at that time! The Continental's - necessarily wealthy - owners included such famous names as the racing drivers Sir Malcolm Campbell and Woolf Barnato, Prince Ali Khan, Princess Alexis Midvani, the Prince of Nepal, Lord Londesborough, the Earl of Warwick, the Earl of Roseberry, Lord Doverdale, Lionel de Rothschild, Anthony de Rothschild, the Maharaja of Bahawalpur, the Maharaja of Jodhpur, N S Gulbenkian and Noel Coward.

Chassis number '101MW' was completed in September 1933 with Park Ward sports saloon coachwork to the 'standardised' design for first owner Captain William P A'Hearn. Built on the short chassis and equipped with the high-compression engine, it has the improved gearbox (with synchromesh on the top two gears), adjustable hydraulic shock absorbers and Rolls-Royce's new single-jet semi-expanding carburettor, all newly introduced for 1933. Other noteworthy features include the 'F' rake steering, single offside-mounted enclosed spare wheel, full-length sliding sunroof, and bonnet louvres extending back onto the scuttle. The car still has the lady's vanity mirror in the rear compartment and the original body's identity plate remains attached.







'101MW' went to the USA in the late 1950s and was the subject of a 'body off' rebuild carried out during the 1960s. Having had only one owner for 40 years, the Phantom was sold at auction in January 2008 and returned to the UK via The Real Car Company in Wales. Since its return home, the car has benefited from considerable expenditure on mechanical refurbishment, including a total engine rebuild in 2010 (see associated invoices and photographic record on file). Other works undertaken include a complete braking system overhaul, renewing the clutch, and fitting a stainless steel exhaust system. The car now has a full-flow oil filter, twin spotlights and an overdrive unit for more relaxed cruising and better fuel economy. Although now more than 40 years old, the paintwork and trim have held up well and are described as in generally good condition, nicely patinated. Offered with aforementioned invoices and V5C registration document, this beautiful Phantom II is perfect for long-distance touring in supreme style. Without question a car for the connoisseur.

£130,000 - 160,000 €150,000 - 190,000







**321 1960 Austin-Healey 3000 MkI BT7 Roadster** Chassis no. HBT7-8020





'A classic competition car among the all-time greats in motoring history,' was how *The Autocar* magazine summed up the works Austin-Healey 3000 in 1963. Yet at the time of its arrival in 1959, few would have guessed that the low-slung 'Big Healey' would triumph over its apparent shortcomings so effectively that it now rates as one of the most successful rally cars of the 1960s.

A development of the preceding 100/6 rather than a genuinely new model, the Austin-Healey 3000 was launched in March 1959. The two cars looked virtually identical and under the skin was the same separate ladder-type chassis and independent front/live rear axle suspension. Improvements to the 3000 included a slightly enlarged (to 2,912cc) version of the C-Series six-cylinder engine and Girling disc brakes up front, a development greeted with enthusiasm by devotees of this muscular British sports car.

Breathing through twin SU carburettors, the revised power unit produced 124bhp at 4,600rpm; top speed - with the optional hardtop fitted - increased to 115mph with 60mph reachable in a little over 11 seconds. Like the 100/6, the 3000 was available in two-seater (BN7) and 2+2 (BT7) guises and came with wire wheels and adjustable front seats as standard.

A BT7 2+2 model, this right-hand drive Austin-Healey 3000 Mkl has been in Germany with its current owner since 1986. In 1990/1991 the car was treated to a complete 'ground upwards' restoration (see full photographic record on file) since when it has covered 5,541 kilometres (approximately 3,400 miles) in dry weather only, being stored in a low-humidity garage during the winter months. Described by the vendor as 'still in perfect shape', it is said to be a very good runner and problem free. Attractively finished in Old English White with red leather interior, this well presented 'Big Healey' is currently German registered and comes with valid TüV.

£38,000 - 46,000 €45,000 - 54,000



322
By order of the executors of the late John Coombs
1967 Jaguar Mk2 3.8-litre Saloon
Registration no. PPL 604E
Chassis no. 234449BW
Engine no. 1E2883-8

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

One of the most readily recognised cars of the 1960s thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. 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, and 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, 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 re-designed dashboard with speedometer and rev-counter ahead of the driver and minor gauges grouped centrally established Jaguar's layout for years to come. With the Mk2's arrival, the 3.8-litre version of Jaguar's XK 'six' became available for the first time in the company's medium-sized saloon. This engine, used previously in the MkIX saloon, produced 220bhp at 5,500rpm, good enough to propel the top-of-the-range Mk2 to 125mph. Transmission options were a four-speed manual or Borg-Warner automatic gearbox, an improved all-synchromesh version of the former being specified from 1965.

John Coombs bought this late Mk2 in 2005 intending to make it the last to be converted in the style of the racing Mk2 saloons that he prepared and entered in the early 1960s. Unfortunately this never happened. 'PPL 604E' started life with automatic transmission and had already been converted to a manual/overdrive gearbox prior to John's purchase. The Mk2 was used sparingly by John in its current condition, which his resident engineer says is that of a good driver requiring some cosmetic refurbishment. Finished appropriately in British Racing Green, the car is offered with V5C registration document and MoT to July 2014.

£5,000 - 8,000 €5,900 - 9,500 No Reserve



323 1982 Ferrari 308GTSi Coupé Coachwork by Pininfarina Registration no. UOB 590Y Chassis no. ZFFHA02C000042617 Engine no. 42617

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

Introduced at the Paris Salon in 1975, the stunningly beautiful 308GTB - Ferrari's second V8 road car - marked a return to Pininfarina styling following the Bertone-designed 308GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308GTB to a top speed of over 150mph. Produced initially with glassfibre bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308GTB used steel after April 1977, while further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (Qv) model in 1982.





An exhilarating driver's car and a Ferrari purist's delight, the 308GTB and its many derivatives proved a huge commercial success for Maranello with over 12,000 sold.

This right-hand drive example of Ferrari's first Pininfarina-styled V8 road car was purchased new via Maranello Sales and has been serviced regularly throughout its life (see history file). In 2002 the Ferrari was purchased by the current vendor, a qualified mechanical engineer, who has continued to maintain it to a high standard, carrying out most of the work himself. We are advised that the cam belts have been changed, a valve replaced (to cure misfiring) and the fuel injection system checked by Bosch, in addition to routine oil changes, etc and some limited repainting. The air conditioning system works but it should be noted that the central locking is faulty. Since its acquisition in 2002 the car has covered circa 3,000 miles, only in good weather. The current odometer reading is circa 55,000 miles. Described as in generally good condition, the car is offered with the aforementioned history file, current road fund licence, MoT to August 2014 and Swansea V5C document.

£20,000 - 25,000 €24,000 - 30,000



**324 1963 Sunbeam 4.2-Litre Harrington Alpine**Registration no. 197 EUF
Chassis no. B92053100DHRO
Engine no. 4844-F21KA

Aimed at the US market, where British sports cars were enjoying considerable success, the Sunbeam Alpine was introduced in 1959 and used the same 1.5-litre, overhead-valve, four-cylinder engine found in many of Rootes' other products. In the early 1960s, inspired by Carroll Shelby's success in shoehorning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with the Alpine. Ford's 260ci (4.2-litre) unit was chosen, and even though this had 'only' 160bhp on tap, it was approaching double the output of the contemporary Alpine's 1.6-litre four.

Assembled by Jensen Motors and introduced in 1964, the Tiger featured a stronger gearbox and rear axle, plus rack-and-pinion steering. Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under 10 seconds and peaked at 117mph. Sadly, the model was killed off by Rootes' new owner Chrysler shortly after the Tiger II was introduced in 1967.

In addition to the standard product, some 200 Sunbeam Harrington Alpines - 'Grand Touring' coachbuilt conversions - were built by the Hove-based firm of coachbuilders, Thomas Harrington Limited, in the early 1960s.





There was never an official Harrington conversion for the Alpine's V8-engined Tiger derivative however, this car's ex-Tiger 4.2-litre V8 engine and four-speed transmission having been installed when the car was restored circa 1980-1982, shortly after acquisition by a well-known Tiger specialist, who kept and maintained it for some 30 years, until 2010.

In 1989 this Alpine was one of four Sunbeams taken to the first 'SUNI' Meeting at Snowmass, Colorado, USA and featured prominently in the video of that event. This car also featured in *Classic Cars* magazine in 2007 alongside a Triumph TR5 Dove conversion. They referred to 'its propensity to fling you down the road with improbable hastel' It has been kept in a heated garage for the last few years with minimal mileage undertaken.

'197 EUF' features the Harrington model's special hand-made grille; unmarked gold coachwork; polished Minilite-style alloy wheels (x5); original sliding Britax sunroof; stainless-steel exhaust; MotoLita wood-rim steering wheel; Koni shock absorbers all round; and black interior piped in red, which are all in very good condition. Unique and fascinating, the car is offered with old-style logbook, a quantity of expired MoT certificates, Swansea V5C document and MoT to May 2014.

£20,000 - 24,000 €24,000 - 28,000



#### 325 Left-hand drive 1964 Citroën DS19 Décapotable Coachwork by Henri Chapron

Registration no. ZV 8353 Chassis no. to be advised Engine no. 4272115

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 strikingly 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 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). One of the most stylish cars of the 1960s, the latter was the creation of Parisian coachbuilder, Henri Chapron, who called his first such model 'La Croisette'. At first the conversion was not approved by Citroën, forcing Chapron to buy complete cars rather than rolling chassis, but eventually the factory relented and went on to produce its own usine version on the longer chassis of the ID Break (estate) model.

Chapron continued to build his own Le Caddy and Palm Beach cabriolets together with various limousines and coupés. The model was never produced in England, where Citroën's right-hand drive cars were assembled at its Slough factory. In total, 1,365 usine (factory) convertibles were made with either the DS19 or DS21 engine between 1960 and 1971, while Chapron built a further 389 of his own, the last in 1973. Chapron's beautiful Decapotable DS is one of the most charismatic French cars of its era and today one of the most desirable.







This DS19 convertible was purchased new by one John Allen of Indiana, USA and collected in Paris on 13th August 1964. The car was then shipped to the USA and in 1965 was sold to Ivan Frank, chief mechanic of Citroën Denver in Colorado. The current vendor purchased the 'DS' in Denver in 2006 and brought it home with him to the Republic of Ireland in 2007.

A new exhaust was fitted and later that same year the car was repainted in Dublin and reupholstered in the Netherlands, the engine and semi-automatic gearbox being overhauled by marque specialists DS Advies of Arnhem. Additional gearbox and other works were undertaken by AA Garage in Trets, France in 2010, while in 2013 the car was repainted again following a minor accident. Described as in generally good condition, this peerless modern classic is offered with sundry bills and Irish registration document.

£80,000 - 100,000 €95,000 - 120,000



326 1968 Morgan Plus 8 Sports

Registration no. SCV 901G Chassis no. 7022 Engine no. 41400015A

Searching for new engines in the 1960s, Morgan concluded a deal with Rover for supply of its all-aluminium 3.5-litre V8, thus creating a car that combined vintage charm with Cobra-like 'grunt' - the Plus 8. Morgan's Plus 4 chassis, strengthened and extended, formed the basis of the new car, while the existing Moss four-speed gearbox also was retained. After a successful debut at the 1968 London Motor Show, production commenced at the rate of 15-or-so cars per month and continues to this day, although now with BMW power.

While the traditionally styled Morgan's brick-like aerodynamics restricted top speed to around 125mph (more than fast enough for most people driving an open car) the Rover V8's 168bhp and 210lb/ft of torque made for supercar-league performance through the gears. Indeed, in its later 3.9-litre form, the Plus 8 proved quicker to 80mph than the contemporary Porsche 911 Turbo.

This all-matching numbers, early Morgan Plus 8 is the 22nd example of this landmark V8-engined model to leave the factory and was supplied new in February 1969 to the Half Moon Garage in Yorkshire. Benefiting from a six-year, six-figure, 'ground upwards' restoration undertaken in the USA by renowned marque specialist and concours-winner, the late Robert Couch, the car has covered only 2,800 miles since the rebuild and must be one of the best of its kind currently available. Robert Couch is famous as restorer of the historic Morgan TT Replica 'CAB 652', previously campaigned by Peter Morgan, which in 1980 was overall winner of the prestigious Chinetti Concours at Lime Rock.

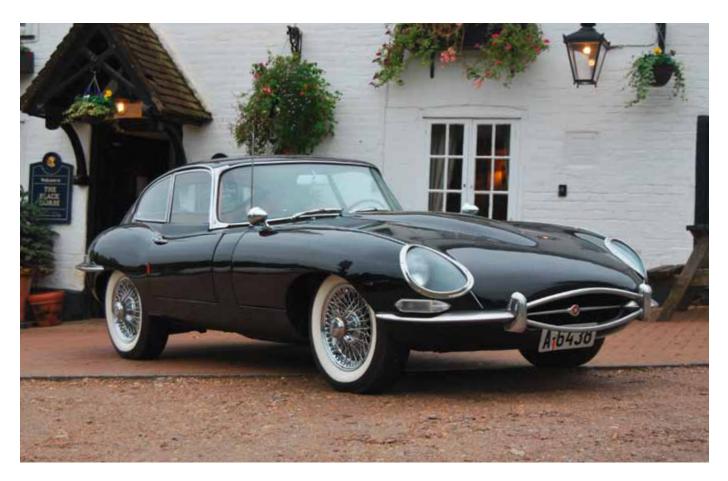
Featuring Edelbrock cylinder heads and a custom-made stainless exhaust system, the original engine has been professionally rebuilt, producing 288bhp and 275lb/ft of torque. It is worth noting that although the original Plus 8 had 'only' 168 horsepower on tap, it could accelerate to 60mph quicker than a 4.2-litre Jaguar E-Type.



Despite its greatly enhanced performance, this car is said to cope equally easily with town driving or touring, and must be one of the quickest of road-going '1st generation' Plus 8s around. Indeed, the vendor – a long-time Morgan enthusiast – says that it is the quickest he has ever driven. Carried on a new chassis, the aluminium body benefits from an all-new timber framework and is finished is British Racing Green with black wings, the latter the lightweight alloy type. The car has a black leather interior with matching convertible top and tonneau cover. Other noteworthy features include stainless fasteners and fuel lines, competition fuel cell, engine fire quench system and an ignition kill switch, all of which are to racing specification.

Restored for Morgan's 75th anniversary, although it did not make it to the UK for the celebrations, this Plus 8 comes with 'Best of Show' and 'Best of Class' concours awards testifying to the quality of the restoration. (Another one of Robert Couch's Morgans, restored at the same time, did come to the UK and was judged 1st in the Plus 8 class at the 75th anniversary gathering). Acquired from the estate of the late Stephen S Lester, 'SCV 901G' has been stored in a climate controlled facility as part of an extensive private collection of vehicles where it has been looked upon as a work of art. Fully serviced, taxed and MoT'd, this well documented car comes with its original restoration bills and is described as perfect for all uses: track days, showing, high-speed touring, country picnics, etc.

£75,000 - 90,000 €89,000 - 110,000



**327** *Left-hand drive* **c.1964 Jaguar E-Type 3.8-Litre Series 1 Coupé**Chassis no. 889696
Engine no. RA4765-9

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

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for Autosport shortly after the car's debut. Conceived and developed as an open sportscar, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 140mph-plus top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150.





Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable Moss four-speed gearbox it retained.

This left-hand drive Series 1 coupé was delivered new to the USA (believed to California) and has spent the last ten years in Norway where it has been used only during the summer months. It has been part of a large private collection where the car has been continuously maintained by private mechanics and when weather permitting the car has been exercised at least once every six weeks but only for minimal distances each time. It was recently repatriated to the UK and has had the relevant taxes paid and is in the process of being UK registered. Restored during the 1990s, it benefits from a recent major service that included a new clutch slave cylinder, rear axle universal joints, steering rack mounts and rear wheel bearing, while the brakes and carburettors were overhauled. Offered with current MoT, the car is described as in generally good condition, with excellent engine and interior.

£25,000 - 35,000 €30,000 - 41,000



328
Left-hand drive
1972 Mercedes-Benz 300SEL 6.3 Sports Saloon
Chassis no. 10918-12-003411





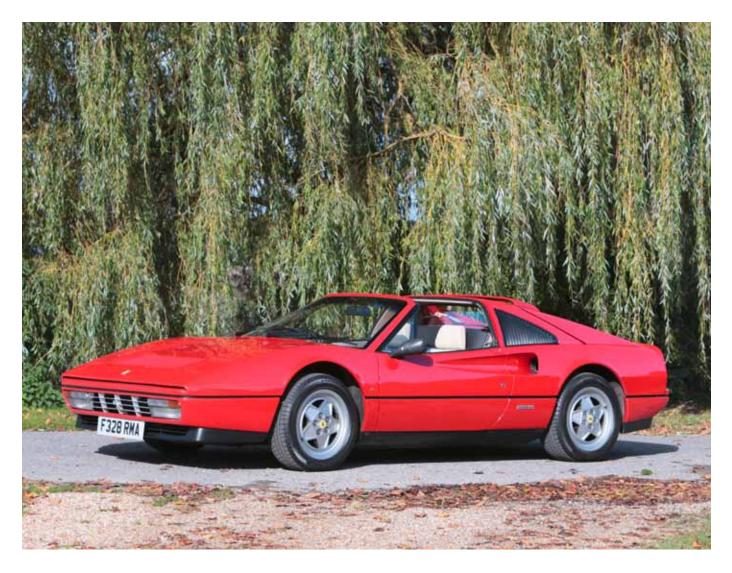
'The greatest sedan in the world,' according to Road & Track, and few would disagree with the authoritative American motoring magazine's assessment of what in its day was the last word in high-speed opulence: the Mercedes-Benz 300SEL 6.3.

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.

£15,000 - 18,000 €18,000 - 21,000



#### 329 c.16,500 miles from new 1988 Ferrari 328GTS Targa Coupé Coachwork by by Pininfarina

Registration no. F328 RMA Chassis no. ZFFWA20C000079995 Engine no. 15934

Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308GTB debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308GT4 2+2, which took over from the preceding V6-engined Dino 246GT. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the amidships-mounted, double-overhead-camshaft 3.0-litre V8 certainly was, and a dry-sump version of the same power unit was used for the 308GT4's two-seat successor. Built on a shorter wheelbase, the stunningly beautiful 308GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

The 308 was superseded by the mechanically similar but larger engined 328GTB in 1985. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons and an improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 60mph covered in 5.5 seconds. On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators, deeper rear valance and an unobtrusive roof spoiler. Its underlying beauty though, could not be disguised. 'If the sublime purity of the original shape has been corrupted, its striking appearance has not,' declared *Motor* magazine. 'In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car.'









Beneath the skin the tubular steel chassis remained much as before, with all-round independent suspension by double wishbones, four-wheel servo-assisted disc brakes and aluminium-alloy wheels, though the latter were increased in size. The interior too had come in for subtle revision and now featured improved instruments switch gear and heating. The 328GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful Ferrari of all time.

Chassis number '79995' was delivered new on 15th June 1989 by Ferrari main dealers H R Owen to Mr R Hussein of Holland Park, West London, and first registered 'P222 PYW'. Extra cost options of air conditioning, anti-lock brakes and a colour co-ordinated rear spoiler added almost £4,000 to the more than £49,000 list price. We are advised that '79995' is one of only 292 of this model fitted with ABS.

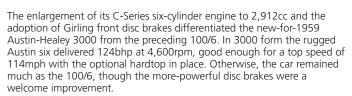
In May 1991 the car passed to its second owner, Stephen Worley of Dorking, Surrey, by which time it had covered some 5,000 miles. The third owner, Mark Masserella of Leicestershire, purchased the Ferrari in February 1993 at approximately 9,500 miles. Since 2007, the car has been with the current (fourth) owner, who has covered some 5,500 miles in it to bring the odometer total to 16,500.

Rardley Motors and the vendor's personal mechanic has maintained the Ferrari, which received a new clutch assembly and tyres (2008); cam belts and front shock absorbers (2010); and HT leads, distributor, radiator and a stainless steel sports exhaust system (2012). Bills for these works are on file together with previous service records from H R Owen and Graypaul. The car is finished in Rosso with cream leather interior, and comes complete with its original owner's wallet, handbooks, service booklet and tools. Described as in generally very good/excellent condition, it is offered with current MoT/tax, V5C document and the aforementioned service records. A rare opportunity to acquire a fully documented, low mileage example of this iconic Ferrari.

£40,000 - 50,000 €47,000 - 59,000



330
Left-hand drive
1963 Austin-Healey 3000 MkIIA Convertible
Registration no. to be advised
Chassis no. HBJ7L 20352
Engine no. to be advised



Unveiled in March 1961, the MkII version with restyled grille and bonnet intake was the last 3000 available as a two-seater, the 2+2 option having been for years the more popular, while engine improvements in the form of triple SU carburettors and a revised camshaft liberated an extra 8bhp. From November '61 the 3000 was equipped with a new gearbox, a development which at last moved the gear lever to the centre of the transmission tunnel.





In January 1962 the 2+2-only MkII Convertible (or MkIIA) appeared, boasting long overdue refinements such as winding windows, swivelling quarter-lights and fixed foldaway hood. Reversion to twin-SU carburettors cut maximum output by 1bhp, yet thanks to the superior aerodynamics, conferred by its curved windscreen, the MkII Convertible contrived to be marginally faster than its immediate predecessor, reaching 116mph flat out. MkII production ceased in 1962 after 5,095 2+2s and 355 two-seaters had been built; though the Convertible continued until the introduction of the 3000 MkIII in 1963.

Previously domiciled in the dry-climate southern United States, this left-hand drive MkllA Convertible benefits from a no-expense-spared restoration carried out during 2012, and is a multiple show winner in the USA. The car has been repainted in yellow and boasts a black leather interior, new black convertible top and chromed wire wheels. Described as in generally excellent condition, this freshly restored 'Big Healey' is offered with current MoT/tax and Swansea V5C document.

£25,000 - 35,000 €30,000 - 41,000



331
Left-hand drive
1966 Ford Mustang 289 Convertible
Registration no. to be advised
Chassis no. 6T08C278443
Engine no. to be advised

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Brainchild of Lee lacocca subsequent saviour of the Chrysler Corporation – the Mustang is one of the most remarkable automotive success stories of modern times and arguably the pinnacle of his long career with Ford. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a

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

quarter million by the end of '64. This remarkable debut was followed by

a staggering 524,791 sales in 1965, earning Ford a fortune.





This Mustang convertible has the 289ci (4,727cc) Challenger V8 engine (as denoted by the letter 'C' in the VIN code) plus automatic transmission and power assisted steering.

Restored in 2010, the car is finished in its original colour scheme of Springtime Yellow with power-operated black convertible top and all new black vinyl interior, the latter featuring bucket seats and floor-mounted shifter, while the engine bay has been carefully detailed to correct original specification. With the touch of a button, the top retracts quickly and smoothly and you are soon cruising in style, soaking up the admiring glances. Described as in generally excellent condition, this beautiful American soft-top is offered with current MoT/tax and Swansea V5C document.

£15,000 - 18,000 €18,000 - 21,000



## 332 *Left-hand drive*1957 Chevrolet Corvette Roadster

Registration no. to be advised Chassis no. E57S102326 Engine no. F517EL

Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork.

Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time. Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance.



Steven Straight on set filming 'Magic City', the hit US television drama.

Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market. By this time, Corvettes had begun to establish an enviable competition record for the marque.

Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing and it was he that was responsible for unlocking the car's innate potential and developing it into a genuine race-winner. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car.







This beautiful Corvette roadster dates from 1957, the year that the 283ci (4,639cc) V8 engine was standardised, replacing the old 265ci unit. Fuel injection became optional for '57 and a four speed manual transmission was available from April of that year. Chevrolet's advertising made much of the fact that in its ultimate specification the fuel-injected Corvette produced 283bhp, or one horsepower for every cubic inch, making it the first production engine to do so.

This particular Corvette is fitted with that 1957 engine option, the 'EL' 283ci/283bhp unit equipped with fuel injection and high-lift camshaft, and has the desirable T10 four-speed manual gearbox, although it is not known if this is the original transmission. The car underwent a 'frame off' restoration during 1997/1998 with the professional assistance of marque specialists Paragon Corvette. Indeed, the Corvette was finished to such a high standard that Paragon used it as their catalogue cover car.

A large quantity of Paragon's bills and a copy of their catalogue is in the history file. The car was also used in photo shoots and last year was headhunted to star alongside actor Steven Strait in the US television drama series 'Magic City' (see photograph on file). Only 1,500 miles have been covered since the car's restoration, and following the filming work it has been professionally stored here in the UK.

Acquired relatively recently by the current vendor, the car had been with the previous owner since 1992 and before him had been in similarly long-term ownership (see copies of US title deeds on file). The car is said to have been still in original condition in 1992, though in need of restoration. MoT'd in December of last year (though it is now exempt) the Corvette comes with all EU duties paid and all the paperwork required to register it in the new owner's name. Beautifully finished in red with white coving, matching trim and soft top, this car represents a rare opportunity to acquire the ultimate Corvette of its day.

£60,000 - 70,000 €71,000 - 83,000



**1947 Triumph Roadster** Registration no. LAF 146 Chassis no. TRD1032 Engine no. MC15533





A landmark model in the history of the Coventry firm, the 1800 Roadster was one of the first post-war designs, the other being its sister car, the 1800 Saloon, to bear the Triumph name. Standard's wartime purchase of Triumph, whose pre-war cars had been much admired for their performance and quality, was seen as the first step towards establishing an up-market range to complement the more workaday Standards. Standard was already supplying Jaguar with a 1,776cc overhead-valve engine and four-speed gearbox and these, together with the existing Flying Standard rear axle, were chosen for the new car.

The chassis, an all-new design featuring independent front suspension, comprised two large-diameter steel tubes joined by cross-braces. Styled by Standard's Frank Callaby, the Roadster's elegant, aluminium-panelled body was unusual in retaining the dickey seat that had been a feature of the pre-war Triumph Dolomite Roadster Coupé. Launched in March 1946, the Roadster was not revised until 1948 when it received the 2.1-litre engine, three-speed gearbox and rear axle of the newly introduced Standard Vanguard, becoming the '2000 Roadster'.

One of only 2,501 made, this 1,800cc Triumph Roadster was mothballed in the 1960s, remaining off the road until its restoration commenced in 2004, shortly after its acquisition by the current owner. This complete, 'body off' renovation included a full engine rebuild (by Ted Purcell), brightwork re-plating (London Chroming Company), new wiring loom (Autosparks), interior re-trim (Silver Lady), bodywork refurbishment (Simon North), repaint (Chris Williams) plus overhauling the suspension, brakes, linkages, etc.

Completed in 2008 and a top-six finisher at the Beaulieu 'Simply Classics Show', the car is described as in generally very good condition and offered with sundry restoration invoices, current road fund licence and Swansea V5C document. The addition of an electric cooling fan is the only notified deviation from factory specification.

£15,000 - 20,000 €18,000 - 24,000



**334** *One owner from new* **c.1988 Ford Sierra RS Cosworth**Registration no. E900 PLJ
Chassis no. WFOFXXGBBFJA76224
Engine no. JA76224

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

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





The hatchback version ceased production in 1986 and was replaced in 1988 by the Sapphire RS Cosworth four-door saloon.

This particular Sierra RS Cosworth was serviced initially by Hendy's at Chandlers Ford, a Ford dealership that ran a Sierra Cosworth racing team and so knew the cars very well. Subsequently the Sierra has been serviced by the owner's local Ford dealership, Keith Motors of Christchurch, Dorset who were entrusted with re-commissioning it in April 2013. Works undertaken included replacing the cam belt, tensioner, water pump, rear brake pads, etc (see bill for £1,469.45 on file). 'E900 PLJ' has covered approximately 106,500 miles from new and is described as in generally good condition. Finished in grey with matching fabric interior, this one-owner Sapphire Cosworth is offered with current MoT and Swansea V5 document

£8,000 - 10,000 €9,500 - 12,000







#### 335 11,533 miles from new 1973 Jaguar E-Type Series III V12 Roadster

Registration no. TRC 901L Chassis no. 1S1725 Engine no. 7S10199SB

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

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

Lucas transistorised ignition and Adwest power-assisted steering were now standard, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-andout 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.

A desirable manual transmission model finished in the rare original factory colour scheme of Lavender Blue, this Series III E-Type was first registered on 4th May 1973 and purchased from Mann Egerton of Derby (formerly Sanderson & Holmes, a long established coachbuilding company dating back to Victorian times). Its purchaser was a Mr Arthur Soar, who kept the car until 2004, by which time it had covered only 6,881 dry miles from new. After Arthur Soar's death at the age of 93, the E-Type passed to his son Harold but remained unused in its garage until 2010. In December 2005 the car had been reissued with its original registration 'TRC 901L', having been reregistered as '666 FS' in October 1973.







Towards the end of 2010, the E-Type was despatched to independent Derbyshire-based marque specialists Watjag Ltd (Derek Watson) for extensive re-commissioning (see detailed invoice for £4,760.42 on file). 'TRC 901L' passed to the current owner in March 2011 (purchase receipt available) since when it has been driven to Silverstone, Donington Park, Prescott, the Isle of Man and Cleethorpes, as well as on various club runs in Derbyshire.

A little over 4,500 miles has been covered by the vendor, making the total from new 11,533 at time of cataloguing. Items renewed while in the vendor's care include the fuel pump, voltage regulator, clutch master and slave cylinders, and the battery (still under warranty). 'TRC 901L' remains outstandingly original and comes with the full complement of its original factory instruction manuals, service books and warranty documents.

We are advised that the bodywork and chrome are in excellent condition; likewise the original navy and black leather interior, which shows minimal wear. Other original items include the carpets, hood, tonneau cover and key ring (with label tag). Even the spare tyre is original, and Mann Egerton's sticker is still on the windscreen.

Additional accompanying documentation consists of Mann Egerton's original sales invoice, JDHT certificate, sundry invoices, SORN declarations (x6), V5C registration document and a substantial quantity of expired MoTs and tax discs dating back to the 1970s. The car also comes with three spare keys and a box of various original parts removed for replacement. Described as in generally excellent condition, 'TRC 901L' represents a rare opportunity to acquire a fully documented, little used and unmolested Series III E-Type Roadster preserved in exceptionally original condition.

£60,000 - 70,000 €71,000 - 83,000



336
Left-hand drive
1965 Ford Mustang 289 Coupé
Registration no. to be advised
Chassis no. 5F07A609120
Engine no. to be advised

William S Stone, 'The Ford Mustang'.

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

Ford created a new class of car almost overnight with the introduction of the Mustang sports coupé part way through the 1964 season, catching the rest of the US auto industry off guard. Aimed at the affluent young, for whom a car was as much a lifestyle statement as means of transport, the Mustang succeeded brilliantly, achieving sales in excess of a quarter million by the end of '64. The secret of the Mustang's success was a broad appeal that extended beyond the target market thanks to a great value-for-money package combining sporty looks, decent economy and brisk performance. Mustangs could be ordered in specifications ranging from six-cylinder 'economy' to V8-powered luxury, while customers could choose from an extensive range of factory options, with the result that seldom are two Mustangs identical.





This particular 1965 Ford Mustang coupe features the rare combination of the optional 'A'-code 289ci (4,727cc) V8 engine equipped with four-barrel carburettor and producing 225bhp, with the desirable four-speed manual transmission.

Other noteworthy features include floor shifter with centre console, air conditioning, Rally Package, spinner wheels and a now very rare 8-track radio/cassette player. Restored in 2012, the car is finished in Wimbledon White with matching interior and has very nice paintwork and chrome, while the engine compartment has been carefully detailed to factory specification. Offered with current MoT/tax and Swansea V5C registration document, this classic American GT is described as in generally excellent condition.

£12,000 - 16,000 €14,000 - 19,000



337
Left-hand drive
1946 Chevrolet Stylemaster Coupé
Registration no. to be advised
Chassis no. 3DJ141257
Engine no. to be advised





'Harley Earl and company attended to Chevrolet's first post-war re-style after all other General Motors cars except Pontiac, so these two makes used pre-war 'shells through 1948.' - Richard M Langworth, *Collectible Cars*.

Chevrolet's base model of the 1946 range, the Stylemaster was basically an mildly revised '42 Master Deluxe, a model introduced in 1941, the last full year of automobile production before the attack on Pearl Harbour ushered the USA into WW2. Chevrolet had been out-selling Ford for several years by this time, and the arrival of the Stylemaster only helped to consolidate the Chevy's position as America's most popular automobile. The late 1930s and early '40s had seen an increasing interest on the part of car designers in 'streamlined' models, reflecting developments in the aircraft industry, and this trend was continued in somewhat less exaggerated form after WW2. Like the rest of the Chevrolet range, the Stylemaster was powered by the company's famous 3½-litre 'Stovebolt' overhead-valve six, an engine it would continue to use until production of the model ceased in 1948. A three-speed manual gearbox was the only transmission available.

An example of a model rarely seen today, this particular Stylemaster participated in The Great Race (formerly The Great American Race) and finished 2nd in class. Restored at some time in the 2000s, the car is finished in blue with grey upholstery, the paintwork, chrome and interior being described as in excellent shape. The engine fires at the first attempt and is said to be very smooth, as is the transmission.

Noteworthy features include front bumper guards, rear bumper extensions, sun visor, cloth interior, dual spotlights, dual exterior rear view mirrors, AM radio, clock, wide whitewall tires, chromed hubcaps and a heater/defroster. After-market items include turn signals, safety belts, a compass, column-mounted fan and a traffic light viewer. Offered with current MoT/tax and Swansea V5C document, this charismatic 'Classic American' is said to run, drive and handle very well, and is ready to show or participate in the next Great Race.

£10,000 - 15,000 €12,000 - 18,000



#### 338 1932 Alvis 12/50hp Doctor's Coupé Coachwork by Cross & Ellis

Registration no. GY 5928 Chassis no. 9746 Engine no. to be advised

Engineer T G John founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons – 'Alvis'. Manufactured by T G John Ltd, the first Alvis car - the 10/30hp - appeared in 1920. Conventional yet well engineered, the four-cylinder sidevalve-engined 10/30 was unusual among contemporary light cars in having a four-speed gearbox.

Beginning in 1922 and using the 10/30 as a starting point, newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established Alvis's reputation - the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,496cc, and on its competition debut at Brooklands in 1923 secured a legendary victory in the premier 200-Mile event crewed by Harvey/ Tattershall. The production version went on sale later that same year priced at £550. Sporting coachwork predominated on the early chassis, with tourers and saloons appearing as time went on.

If not over-burdened by weighty coachwork, most were capable of around 75-80mph. A 1,598cc engine became available in 1924, together with front-wheel brakes, while a four-speed 'crash' gearbox was used throughout the model's life. From 1926 onwards the 12/50 benefited from a significantly stronger platform chassis.

A model of exceptional importance for Alvis, the 12/50 was briefly superseded by the front-wheel drive models but swiftly reinstated, remaining in production until 1932, by which time it was being built with a new 1,645cc engine. Well designed and well built, the Alvis 12/50 was robust and easily maintained, qualities that only encouraged enthusiastic appreciation among its owners. This essential durability, plus the fact that the factory continued to offer support until it ceased car production in 1967, has made for a relatively high survival rate. Today the Alvis 12/50 is one of the most highly sought after of pre-war sporting cars, with an enthusiastic following worldwide.







The late example offered here carries two-seater-plus-dickey coachwork by Cross & Ellis. Founded in Coventry in 1919, Cross & Ellis supplied bodies under contract to the local motor industry, enjoying a long, though sometimes troubled, relationship with close neighbours Alvis. Indeed, the four-door tourer bodies on the Speed Twenty-Five chassis are regarded as among its finest work.

'GY 5928' was purchased by the current vendor from Malcolm Elder & Sons in November 2004, having previous belonged to Bruce Malin of Adderbury, Oxfordshire, who had acquired the car in April 2000. Since acquisition, a full 'body off' restoration and total mechanical rebuild has been carried out by recognised specialists Tim Walker Restorations and Red Triangle, with parts sourced from the Alvis Register. Seven Restorations of Coleford, Gloucestershire repainted the car, while Gary Wright Coach Trimming re-upholstered and re-carpeted the interior, and made a new hood.

There are related bills on file totalling well in excess of £100,000, close inspection of which is strongly recommended, together with a photographic record of the work. The rebuild was completed in 2010 and the Alvis competed in that year's Flying Scotsman Rally.

Benefiting from a recent extensive service by Tim Walker (invoice on file), 'GY 5928' is described as in generally excellent condition and is ready to enjoy. The car is n offered with an extensive history file containing the aforementioned invoices; two old-style continuation logbooks (1956 and 1974); assorted DVLA correspondence; a substantial quantity of expired MoTs; VSCC 'buff form'; Swansea V5C document; current MoT certificate; and various photocopied manuals and technical literature. An alternator (driven off the prop shaft) and a pair of bronze-bodied SU carburettors from a 12/60 model are the only notified deviations from factory specification.

£35,000 - 45,000 €42,000 - 54,000



#### 339 1927 Rolls-Royce 20hp Limousine Coachwork by Thrupp & Maberly

Registration no. YE 578 Chassis no. GYK4 Engine no. G1816

Copies of factory build sheets on file show that chassis number 'GYK4' aid down on the 14th July 1926 and ordered by Rootes Ltd for their stock, being assigned to Mr Eric Hill of Weybridge. Thrupp & Maberly built the enclosed limousine coachwork, finished in blue/black, and the car was ready by 13th December 1926, the guarantee being assigned on 17th January 1927. Mr Hill kept the Rolls-Royce for four and a half years, returning it to Rootes Ltd on 17th August 1931.

In February 1932, as noted on the copy record card, Lady Edith Bland South of London W1 purchased 'GYK4' from Rootes Ltd. Lady Edith had the car serviced at Rolls-Royce on several occasions during her ownership of four and a half years.

The car was then part exchanged at Rootes late in 1938. Lady Edith was allowed £200 on her Humber and £100 on 'GYK4' against the purchase of a pre-owned 1936 Rolls-Royce 25/30hp.

The third owner, Mr J Compton of Crystal Palace, purchased 'GYK4' from Rootes Ltd for £55 'as stated on the invoice', which means they made a substantial loss on the deal, which took place January 1939. The car was delivered to Mr Compton on 3rd January 1939. There are no further records from late 1939 until 1962, although the car wears Paddon Bros plates on the rear steps as well as Thrupp & Maberly plates on the front steps indicating that sometime after Mr Compton's ownership they may well have held this car in stock.

A letter from one H F Saubier (possibly the fourth owner) is noted on the chassis records during 1962. Mr Saubier lived in Ostend, Holland but we cannot know whether he was the only continental European owner, though the Rolls-Royce appears to have remained in Holland for around 18 years.

On 3rd April 1980, 'GYK4' returned to the UK, passing into the ownership of one T E Roxburgh of Bradford-on-Avon, though the car was not examined by the Vehicle Inspectorate until 28th July 1982. It seems it may have been off the road for the intervening two years. The next (possibly sixth) owner, Mr Joseph Whitmarsh of Never Avon appears to have purchased the Rolls-Royce on 4th July 1984 but kept it for only nine months.











Next owner Mr John Backhurst purchased the car on 22nd March 1985 and seems to have enjoyed the car for over 11 years, covering a substantial mileage. On 1st August 1996, the next owner, Mrs Anna Nudd of Shardlow, purchased 'GYK4'. She kept the car for almost seven years before selling it to a Mr Harrison in March 2003. Mr Harrison did not register the car in his name, so the next officially recorded owner is Mrs Brenda Harrison of Ilkestone, who sold on 'GYK4' only three months later on 4th June 2003.

It appears the car was offered for sale at auction and bought by Mr Colin Sherwin of Staffordshire, who undertook an extensive restoration during which he changed the colour from blue/black to the red/black it is now. This restoration was reported to have cost in the region of £20,000. Having done a very acceptable job, Mr Sherwin then sold the car on 27th July 2005. For the next six months 'GYK4' was owned by Mr R Hibbert of Derbyshire, who then advertised the car for sale in the R-REC Advertiser of January 2006.

On 26th January 2006, the Rolls-Royce was bought by a Mr Rackham of Maidstone, who sold it to the current owner in September 2007 having fitted a replacement engine. The original engine came with car when the current vendor purchased it from Mr Rackham, and this has now been rebuilt and reinstalled (all invoices and photographs available). Fewer than 900 miles have been covered since the rebuild.

'GYK4' came without any accessories of any kind but the vendor has managed to acquire a starting handle, wheel changing tools and a rear luggage grid, which has been restored and attached. This exceptionally well documented Rolls-Royce Twenty is offered with current road fund licence, Swansea V5C and history file containing the aforementioned restoration records and factory paperwork.

£40,000 - 45,000 €48,000 - 54,000



340 1929 Essex Super Six Doctor's Coupé Registration no. BF 4843 Chassis no. 961029 Engine no. 1220839





Introduced as a lower-priced companion to the parent Hudson marque in 1919, the Essex soon became synonymous with both high performance and reliability when an example averaged over 60mph for 50 hours in December 1919, a stunt which the company followed up by a successful four-car transcontinental trek in 1920.

Founded in Detroit, Michigan in 1910, the Hudson Motor Car Company took its name from Joseph L Hudson, who provided the finances that enabled a group of experienced ex-Olds Motor Works employees to embark on a new automobile manufacturing venture.

Incorporated in February 1909, Hudson built its first car in July of that same year and 12 months later had sold 4,000 units, the industry's best first-year sales record to date. Although the firm would later become famous for its record-breaking Super Six range, Hudson's first product was a four-cylinder car, as was that of companion marque Essex.

Essex pioneered low-cost closed coachwork in the United States, its four-seater sedan being only slightly more expensive than the tourer in 1922 and marginally cheaper by 1925. Essex's big news for 1924 was the switch from four to six cylinders. The new sidevalve power unit started life at an unusually small - for the United States - 2.1-litres capacity before being enlarged to 2.4-litres part way through the year. Renamed 'Super Six' for 1927, the Essex gained a larger (2.5-litre) and more powerful engine that year and four-wheel Bendix mechanical brakes the year after. Stylistically, the Essex looked broadly similar to its Hudson parent, albeit on a smaller scale.

This restored Essex Super Six with doctor's coupé coachwork was exported new to Australia, hence the bodywork's wonderful condition, and only came to the UK in 2008. Boasting the conveniences of right-hand drive and four-wheel brakes, this capable classic American is described as in generally good condition, with very good body and interior, and is offered with sundry restoration invoices, current MoT/tax and Swansea V5 registration document. A spare cylinder block is included in the sale.

£20,000 - 25,000 €24,000 - 30,000



341 1949 Bentley MkVI Saloon Coachwork by James Young Registration no. KXB 200 Chassis no. B403DZ Engine no. B451D

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the MkVI Bentley. Rolls-Royce's first post-WW2 product, the MkVI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the MkVI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the MkVI (and Rolls-Royce Silver Dawn) measuring 10' exactly.

Notable features were independent front suspension and hydraulic front brakes. Powering the range was a new 4,257cc six-cylinder engine featuring 'F head' (inlet-over-exhaust) valve gear that permitted the use of larger valves than the pre-war overhead-valve unit with a consequent improvement in gas flow. As a concession to the marque's sporting pedigree, the Bentley version was equipped with twin SU carburettors, the Rolls making do with a single Stromberg. The MkVI was a 90mph car while its interior was typically well appointed, boasting leather upholstery and walnut dashboard and door cappings; the right-hand manual gearchange was a characteristically pre-war inheritance.





Although the Bentley Mark VI's 'standard steel' saloon body accounted for the bulk of production, customers could still opt for a coachbuilt alternative such as the James Young-bodied example offered here. One of only a tiny handful of British coachbuilding companies still active after WW2, Kent-based James Young had established itself among the foremost coachbuilders for up-market chassis by the end of the 1930s but did not resume exhibiting at the London Motor Shows until 1948, its factory having been devastated by wartime bombing.

First registered on 22nd July 1949, 'KXB 200' was acquired by Brigadier G W S Burton, previously with the Indian Army, on 16th February 1967 as recorded in the accompanying old-style continuation logbook on file (issued 1972). Its previous history is not known. The Bentley was acquired by the late owner from Brigadier Burton circa 1973 and extensively restored shortly thereafter at a cost of around £60,000. We are advised that the work was carried out by Rolls-Royce specialists in the West Country. 'KXB 200' has been maintained by marque specialists Sargeants of Goudhurst and is described by the lady vendor as in generally good condition. The car is offered with the aforementioned logbook, current road fund licence, recently expired MoT (October 2013) and Swansea V5C document.

£22,000 - 26,000 €26,000 - 31,000



#### 342 1934 SS1 Jaguar 20hp Tourer Coachwork by SS Cars Ltd

Registration no. SV 9641 Chassis no. 248110 Engine no. 211156

Forerunner of the marque 'Jaguar' from SS Cars Ltd of Coventry, the SS1 predated yet epitomised the later advertising slogan, 'Grace, Space, Pace.' 'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley in 1922. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis. The design was the work of Walmsley's partner, William Lyons, whose future Jaguar creations would confirm his reputation as one of the British motor industry's most gifted stylists. Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis.

Marque status arrived in October 1931 with the launch of the SS1, a close-coupled coupé. Based on that of the Standard Ensign 16hp, the SS1's low, under-slung chassis was designed by Lyons and supplied exclusively to Swallow by Standard, which also provided the 2.1/2.6-litre six-cylinder sidevalve engine and four-speed gearbox. Lyons' design for the body was startling: the SS1's excessively long bonnet, tiny passenger compartment and helmet-type front wings suggesting that it represented the ultimate in high performance. In so doing, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price. Indeed, so successful was Lyons' new venture that production of Swallow-bodied cars ceased altogether in 1933 and SS Cars Limited was formed, initially as a subsidiary of the Swallow sidecar-building business.



The SS1 body style was revised for 1933 and the engines up-rated with alloy cylinder heads and improved manifolding, advances that raised the top speed to 75mph. For 1934 the SS1 gained a new wide-track chassis and slightly enlarged Standard engines of 2,143cc and 2,664cc while the body - now available in four different configurations - underwent yet another restyle. In this, its final form, the SS1 remained in production until 1936, by which time 2,503 examples of this ultimate version had been made.

This 20hp (2,664cc) example of the concluding SS1 model was manufactured on 15th June 1934 and sold through S H Newsome of Coventry to one F L Pearson of Nuneaton. The last known record of its usage in the UK was in 1962, after which the car is assumed to have been exported to the USA. In the 1980s it belonged to a Japanese gentleman, who bequeathed the car to a couple who owned a country club in the Kobe area.

The lady used to drive the SS1 around the estate, but never on the roads. It was during this time that the registration papers were mislaid, which prevented its registration in Japan. Two years after the lady owner passed away, her son sold the car to the present owner, who is now offering it for sale.

Well preserved throughout its sojourns in the USA and Japan, this car is a solid, original and un-restored example. The body's timber framework is in generally good condition and the engine runs, albeit somewhat erratically. Having seen only limited use in recent times and none at all over the last two years, the car will require re-commissioning, at the very least, or possibly more extensive refurbishment before returning to the road. Being highly original, it is an excellent candidate for a full restoration. There are no documents with this Lot, which is sold strictly as viewed.

£60,000 - 80,000 €72,000 - 96,000



343
Left-hand drive
1931 Ford Model A Roadster Deluxe
Registration no. to be advised
Chassis no. 4296387
Engine no. to be advised

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

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





Various improvements had been made to the Model A by the time this Roadster Deluxe was built in 1931, the final year of the model's production. Not the least of these was the adoption of smaller (19") wheels for 1929 as part of a major facelift, resulting in a lower, sleeker look. This car retains its original engine and three-speed gearbox, while other noteworthy features include dual side mounts, chromed luggage rack and a stone shield.

Subject of a 'frame off' restoration in 2010, it is finished in Tacoma Beige with Washington Blue reveals and black fenders. We are advised that the high quality 'clear-over-base' repaint involved complete wet sanding and buffing to a mirror finish, giving a result better than new. Said to run and drive very well, just like it did when factory fresh in 1931, this beautiful Ford Model A is offered with current MoT/tax and Swansea V5C document.

£14,000 - 18,000 €17,000 - 22,000



344
Left-hand drive
1971 Ford Mustang Convertible
Registration no. to be advised
Chassis no. 1F03F101044
Engine no. to be advised

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

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





The Mustang was enlarged and restyled for 1969 and again for 1971 when the convertible model offered here was made, the latter revamp resulting in a car lower, longer and wider than before. This particular example has the 351ci (5.7-litre) 'Cleveland' V8 engine and automatic transmission combination. Treated to a full 'ground upwards' restoration in 2012 with no expense spared, it looks as good underneath as it does on the top.

Finished in high quality Rangoon Red clear-over-base paint, the car boasts an all new black interior complete with bucket seats and centre console, while all the brightwork has either been plated, polished or replaced. Other noteworthy features include a new black convertible top and Magnum 500 chromed wheels. Described as in generally excellent condition, the car is offered with current MoT/tax and Swansea V5C document.

£14,000 - 18,000 €17,000 - 22,000







# 345 Left-hand drive One owner, 21,000 miles from new 1959 Triumph TR3A Roadster

Chassis no. TS44436L Engine no. TS45184E Lacking a sports car capable of competing with those of rivals MG and Jaguar, Standard-Triumph engaged in a hurried design and development programme that culminated with the display at the 1953 Geneva Motor Show of the prototype TR2. Simply constructed, practical to own and offering 100mph-plus performance at a bargain price, the TR2 was an enormous success both at home and abroad so it was only to be expected that its successor would represent evolution rather than revolution. Introduced in October 1955, the TR3 was, indeed, little different from the TR2. Changes to the Standard Vanguard-derived 2.0-litre engine boosted power from 90 to 95bhp but the most obvious difference was the adoption of an 'egg box' radiator grille. The engine developed 100bhp courtesy of a new cylinder head by mid-1956; then in August Girling front disc brakes and the stronger Phase III Vanguard rear axle were standardised.



Cosmetically revised but mechanically indistinguishable, the TR3A was phased in during 1957. New front-end styling featured a full-width grille incorporating sidelights/indicators, and for the first time there were locking door and boot handles plus an improved interior.

This left-hand drive Triumph TR3A was purchased new from a main dealer in Denver, Colorado on 13th March 1960 by an esteemed American scientist. The car was a gift for his wife Carol, who would use it to attend law school. First registered in the scientist's name, so as not to spoil the surprise, the Triumph remained registered to him until he passed away on 4th May 2003. The title document was then transferred to his wife's name on 29th December of that same year. By this time the lady owner had retired from being the Assistant District Attorney of Colorado, 'being extremely respected and a fine woman'.

In the early 1970s it had been decided to make this then superb example - always cherished by its owner and maintained to the highest standard - into a show winner. The car was carefully stripped to the bare bodyshell and reassembled after every original item had been cleaned and detailed; it was then refinished in beautiful Iris blue. New weather equipment and interior trim to the original pattern trim was installed. For the last 40 years the Triumph has been maintained in that condition, and apart from regular servicing has required no further work. The history file contains photographs of the car taken during the 1960s and others taken after 1976, as well as paperwork verifying its singular history.

This has to be one of the most original Triumph TR3s in existence; it looks almost to good to be true and driving the car is said to be a wonderful experience. It comes with full weather equipment and all its original tools, and is duty-paid in the EU.

£32,000 - 36,000 €38,000 - 43,000







#### 346 1960 Bentley S2 Continental 'Flying Spur' Saloon Coachwork by H J Mulliner

Registration no. 195 YUN Chassis no. BC76AR Engine no. A75BC

This Bentley S2 Continental features the elegant, H J Mulliner-designed, 'Flying Spur' four-door coachwork, and is one of only 71 with right-hand drive out of a total of 125 completed in this style on the S2 chassis.

Eulogising about Bentley's new 'S'-series cars, introduced in April 1955, *The Autocar* wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

Having relied exclusively on six-cylinder engines since civilian production resumed at the war's end, Rolls-Royce secured its long-term future by turning to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine. Power-assisted steering was now standard and there was no longer the option of a manual gearbox, Rolls-Royce's own four-speed automatic transmission being the sole offering.

The S2 Continental chassis differed by virtue of its shorter radiator, four-leading-shoe front drum brakes and - up to chassis number BC99BY - higher gearing. Independent coachbuilders continued to offer alternatives to the factory's 'standard steel' bodywork, perhaps the most stylish being those produced to cloth the Bentley Continental which was, of course, only ever available with bespoke coachwork.

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car, but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner.









Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot. The Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.

Chassis number 'BC76AR' was retailed new via Jack Barclay Ltd and first owned by Philip Hill & Partners of London EC2. Accompanying copy chassis cards record that the car was delivered finished in Velvet Green with beige leather upholstery and equipped with various special features including folding armrests to the rear seats, elbow rests to the front seats, front passenger seat headrest and 'GB' lettering.

The second owner is listed as Basil Wigodner, also from London, who purchased the car on 28th March 1963. In 1975 the Bentley was sold to Frederic Kanter of St Pete, Florida, who restored it in 2006. Its next owner, Thierry Dehaeck, purchased the car in October 2009 via Gullwing Motor Cars in New York and brought it to Belgium. The current (5th) owner purchased the Bentley in November 2012, since when it has benefited from a cosmetic restoration costing £26,616 (bills on file).

Fully serviced and ready to go, this ultimate 'gentleman's express' is described as in generally excellent condition; the air conditioning system excepted, everything works and '195 YUN' is said to drive very well. The car is offered with the aforementioned bills and copy chassis cards, original owner's handbook, current road fund licence, UK V5C document and fresh MoT.

£90,000 - 120,000 €110,000 - 140,000



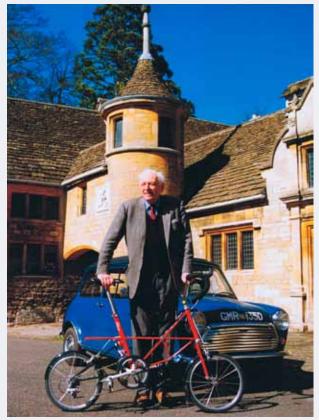
Dr Moulton at his desk, designing pen in hand.

#### **Dr Alex Moulton CBE**

One of the world's foremost experts in the field of vehicle suspension design, Dr Alex Moulton was an inspiration for generations of engineers, designers and inventors. Educated at Marlborough and Cambridge, he was the great-grandson of the rubber pioneer Stephen Moulton, founder of the family business George Spencer Moulton & Co Ltd of Bradford-on-Avon.

Alex Moulton worked at Bristol Aeroplanes as assistant to Sir Roy Fedden during WW2. In 1945 he joined the family firm, Spencer Moulton, to lead a new research team. His collaboration with Sir Alec Issigonis resulted in Moulton's rubber cone suspension system being used on the revolutionary Mini. He was also responsible for the later 'Hydrolastic' and 'Hydragas' systems, which were employed in over 12 million British cars from the original Mini via the Austin Maxi, Austin Allegro and Rover Metro to the MGF.

Dr Moulton was also famous for his revolutionary small-wheeled, full-suspension Moulton bicycle. The latter first became popular in the 1960s and is still built by hand in Bradford-on-Avon and Stratford-upon-Avon by a loyal team of engineers, technicians and craftsmen. Dr Alexander Eric Moulton CBE passed away peacefully in the company of his family and staff on 9th December 2012, at the age of 92.



Dr Moulton with his two most famous projects.

### 347 Owned by Moulton Developments Ltd from new 1981 Austin Mini Metro 1.3S Saloon

Registration no. HHR 499W Chassis no. SAXXBHND1AD353100 Engine no. 12H907AA 108776

Launched in October 1980, the Austin Mini Metro was an instant success. Alex Moulton's sister, Dione, was one of the first purchasers and Alex, having tried her car, decided to buy one for research and development purposes. Moulton Developments had contributed to the suspension design but, against Alex's advice and purely to save costs, British Leyland did not interconnect the Hydragas system front-to-rear as it was originally designed to operate, opting instead for independent suspension at the front with side-to-side interconnection at the rear. In 1986/87 'HHR 499W' was stripped down and fitted with a prototype front-to-rear interconnected Hydragas system which BL, by then Rover Group, adopted when the Metro was facelifted in 1990. The Rover Metro and later 100 Series incorporated front-to-rear interconnected suspension, giving a vastly improved ride, which was the result of development work carried out on 'HHR 499W'. The engine has been modified by Richard Longman. A replacement (manual) gearbox was fitted in 1995. Other modifications include an MG Metro tailgate spoiler and seats; later-type TD (metric) wheels; and a later steering wheel. In 2001, following a period of storage, the original carpets were replaced with the current set. 'HHR 499W' requires re-commissioning as it has been off the road for some time. (The odometer reading is circa 56,000 miles). The suspension needs attention as it will not hold pressure and a full inspection by suitably qualified persons is strongly advised. The suspension components on the car are believed to be non-standard and incompatible with any of the later Rover parts. A file of paperwork is included, consisting mainly of old MoT, insurance and licensing papers together with V5C registration document and a letter from Austin Rover dated 11th June 1987 indicating that the vehicle was then in their custody undergoing evaluation. A copy of a garage record card from E W Stone Ltd lists work carried out over the years. The last MoT expired in September 2011 and the car is currently SORN'd.

£1,000 - 1,500 €1,200 - 1,800 No Reserve

#### 348 2000 Rover Mini 1.3i Saloon

Registration no. V679 LNP Chassis no. SAXXNWAZEYD182146 Engine no. 12A2LK70 393785

In 1999 Royer Cars announced that production of the classic Mini would end in 2000. Alex Moulton decided to purchase one of the final Minis and sourced this one from Rover dealer Edwards Cars of Stratford-on-Avon, Warwickshire, Stratford being the town of his birth in April 1920. An appropriate 80th birthday present, 'V679 LNP' was the last new car Alex bought and the final one he ever drove. He specified the Mini in Tahiti Blue and prior to delivery had the roof painted Old English White by Edwards Cars. This was to replicate the original appearance of his 1966 Morris Mini Cooper S 'GMR 135D' (Lot 351). Within days of delivery Alex was enjoying his new car, having immediately had modified suspension cones and trumpets fitted, and the driver's seat mounting brackets modified to better accommodate him. Further suspension refinements were carried out over the next few years including a 'Smootha Ride' kit developed by Alex and sold through Mini Sport of Padiham, Lancashire. The cylinder head was modified by Richard Longman in 2000 and there is mention in the vehicle's history file of the ECU being up-rated but there is no documentary evidence to support this. In 2005 Alex decided that he wanted to fit Hydragas suspension and E W Stone Ltd of Bradford-on-Avon set about obtaining the necessary parts. However, the project stalled and was abandoned in 2006 when Stone's closed. As a final and very fitting tribute to the genius behind the Mini's suspension, 'V679 LNP' was parked outside the door of Holy Trinity Church, Bradford-on-Avon on the morning of Alex's funeral on Wednesday 19th December 2012. This Mini is in need of re-commissioning as it has seen little if any use since Dr Moulton's death (the last MoT expired on 15th August 2013). Currently SORN'd and offered with V5C document, it is sold with a history file that includes an original sales brochure, price list and accessories catalogue; correspondence between Shaun Moulton and Edwards Cars; and the original sales invoices. The handbooks and all security numbers, etc are included together with a copy of E W Stone's garage record card detailing work undertaken.















**349 1964 Morris Mini Moke**Registration no. 145 VFC
Chassis no. M-AV-1/621785
Engine no. 8ACUH184







This Moke was one of the first produced (at Longbridge, where all UK Mokes were built) following the model's introduction in August 1964. The first owner was Morris Motors Limited of Cowley, Oxford. On 23rd August 1965 the vehicle was transferred to The Austin Motor Co Ltd, Longbridge, Birmingham. At the suggestion of Alec Issigonis, Alex Moulton (through Moulton Developments Ltd) acquired the Moke from BMC in January 1966 for the purposes of suspension research, and it was delivered to Bradford-on-Avon where work immediately commenced to fit Hydrolastic suspension. Subsequently it was used for several years as a test-bed for further Hydrolastic system development.

In 1974 the Moke was taken off the road, remaining in storage until 1992 when it was reregistered with the DVLA with the original number, the latter now non-transferable. Between 1997 and 2004 the Moke saw periods of limited use around Bradford-on-Avon and on the Moulton Estate but following an MoT inspection in October 2004 that revealed repairs were needed, Alex decided to return it to storage at The Hall stables where it has remained. It should be noted that when the vehicle was reregistered in 1992 it was mistakenly designated as an 'Austin' when in actual fact it was built as a 'Morris'. The engine has not been modified to accept unleaded petrol.

'145 VFC' comes with a file of supporting paperwork, documents and photographs including the original logbook; correspondence between Alex Moulton and BMC regarding its purchase; an inventory dated 14.01.1966 listing parts supplied by BMC for the Hydrolastic conversion; papers relating to the re-registration in 1992; sundry insurance, taxation and MoT certificates; and Swansea V5 registration document. Also included is a copy of a garage record card from E W Stone Ltd of Bradford-on-Avon listing works carried out between 1997 and 2004 when the last MoT expired.

This is an extremely rare UK-specification Mini Moke dating from the first few weeks of production. The fitting of Hydrolastic suspension by the system's inventor makes this vehicle unique and, although it will require some restoration and re-commissioning, it is a very important piece of the historical jigsaw relating to BMC/BL/Rover Group's widespread use of Moulton's suspension systems.

£2,500 - 3,500 €3,000 - 4,200 No Reserve



**350 1997 Bentley Brooklands Saloon**Registration no. 888 EAM
Chassis no. SCBZE20C6VCH60007
Engine no. 86923L410M/T1V





Dr Alex Moulton owned a series of sports and prestige cars throughout his professional life and this Bentley Brooklands is the last of those vehicles. The Bentley was supplied new in March 1997 by official Bentley distributors P & A Wood of Great Easton, Dunmow, Essex. The cost of car when new, including the 'extras' listed on the original order form, was £108,771.28.

Included with the car is a comprehensive file of paperwork including correspondence between Dr Moulton and P & A Wood both prior to and following delivery; the original Rolls-Royce Motors order form; service, MoT and insurance documents; and other sundry information. A photograph of the car can be found on page 68 of Alex Moulton's autobiography 'Alex Moulton from Bristol to Bradford-on-Avon - a lifetime in engineering' published by The Rolls-Royce Heritage Trust in 2009. The vehicle will be sold complete with Dr Moulton's cherished registration number '888 EAM', which has been carried by several of his prestige motor cars.

The origin of this number can be traced back to April 1964 when it was issued by Wiltshire County Council's Motor Taxation Department to E W Stone Ltd, Station Garage, Bradford-on-Avon and assigned to a Land Rover that was purchased by the Moulton Estate. That vehicle was disposed of around 1979. Following Dr Moulton's death in December 2012 it was necessary to register the Bentley in the name of his personal driver for the purposes of licensing and in connection with the administration of the estate.

Finished in Racing Green with Sandstone leather interior, Conifer carpets and rugs, and burr walnut wood trim, '888 EAM' has covered approximately 33,000 miles from new and is presented in a condition reflecting this relatively low mileage and regular maintenance. The car is offered with current SORN, Swansea V5C registration document and its most recent MoT certificate, which expired on 5th November 2013.

£7,000 - 9,000 €8,400 - 11,000 No Reserve



#### 351 Owned by Moulton Developments Ltd from new 1966 Morris Mini Cooper 'S' Saloon

Registration no. GMR 135D Chassis no. L109758/FE1680082 (see text) Engine no. 9FS.SA.Y.42686

First registered on 10th October 1966, this Mini Cooper S is the most important of all the vehicles owned by Alex Moulton and was his personal favourite. It is of great historical significance and has not been seen in public for many years. 'GMR 135D' has been extensively modified and reworked by several acknowledged Mini experts and comes with a large file of supporting paperwork, some of which is highly desirable in its own right and certain to be of immense interest to Mini historians.

From 1965 Alex began thinking about buying a Mini Cooper. He was well acquainted with several of the racing and tuning experts who had been uprating the Mini for competition purposes, in particular the legendary Daniel Richmond and his wife, Bunty, who owned and ran Downton Engineering in the village of Downton near Salisbury. In the accompanying history file there is correspondence between Alex and Downton Engineering, firstly enquiring after a special tuning kit for a Morris 1100 (this letter was replied to personally and signed by 'Bunty') and then, dating from August 1966, an order with Downton for a new Mini Cooper 'S' to be supplied 'with Alec's (Alec Issigonis) acquiescence, with an automatic gearbox'.

This was obviously not approved of by 'Issi' as the car was delivered with manual transmission! The original sales invoice for 'GMR 135D' is dated 22nd September 1966 for a total (after discount and the addition of delivery charges, etc) of £784 5s 10d. Some of Alex's paperwork is addressed personally to 'Daniel' (Richmond). More letters refer to tuning and other modifications carried out by Downton Engineering shortly after Alex took delivery and also to his subsequent delight at the car's performance once it was returned to Bradford-on-Avon.

Over the following dozen-or-so years, 'GMR 135D' underwent many modifications, some of which are referred to in the file. Around 1968 the car was stripped down and rebuilt using a new Mark 2 bodyshell, the floor being specially stiffened with glassfibre, increasing the rigidity and weight for better roadholding. A Webasto fabric sunroof was fitted at this time and roof itself covered in black vinyl. The bodyshell was painted in the original colour scheme of Island Blue by Colour Developments Ltd (Arthur H Meaden, Coachworks, Ltd) of Frome Road, Bradford-on-Avon. The suspension was refined and a Hydragas system fitted.









This was an early experiment and helped pave the way for the introduction of Hydragas to mainstream production, starting with the Austin Allegro in 1973. The front passenger seat was removed and a Rolls-Royce Shadow style passenger seat installed at the nearside rear to enable Alex to be driven in style! The driver's seat was modified to Alex's own specification and the interior re-trimmed in black.

In 1980 the Mini was retired for several years, re-emerging in the early 1990s. In 1994 Richard Longman & Co of Christchurch, Dorset, fitted a Jack Knight five-speed manual gearbox at a cost of £2,800. (Longman was a former championship racing driver who had worked for Daniel Richmond at Downton Engineering before starting his own specialist business). The engine has been modified and tuned by Longman more than once, and in 2002 this included the fitting of an electronic distributor. (It has not been modified to accept unleaded petrol). Twin electric fuel pumps are installed, also a Kenlowe electric cooling fan. In 1995 a new VIN plate had to be fitted for MoT identification purposes. Presumably this had been overlooked when the new bodyshell was fitted. Somerford Minis of Great Somerford, Wiltshire fitted a new rear sub-frame in 2006.

From 1989 until 2005 routine maintenance and repairs were carried out by Bradford-on-Avon Rover specialist E W Stone Ltd of Station Garage, St Margaret's Street. This was a former BMC/BL/Austin Rover dealership favoured by Alex for many years. Stone's closed in 2006 but their repair record cards were copied and are included in the history file. In addition there are miscellaneous papers such as MoT and licensing documents, magazine articles, technical literature, photographs, catalogues and other items too numerous to mention. The most recent MoT certificate expired in August 2011. Currently SORN'd, 'GMR 135D' comes with V5C registration document and will require re-commissioning before returning to the road.

Over many years Alex demonstrated this car to many influential design engineers and motor industry executives, and some of these demonstrations featured in magazine and newspaper articles. The Mini Cooper also appears in Alex's autobiography, published in 2009. In short: this is a very important vehicle that is being offered for sale for the first time ever on the open market and is certain to attract worldwide attention.

£18,000 - 22,000 €21,000 - 26,000



**352 1994 Bentley Continental R Coupé**Registration no. L810 WGK
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 back), 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.

£25,000 - 30,000 €30,000 - 36,000



**353 65th oldest surviving Morris Mini Minor 1959 Morris Mini Minor Saloon Project**Registration no. XAA 54
Chassis no. M/A2S4/5456







'The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact "real" car Britain ever produced.' – Chris Rees, 'Complete Classic Mini'.

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout allowed Issigonis to create a trend-setting masterpiece of automotive packaging. The first Mini prototypes were running by November 1957 and in April 1959 the first pre-production examples were hand-assembled at Austin's Longbridge factory. In May 1959, the first Morris-badged version was built at Cowley and that car, registration '621 AOK', now forms part of the British Motor Industry Heritage Trust's collection at Gaydon.

Less than two-and-a-half years after its initial conception the Mini was officially launched at the 1959 Motor Show, having been shown to the motoring press eight days previously. BMC chose to market the car as the 'Austin Se7en' and 'Morris Mini Minor' before 'Mini' became a marque in its own right in 1969.

The early Mk1 had the 848cc A-Series engine, rubber cone suspension and floor-mounted starter button, the latter two features being replaced by Hydrolastic suspension and key starting respectively in 1964. De Luxe versions – preferred by the majority of customers – came with bumper over-riders and additional exterior brightwork.

Manufactured in October 1959, this very early Morris Mini Minor was supplied via BMC distributor Wadham's Ltd of Waterlooville, Hampshire to Lillywhite's of Emworth, Hampshire. It was bought new by a Mr Easton for his wife, and later passed to a Mr Bruce Darby of Woodmancote, West Sussex from whom it was purchased by the current vendor in 1977. Fitted with a replacement engine at some time during the 1960s, the car was used up to 1984 and since then has been in garage storage. Accompanying documentation consists of a Swansea V5, BMIHT dating letter and emailed correspondence from the 1959 Mini Register confirming its specification. Sold strictly as viewed, 'XAA 54' represents a wonderful opportunity to acquire an example of one of the 20th Century's greatest cars in its earliest and purest form, ripe for sympathetic restoration.

£8,000 - 12,000 €9,600 - 14,000







354
One of only 662 produced
1959 Jaguar XK150S 3.8-Litre Drophead Coupé

Registration no. YCD 354 Chassis no. T827463DN Engine no. ZB4735-8

'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable. As with most cars, there are a few body details which could be improved, but we do not know of any more outstanding example of value for money,' - Autocar.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet.

A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

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







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

Original, right-hand drive, 150S drophead coupés are among the rarest of all XK variants, this car being one of only 662 produced. Its accompanying Jaguar Heritage Trust certificate states that chassis number 'T827463DN' was completed as an XK150S, with that model's 3.4-litre engine and the overdrive gearbox, in September 1959. It is not known when the current engine — a 3.8-litre unit from a 1964 Jaguar MkX saloon — was installed. Originally finished in cream with black interior and matching hood, the car was despatched via distributors Henlys to the dealership Moores of Brighton.

The current vendor purchased 'YCD 354' in 1987, since when it has been used regularly. Very well maintained, the 'XK' has always been looked after by the owner's mechanic, James Hammond, and in the 1990s was treated to a bare-metal re-spray (photographs on file). The car has been used on all the Kop hill climb events of the last four years, is 'on the button' and driving beautifully. Accompanying documentation consists of the aforementioned JHT certificate, its original old-style logbook, sundry restoration invoices, current MoT/tax and Swansea V5C.

£60,000 - 80,000 €72,000 - 96,000



## 355 1933 Lagonda 3-Litre T7 Tourer

Registration no. APG 428 Chassis no. Z10365 Engine no. 22114

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.











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Nothing is known of the early history of this Lagonda 3-Litre, which was first registered in Surrey and almost certainly bought directly from the factory. This car was produced very late in the production run and has the T7 body, rarely seen on the 3-Litre model. In fact, it is estimated that a maximum of only 12 were made. Lagonda Club correspondence on file from Club Registrar Arnold Davey reveals that this car first became known to them in January 1949 while in the ownership of one J L Hackett of Droitwich. Within a year it had been sold to Dr N W Irish of Shefford, Bedfordshire and changed hands again in 1951, passing to Squadron Leader R V Mosse of Lingfield, Surrey. Next owner T H Roberts rebuilt the car in 1963, contributing an article about it to the Club's magazine. He kept the Lagonda until at least 1967.

In 1970 'APG 428' changed hands again, its new owner being a prominent Club member, Edward Dames-Longworth of Westbury, Wiltshire. By November 1971 the car was in the Louisiana, USA and in 1978 came into the possession of Javier Leon in Texas.

The 3-Litre was later sold to pay for an LG45, passing to Dr A B Finch of Odessa, Texas. At the time of Davey's letter (dated Match 1989) the Lagonda had recently returned from the USA and was owned by Cheshire-based motor dealer, Peter Harper, who succeeded in retrieving its original registration 'APG 428'.

The Lagonda was purchased in 1990 by its present owner, who believes that it is as original as a vehicle of its age could possibly be. Since acquisition the electrics have been fully rewired, certain instruments reconditioned and the carburettors rebuilt. 'APG 428' was fully operational up until 2002 and in virtually concours condition; then the owner suffered a stroke and it has been laid up since that time. Gentle re-commissioning should be all that is required to return it to the road. The car is offered with the aforementioned correspondence, a Lagonda instruction book and spare parts catalogue, Swansea V5C document, various bills and assorted information.

£80,000 - 120,000 €95,000 - 140,000







# 356 The ex-Ken Crawford, 1937 MCC Trial Team Championship-winning 1936 MG Midget TA 'Cream Cracker' Sports

Registration no. ABL 962 Chassis no. 0932 Engine no. MPJG 1177

'The latest Series T MG Midget... gives an unusually good performance for its engine size, handles in a distinctly better manner than the ordinary touring vehicle and possesses those touches in the tout ensemble that endear it to the owner with sporting tendencies.' – *The Autocar*, 18th September 1936.

The British have a penchant for applying nicknames to just about anything and everything, and in motor sport there is none more famous than 'Cream Crackers', which was given to one of the teams of works-supported MG Midgets contesting the popular trials events of the 1930s. Their cars were finished in the MG Car Company's brown and cream livery, hence the name.

MG had been active in motor sports from the time of its foundation by Cecil Kimber in 1928, but following the Morris takeover in 1935 these activities were severely curtailed, much to the dismay of all at the Abingdon factory. Nevertheless, Kimber was permitted to indulge in some record-braking attempts and also to supply parts and technical assistance to customers intent on racing their MGs.

Circuit-racing opportunities were relatively few in the inter-war years; indeed, until Donington Park opened in 1932 the UK had only one permanent track: Brooklands. Off-road events, on the other hand, were much easier to organise and required less-specialised machinery. These trials (or 'mud-plugging') events, which usually involved attempting to climb the steepest and most challenging hill in the area, were immensely popular and attracted works-supported entries from the likes of Singer Triumph, Riley and, of course, MG.









Teams frequently adopted jocular names, the Cream Crackers' principal MG rivals being 'The Three Musketeers', while in Scotland Abingdon's representatives were 'The Highlanders' and 'The Blue Bustards'. Drivers Maurice Toulmin, R A Macdermid and Jack Bostock had formed the Cream Crackers in 1934, campaigning the P-type Midget throughout that season and on into 1935, proving virtually unbeatable.

For 1936 the team was supplied with supercharged PB Midgets, which were driven by Toulmin, J E S Jones and Ken Crawford. The Cream Crackers' domination continued, much to the resentment of the genuinely private entries. At the season's end the team switched to the new overhead-valve TA Midget, the overhead-camshaft P-type having been dropped. The three cars were registered 'ABL 960', 'ABL 962' and 'ABL 964'. To avoid accusations of being 'works' entries, they were sold to their respective drivers on the understanding that MG would buy them back at an agreed price at the end of the year.

Successor to the PB Midget, the TA Midget was an altogether larger and roomier car. Longer in the wheelbase at 94", the simple chassis followed established Midget practice with semi-elliptic springing all round, though the use of hydraulic dampers at the front and the adoption of Lockheed hydraulic brakes were new departures. Although styled in a manner MG enthusiasts had come to expect, the new two-seater broke with tradition by employing an overhead-valve engine instead of the previous overhead-camshaft type.

The TA was introduced after Morris Motor's take-over of MG and used the 10hp 1,292cc four-cylinder Wolseley engine, itself derived from that of the Morris Ten, which produced around 50bhp at 4,500rpm. Though MG purists complained about the adoption of a pushrod engine and synchromesh gearbox, the TA was faster than the PB, having a top speed of 80mph (with the folding windscreen lowered) and its total production of 3,003 was 19% more than that of the P-Series.





- **1** Powering along Fringle Bridge, Torquay, 1936
- **2**Ken Crawford on the Coventry Cup, 1937
- **3** Norman McKee on Bluehills, 1973
- Norman McKee on route to a 1st class award, Exeter, 1980
- Norman McKee on route to another 1st class award, Lands End, 1980

For trials purposes the Cream Cracker TA Midgets were given an aluminium bonnet and body panels, cycle wings and knobbly tyres, while the two spare wheels mounted on the boot were principally there as an aid to traction. Compressed air cylinders were carried to inflate the tyres for road use between the trials stages. Otherwise, the cars were left standard apart from increased ground clearance, up-rated shock absorbers and a steel sump.

Unlike William Morris (by now Lord Nuffield), Cecil Kimber was a firm believer in the adage 'win on Sunday, sell on Monday', and there can be little doubt that the TA Midget's healthy sales resulted at least in part from the successes of the Cream Crackers, which were widely reported in the motoring press.

A letter on file, written by marque authority F Wilson McComb (author of 'MG by McComb') to this car's late owner, Norman McKee, states that it 'was the one driven by Crawford, and it would take a very long letter to list all the successes that it achieved, finishing up with the MCC 1937 Team Championship. Look up the report of any trial during 1937 and you will almost certainly find Crawford winning an award with your car.'

For 1938 the Midgets were fitted with bored out VA engines and duly took the Team Championship once again. Sadly for the Cream Crackers, 1938 would be their last year of competition as Maurice Toulmin got married in January 1939 and the team was disbanded.







'ABL 962' had been returned to the MG factory and subsequently passed to Harry Roberts, who gained awards with it in the 1938 and '39 Lands End and Edinburgh trials. He kept the car until 1947. During the 1950s the Midget was used for speed events and was raced at Brand Hatch. The car was subsequently owned by cartoonist Ralph Steadman from whom it was purchased in 1962 by Norman McKee.

Steadman had blown up the engine, which had to be rebuilt around a new cylinder block. Already an established trials competitor, Norman continued to campaign the MG enthusiastically, winning ten awards in the Exeter and Lands End trials and two in the Edinburgh. He also used it for auto-cross, hill climbs, rallies and auto-tests.

'ABL 962' was re-upholstered and rewired in the early/mid-1990s but otherwise is described as un-restored. The car has not seen active use since approximately 1998 due to the Norman's ill health, though it has been regularly started and maintained. It will have been serviced and MoT'd by time of sale.

Accompanying documentation consists of the aforementioned correspondence, old-style logbook, Swansea V5 registration document and various copy magazine articles about the MG trials cars. Offered for sale by the McKee family, 'ABL 962' represents a possibly once-in-a-lifetime opportunity to acquire one of the most historically important cars in the history of MG.

£50,000 - 70,000 €60,000 - 84,000



### 357 1988 Ferrari Testarossa *Berlinetta* Coachwork by Pininfarina

Registration no. E487 MWP Chassis no. ZFFAA17C000077054

Engine no. 12597

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 390bhp 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 around 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 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 co-efficient of drag, its body being notable for the absence of extraneous spoilers and other devices. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

Detail improvements were made regularly throughout the Testarossa's seven-year production run, two of the first being the adoption of dual door mirrors and five-bolt wheels as seen on the right-hand drive example offered here. The car was delivered new via Maranello Concessionaires and first registered in the UK on 9th June 1988 to one M Dunajtshik, of Wellington, New Zealand.







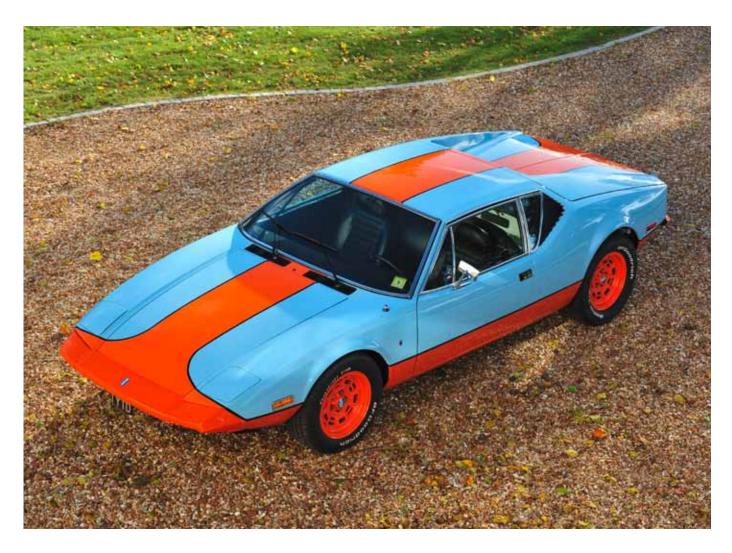




Although originally purchased on a tax-free basis for export (hence the kilometre speedometer), it never left the UK and the duty was paid. 'E487 MWP' was purchased by Mr J M Clarke, of London on 28th February 1993 at 3,200 kilometres (approximately 1,988 miles) and by the immediately preceding owner on 11th September 1998 from Talacrest, of Egham, the odometer reading at the time of purchase being 14,415 kilometres (approximately 8,952 miles). Maintained by Talacrest since 1993, the Testarossa was used infrequently and stored in a heated, secure location from whence it was collected by a local specialist for routine servicing, commissioning and MoT testing when required. A major overhaul, carried out by Talacrest in November 2002 (at 20,225 kilometres) and costing £9,921, included changing the cam belts, valves, clutch and tyres.

The current (fourth) owner purchased the Ferrari in March 2011, since when the paintwork and interior have been tidied and a service carried out in August 2011 by Keys Motorsport of Silverstone, including a change of cam belts. Only 300 miles have been covered since then. Finished in rosso corsa with crema hide upholstery, the car is described by the vendor as in superb, unmarked condition and ready to use. It has covered a little over 32,000 kilometres (approximately 20,000 miles) from new, as verified by expired MoTs on file. Kept in air conditioned storage as part of the vendor's large private collection, this rare right-hand drive Testarossa comes complete with Tracker, alarm and immobiliser, and is offered with service history, current MoT and V5C registration document.

£55,000 - 65,000 €65,000 - 75,000



358 1974 De Tomaso Pantera Coupé Coachwork by Carrozzeria Ghia

Chassis no. THPNPL07116

Having established himself as a serious automobile manufacturer with the Mangusta coupé, Alejandro De Tomaso commissioned Lamborghini designer Gianpaolo Dallara to produce the chassis for his new mid-engined supercar, the Pantera. Dallara opted for unitary construction for the steel chassis/body - abandoning the Mangusta's backbone frame - and competition-specification double wishbone/coil-spring suspension all round.

The Ford Motor Company was De Tomaso's partner at the time of the Pantera's introduction in 1971 and thus the Pantera, like the Mangusta, relied on Ford V8 power. Mated to a ZF all-synchro five-speed transaxle, the 351ci (5.8-litre) Cleveland engine varied in output depending on the destination market, and in European trim came with 330bhp on tap, enabling the Pantera to complete the 0-60mph sprint in a little over 5 seconds and touch 160mph flat out. Styled by Tom Tjaarda at Carrozzeria Ghia, the stunning coupé body was in fact built by Vignale, both companies being part of De Tomaso's empire in the early 1970s.

De Tomaso's longstanding relationship with the Ford Motor Company led to an arrangement whereby the Pantera was distributed through select Lincoln-Mercury dealerships in the USA, where a lower compression, 248bhp Cleveland motor (meeting stricter emissions regulations) was introduced for 1972. The 1974 energy crisis led to a parting of the ways between Ford and De Tomaso, who continued to sell the Pantera in Europe.

Exceptionally long-lived for a supercar, the Pantera was still around in the 1990s having undergone a series of upgrades. The first of these had appeared on the 'L' model of 1972, which featured 'impact resistant' bumpers and improved cooling and air conditioning systems. Flared wheelarches distinguished the GTS model of 1974, which in European trim came with a 350bhp engine, larger wheels/tyres and other performance enhancements.











Introduced at approximately the same time was the GT/4, a development of the Group 4 competition cars of 1972/73. The first major revision of the Pantera's body style occurred in 1980 with the introduction of the GT5 which, with its deep front air dam and delta-wing rear spoiler, represented one of the earliest examples of these aerodynamic devices being applied to passenger car design. Introduced in 1985, the GTS5 incorporated further revisions to the bodywork while its interior was significantly upgraded, rivalling that of many a luxury limousine. In 1990 the Pantera was completely redesigned by Bertone's Marcello Gandini, stylist of Lamborghini's Miura and Countach, emerging as virtually a completely new model. Production of the world longest-running supercar finally ceased in 1993.

We are advised that this particular Pantera has had only two owners: one in the USA and one in the UK. Kept in a private collection, the car has only been used in dry conditions and currently displays a total of only 15,697 miles on the odometer. Originally white, the Pantera has been re-sprayed in Gulf Oil livery to match the owner's Ford GT40. A new water pump has been fitted and the original cracked tyres were replaced recently. Described as 'great to drive', the Pantera is only being sold to make space available for a large Edwardian motor car. Accompanying documentation consists of an old US title deed, current MoT certificate and Swansea V5 registration document. Presented in generally excellent condition, this rust free, low mileage Pantera must be one of the very best currently available.

£45,000 - 50,000 €53,000 - 60,000



**359 1970 Jaguar E-Type 4.2-Litre Series 2 Coupé**Registration no. SNK 136J
Chassis no. 1R20992
Engine no. 7R-13625-9

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 4.2-litre Series 2 Coupé was purchased by the current vendor in November 2009 from Hugh Carron in London, who had owned it since 1999. Restored at date unknown, 'SNK 136I' has covered fewer than 500 miles since its acquisition by the vendor and has been kept in a heated garage and well maintained. Finished in red with original beige leather interior, the car is described as in generally good/very good condition and is 'on the button' and running well. Offered with current road fund licence, MoT to August 2014 and V5C registration document.

£25,000 - 30,000 €30,000 - 36,000



360 1970 Lancia Fulvia Sport 1.3s Zagato Coupé Coachwork by Zagato Registration no. BHY 103H Chassis no. 818.363 002/473

Engine no. 818.303 014615

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

Introduced in 1965 with the 1,216cc engine, the Sport Zagato was later offered with the 1,231cc, 1,298cc and eventually the 1,584cc HF unit. A five-speed gearbox was standard equipment from 1971. Production ceased in 1972. Lighter and more nimble than the standard Fulvia, the Sport distinguished itself in competition, particularly in long distance events.





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

This rare, right-hand drive Fulvia Sport 1.3s Zagato has the steel bodyshell with aluminium roof and doors (earlier versions were all aluminium) and the 1,298cc 90bhp engine. Well known in Lancia Club circles (it has been owned by various members) the car benefits from a full restoration carried out during August/September 2013 and comes with associated documentation. We are advised that the renovation was carried out by a well-known and respected restorer who has not compromised in any area. Works undertaken included restoration of the Girling brake callipers and an engine rebuild by Peter Gerrish (see history file). 'BHY 103H' is finished in Rosso Corsa with brown interior, the latter original apart from new leather seats. One of the last true Lancias introduced before the FIAT takeover, this highly sought after Fulvia Sport Zagato is offered with the aforementioned restoration records and V5 registration document, and is expected to have fresh MoT by time of sale.

£15,000 - 18,000 €18,000 - 21,000



361 1952 Bentley MkVI 4½-Litre Saloon Registration no. MOL 300 Chassis no. B171PU Engine no. B235P

'In a very short time, however, it was easily seen that the pressed steel Bentley bodies were as elegantly proportioned, as highly finished and as comfortably furnished as anything the traditional coachbuilders of the past had done; with the added virtues of immunity from rot and greater rigidity.' - Anthony Bird & Ian Hallows, 'The Rolls-Royce Motor Car', 1964.

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the MkVI Bentley. Rolls-Royce's first post-WW2 product, the MkVI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the MkVI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949.

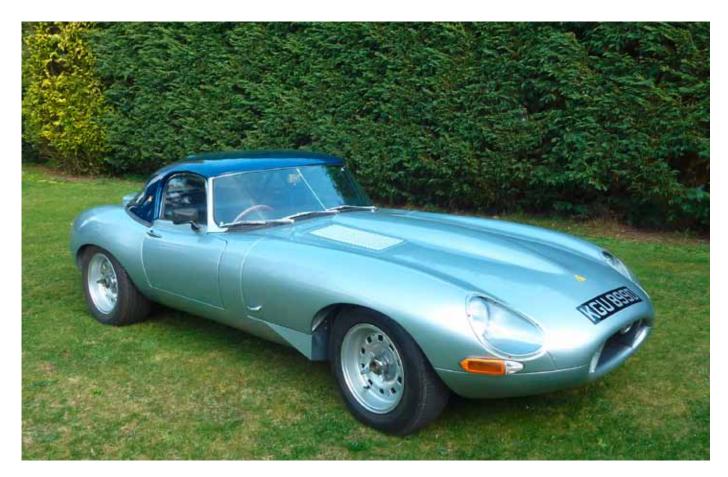




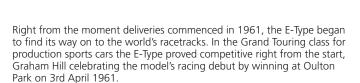
The decision to offer a complete car with 'in house' bodywork had been dictated by harsh economic reality. 'Export or die' was the watchword of the late 1940s and the manufacture of standardised steel-bodied cars was deemed essential to selling in sufficient quantities to overseas markets. Despite the misgivings of traditionalists, exports rose steadily and, when the home market stabilised, the classically styled 'standard steel' bodywork proved equally acceptable, making up 80% of total production of this first post-war Bentley.

From the last MkVI series produced prior to the R-Type's introduction, 'B171PU' has the 4,566cc engine introduced in 1951. The current owner purchased the Bentley in 2006 from Hugh Carron in London. Only two previous owners are recorded. Restored at date unknown, 'MOL 300' has covered fewer than 500 miles since its acquisition by the vendor and has been kept in a heated garage and well maintained. Finished in grey with original light blue leather interior, the car is described as in generally good/very good condition and is running well. Offered with MoT to November 2014 and V5C registration document.

£20,000 - 25,000 €24,000 - 30,000



362 1966 Jaguar E-Type Series 1 4.2-Litre Lightweight Competition Replica Registration no. KGU 899D Chassis no. 1E5004 Engine no. 7E50471-9



The elevation of the GT class to Manufacturers' Championship status for 1963 prompted Jaguar to develop a small batch of very special lightweight cars to challenge Ferrari. The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all the lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence, albeit with an 'S' chassis number prefix.





Only 12 of these cars were built by the factory for the use of competitionorientated Jaguar dealers or specially selected private entrants. Today, copies of this rare competition variant are among the most popular and sought after of E-Types.

A 1966 model, the car offered here was constructed in 2008/2009 by Zealia Engineering of Newmarket, Cambridgeshire, recognised experts in the creation of lightweight E-Types, and served as the company's demonstrator after the sale of an earlier example. The engine has been rebuilt, incorporating a 'big valve' cylinder head, 9.5:1 pistons, fuel injection and dry sump lubrication. Power is transmitted via a rebuilt Getrag gearbox. Improvements to the running gear include wider track, bigger brakes and peg-drive wheels, while the bodyshell benefits from new floors, new front sub-frames and lightweight outer panels. New alloy seats grace the interior, which is upholstered in leather and Hardura, while the electrical system has been rewired with modern fusing. A professionally constructed lightweight E-Type recreating the appearance and performance of the originals, the car is offered with sundry restoration invoices, current road fund licence, MoT to November 2014 and V5 registration document.

£50,000 - 60,000 €60,000 - 72,000



**363 1992 Lancia Delta HF Integrale Evoluzione Hatchback**Registration no. K684 APD
Chassis no. ZLA831AB000562931
Engine no. 562931





After experimenting with a system combining both a conventional (Volumex) supercharger and a turbo on their 'homologation special' Delta S4 rally car, Lancia opted for turbo-charging alone for the less exotic Delta HF. Already a fine handling car courtesy of its tuned suspension, the HF moved up a class with the introduction of a state-of-the-art four-wheel-drive transmission incorporating Ferguson viscous couplings and a Torsen differential.

Badged as the Delta HF 4WD on its introduction in 1986, the model retained the Volumex blower initially before switching to a straightforward turbo when transformed into the Integrale in 1987. The latter would prove a supremely capable rally car, winning the World Championship in both 1987 and 1988, yet in road trim remained a thoroughly practical family hatchback. Integrale performance was boosted further by the introduction of a 16-valve cylinder head for the 2-litre four-cylinder engine in 1989, maximum power increasing to 200bhp and top speed to 220km/h.

Homologated to maintain the works rally team's competitive edge, the first Evoluzione models were manufactured towards the end of 1991, incorporating wider front and rear track, appropriately altered bodywork and an engine re-mapped to produce 210bhp among many other detail improvements. Although the model was sold officially in the UK, the Integrale was only ever available with left-hand drive.

One of the final Evoluzione models completed before the introduction of the catalyser equipped Evoluzione II, the car we offer is believed to have been imported from Germany in 1996 and has had three previous UK keepers. Noteworthy features include a stainless steel exhaust system and a Tracker device. Purchased for the vendor's private collection in 2012, it has been used only infrequently since purchase and currently displays a total of 107,708 kilometres (approximately 67,000 miles) on the odometer. Bills on file from previous ownership detail a new cam belt and tensioner (June 2012) and a full re-spray (in Alfa Rubino Red). Since purchase the Lancia has had a full service, the engineer commenting that its underside was in excellent condition. The car is offered with sundry invoices, current road fund licence, MoT to June 2014 and V5C registration document.

£12,000 - 16,000 €14,000 - 19,000



**364 1987 Ford Sierra RS Cosworth**Registration no. D201 PRO
Chassis no. WFOEXXGBBEGR79788
Engine no. GR79788

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

Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time the latter combination had been seen in a production Ford engine. Topping it off was a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp, its Weber-Marelli engine management system ensuring that the resulting stupendous performance was delivered with minimal turbo lag. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope. 6,021 examples had been completed when production ceased in 1986, and today the model is much sought after.





First registered to Dagenham Motors and still carrying its original number plates, this Sierra RS Cosworth was purchased for the vendor's private collection in 2011 and has covered approximately 2,000 miles since acquisition (the current odometer reading is 64,607 miles). Extensive works carried out since purchase include a full service and check over; replacement of the timing belt and hoses, etc; full 'windows out' bare metal re-spray; completely Poly-bushed front and rear suspension; wheels diamond-cut; and new tyres fitted (invoices on file).

The car is finished in Moonstone Blue with grey/chequered interior, the latter boasting Recaro seats and – unlike so many of its kind - an uncracked dashboard. A stainless steel exhaust system is the only notified deviation from factory specification. Offered with the aforementioned invoices and others, assorted expired MoT certificates, current road fund licence, V5C document and MoT to August 2014, 'D201 PRO' represents a rare opportunity to acquire a little used example of one of the most exciting road-going four-seaters of recent times.

£19,000 - 22,000 €23,000 - 26,000



365
28,000 miles from new
1985 Morgan
Coachwork by 4/4 Roadster
Registration no. MOG 44S
Chassis no. C6720
Engine no. 14C30-C4626

An island of constancy in an automotive sea of change, Morgan looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, today's 4/4 is recognisably the same car as its 1936 forebear, and none the worse for that as the ever-lengthy waiting list would seem to confirm. 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-seater, four-wheeled Morgan appeared in 1937 and a special Coventry Climax-engined sports model competed at Le Mans in 1938, 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.

Re-introduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly up-dated with more modern power units, adopting Ford's 1,599cc 'Kent' pushrod engine in 1967, initially in either 74bhp or 88bhp 'Competition' forms, the latter being standardised from 1970. The chassis, with its sliding-pillar independent front suspension and leaf-sprung live rear axle, remained much as before and the 4/4 continued in this vein until the arrival of Ford's CVH engine for 1982.





Built in 1985, this Morgan 4/4 has the 1.6-litre Ford CVH engine. The car has had only two previous owners and has covered fewer than 28,000 miles from new. In 2003 it was purchased by the second owner, an engineer working at the TVR factory, who carried out a complete restoration, stripping the car back to the bare body frame and treating it to a re-trim, re-spray, etc.

Completed in 2012 and purchased for the vendor's private collection earlier this year, the Morgan has been used infrequently since acquisition and currently displays a total of only 27,845 miles on the odometer. The car comes complete with the cherished registration 'MOG 44S'; full weather equipment (new hood, side screens, tonneau cover); headests and a luggage rack (removable). MoT'd to December 2014, the Morgan is offered with handbook, current road fund licence, V5C registration document and all expired MoTs dating back to 1998.

£18,000 - 22,000 €21,000 - 26,000



366 1996 Ford Escort RS Cosworth Lux Hatchback Registration no. H7 COS Chassis no. WFOBXXGKABSP92868 Engine no. SP92868

Intended to spearhead Ford's international rallying campaign, the Escort RS Cosworth made its winning debut in Spain's Talavera Rally in 1990. Production commenced in 1992 and the car entered World Rally Championship competition the following year, enjoying outstanding success in the hands of works drivers Francois Delecour and Miki Biasion. Although the RS Cosworth strongly resembled the Escort road car, it was in fact based on a shortened Sierra 4x4 floorpan and used the latter's running gear. The power unit was Cosworth's familiar, 2.0-litre, 16-valve, four-cylinder turbo, in road trim producing 227bhp. All that horsepower in a nimble, compact car made for stupendous performance - 0-60mph in 6.2 seconds, 138mph top speed - and the end of production in 1996 was a sad day for many.

An example of the fully equipped 'Lux' version, this Escort RS Cosworth has featured on the front cover of 'Encyclopaedia of Supercars' magazine (copy in document file). The car was purchased by the current vendor in 2011, its previous owner having been a member of the RS Owners Club.





Noteworthy features include leather-upholstered Recaro seats, a sunroof and air conditioning (in working order). Forming part of a private collection, 'H7 COS' has been used only infrequently since acquisition and currently displays a total of 39,749 miles on the odometer. The car comes with all MoTs from the first (issued in 1999) to date, while the service history consists of the original service booklet, fully stamped up to 39,500 miles (April 2012) together with sundry invoices.

Servicing has been carried out by main dealers (initially) and subsequently by independent specialists. Recent works (April 2012) include a full check over, service and replacement of the timing belt (invoice on file). Completely original in very way, including the paintwork, 'H7 COS' is described as in generally excellent condition, having wanted for nothing. Taxed and MoT'd to July 2014, the car is offered with an original sales brochure, list of previous owners, V5C registration document and two sets of keys.

£15,000 - 18,000 €18,000 - 21,000







## 367 *13,600 miles from new*1990 Lister Jaguar 7.0-Litre MkIII Convertible

Registration no. B8 SER Chassis no. 057LJSC Engine no. LP07070L

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

This Lister Jaguar MkIII Convertible is powered by a 7.0-litre version of the Jaguar V12 engine producing a muscular 496bhp. Originally the company's demonstrator, the car was kept by Lister until 1994 when it was sold to a Mr Paul Miles. In 1996 Lister took the car back in part exchange and resold it that same year to Mr Steven Raven (see bill of sale and V5 on file). Lister continued to maintain the car until 1998. Mr Raven sold the Lister to the Heritage Attractions private collection in 2000 and in April 2009 the car passed to the immediately preceding owner, who purchased it at Bonhams' RAF Museum, Hendon sale (Lot 358).

The current vendor purchased the Lister at Bonhams' Goodwood Revival sale in September 2011 (Lot 268) since when it has formed part of his private collection and seen little use. In private collections for around half its life, hence the relatively low recorded mileage of circa 13,600, this well maintained car is described as in generally excellent condition and is said to drive like new.

The most recent service was carried out in August 2012 when the car was fully checked over and new front brake pads fitted. Currently taxed and MoT'd (certificate expiring August 2014), it comes with original Lister Cars leather wallet and service book; Jaguar instruction manuals; copies of test reports; sundry service/maintenance invoices; Swansea V5C registration document and a quantity of expired MoTs confirming mileage. Finished in Rolls-Royce Royal Blue metallic with blue-piped magnolia leather interior, 'B8 SER' represents an exciting opportunity to acquire a unique supercar possessing an exceptional specification, as well as a direct link with one of the greatest of Jaguar exponents.

£35,000 - 40,000 €42,000 - 48,000

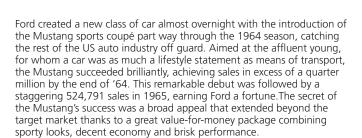








368
One owner, UK registered from new
1967 Ford Mustang Convertible
Registration no. VUR 6E
Chassis no. 7T03A210118
Engine no. 7T03A210118



This automatic transmission Mustang left Ford's Metuchen plant in 1967 fitted with the 289ci (4.7-litre) 'A'-code engine producing 225bhp. The car was first registered in this country on 20th April 1967 and has had only one owner. Service records on file date back to 1997 when Bob Harman Performance Ltd of Watford, Hertfordshire MoT tested the Mustang, which by then had covered 120,622 miles. Bob Harman continued to maintain the car for the next 12-or-so years, as evidenced by numerous MoT certificates and invoices on file.





Works undertaken recently include a full service when the front and rear shock absorbers were replaced (with Konis) and the front brake callipers/ pads and rear brake shoes/cylinders renewed. At the same time, a stereo system and speakers was installed together with a cell 'phone hands-free kit. In June 2013 the engine was completely rebuilt by MOT Autocentre in Swindon, Wiltshire and a large radiator installed. A new convertible top was ordered from CJ Pony Parts in the USA and fitted at the same time.

Originally finished in Wimbledon White, the Mustang had been repainted in Ford Diamond White by Lamborghini High Wycombe in 2009 (photographic record on file). No advisories were recorded when the car was MoT'd in July 2013 at 125,357 miles. Described as in generally excellent condition, this well cared for Mustang Convertible is offered with the aforementioned service/maintenance records, an original 1967 handbook, MoT to July 2014 and V5 registration document. It should be noted that the cherished registration '61 N' is being retained by the vendor.

£18,000 - 24,000 €21,000 - 29,000



**369 1932 Wolseley Hornet Drophead Coupé**Registration no. PJ 7705
Chassis no. 54365
Engine no. 543B/65

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.

The heart of any great sports car is its engine and that of the Hornet had been inspired by the Hispano Suiza aero engines that Wolseley Motors had manufactured under licence during WWI. The Hornet engine's immediate ancestor was an 847cc four-cylinder unit with shaft-driven overhead camshaft. This 847cc 'four' never featured in a Wolseley however, being reserved by parent company Morris for the Minor and used by Cecil Kimber in the first of his Minor-derived MG Midgets. Small-capacity 'sixes' were much in vogue at this time, so Wolseley added two cylinders to create a 1,271cc overhead-cam 'six'.

Introduced in 1930, the Hornet saloon deployed Wolseley's OHC 'six' 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 engine 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. Engine capacity increased to 1,378cc in 1935 but the Hornet was dropped at the year's end when Morris rationalised its car production.

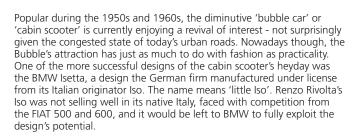
We are advised that this Wolseley Hornet was involved in an accident in 1938, as a result of which it was professionally re-bodied, it is believed by either Jarvis or Meredith. The Hornet was in running condition when purchased 15 years ago by the current owner, who had the clutch, exhaust and tyres replaced and the car MoT'd. He put 'PJ 7705' into storage some eight years ago and has since retired and moved abroad, hence the decision to sell.

Running perfectly at that time, the car will require re-commissioning and light restoration to return it to the condition it was in when photographed. The coachwork and interior are described as in very good condition and there is said to be no rust anywhere, while parts offered with car include the dashboard instruments and a new hood. An attractive and potentially most rewarding project, this rare Wolseley Hornet is offered with old-style logbook, sundry restoration invoices and V5 registration document.

£12,000 - 15,000 €14,000 - 18,000



370 c.1957 BMW Isetta 300 Registration no. CSU 441 Chassis no. 314879 Engine no. 314879



Although at first glance a three-wheeler, the German-built Isetta used a pair of closely spaced wheels at the rear and was powered by a BMW single-cylinder four-stroke motorcycle engine of 247cc, replacing the original's noisy two-stroke engine. The coachwork of early examples featured a side-hinged single door at the front, roll-top sunroof and fixed side windows, while the steering wheel and dashboard were attached to the door to facilitate entry.





The two-seater Isetta's most popular accessory, understandably so given the limited interior space, was a small luggage rack mounted at the rear. Later (1957-onwards) models incorporated sliding side windows for better ventilation. These improved models displaced 297cc, and the 'big' Isetta 300 was reckoned capable of 65mph and 55mpg. Approximately 162,000 Isettas had been made by the time production ceased in 1962.

Restored in 1987 by Mill Lane Engineering for the late owner, this BMW Isetta took the RAC 'Best Classic (1950-1980)' concours award in June 2009. Described as in generally good condition, the car is offered with an instruction manual, owner's club newsletter, and Swansea V5 registration document.

£14,000 - 18,000 €17,000 - 22,000



**371**Property of a deceased's estate **1965 Trojan 200 Cabin Cruiser**Registration no. DCJ 88C
Chassis no. 13161
Engine no. 3-2576





Perhaps the biggest mystery concerning Ernest Heinkel's 'Kabine Cruiser' is how its creator got away with producing a design outwardly so similar to BMW's Isetta. Launched in 1956, the Heinkel used a 175cc four-stroke single-cylinder engine originally developed for a motor scooter and, while closely resembling the Isetta, was both lighter and roomier, even providing children's seats in the rear. Production was discontinued in Germany in 1958 but continued in other countries, Ireland included, where around 8,000 were built before the rights transferred to Trojan in the UK in 1961.

Trojan had been manufacturers of unconventional light cars in the 1920s and 1930s, and the acquisition of the Heinkel marked the company's return to motor manufacture after a break of 25 years. The firm only built the later 198cc (10bhp) version, latterly with right-hand drive, marketing it as the Trojan 200.

Capable of reaching 55mph, the Trojan has adequate performance in and around town, where speed limits have changed little over the years. With an advertised fuel consumption of 100mpg, it is one of the original economy cars and a forerunner of the Mercedes Smart car, which is also able to park 'nose to kerb'. Around 7,000 Trojan 200s were built before the firm quit car production again in 1965.

The example offered here was manufactured in right-hand drive form at the Trojan works in Croydon, England. Restored at date unspecified, 'DJC 88C' is finished in red with tan/tartan interior and is described as in generally good condition. In September 2006 the Trojan was displayed at the Goodwood Revival meeting. Accompanying documentation consists of an old-style green logbook, Swansea V5 registration document and a quantity of expired MoT certificates. The car is currently taxed and MoT'd.

£12,000 - 15,000 €14,000 - 18,000



**372 \* c.1960 Messerschmitt KR200 Cabriolet Microcar**Registration no. 487 GXK
Chassis no. 79921

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. KR200 cabriolet and KR201 roadster versions followed. Production ceased in 1964 after some 30,000 KR200s had been made. This Messerschmitt KR200 cabriolet is finished in red with matching red vinyl upholstery piped in white and has been in long-term museum storage. There are no documents with this Lot, the car displays registration number 487 GXK, which is offered in need of re-commissioning and sold strictly as viewed. Please note that the KR200 is subject to the reduced import tariff rate of 5% should it remain in the EU.

£10,000 - 15,000 €12,000 - 18,000

Engine no. 3473678





373 1958 Buick Limited Sedan Project Registration no. MOY 464V Chassis no. E5001804 Engine no. S8-4839XZ

Introduced in the 1930s, Buick's straight-eights carried the company through to WW2 and indeed beyond, as its products of the immediate post-war years, like those of its major rivals, were revised 1942 models. The first significant styling changes arrived in 1949 and continued at regular intervals thereafter. For 1958 all Buicks were restyled, emerging somewhat bulkier than before while boasting four headlamps, additional chrome and more exaggerated tail fins. By this time the old inline engine had been replaced by a new eight of 'V' configuration. An example of Buick's magnificent, top-of-the range 'Limited' model, this 1958 sedan has the 364ci, 300bhp V8 engine and optional Dynaflow automatic transmission. The current vendor purchased the car privately in Uxbridge, Middlesex in 1980 and was told that it had been imported from Florida. A few years ago the engine was removed so that a piston could be replaced, and although it has since been reassembled and is believed complete, has not been reinstalled. We are advised that all detached trim items come with the car also. Sold strictly as viewed, this wonderful 'Classic American' is offered with old-style logbook, Swansea V5 registration document and a 1958 Buick Owner's Guide.

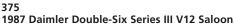
£5,000 - 7,000 €6,000 - 8,300 No Reserve

#### 374 1956 Lagonda 3-Litre Saloon Project Coachwork by Tickford

Registration no. UJH 999 Chassis no. LB290/1/177 Engine no. VB6H/582

The David Brown organisation's take-over of Lagonda in 1947 allowed production of the latter's W O Bentley-designed all-new model to commence the following year, and at the same time made Lagonda's 2.6-litre twin-cam 'six' available for the new Aston Martins. An advanced design employing a cruciform-braced chassis with independent suspension all round, the Lagonda was available as a saloon or drophead coupé, both with coachbuilt bodies. The interior with its leather upholstery, plentiful walnut and quality fittings stood comparison with that of the very best in the luxury car class. Coachbuilders Tickford of Newport Pagnell had begun to play an increasingly important role as body suppliers, and when the new 3-Litre model was announced in 1953 assumed sole responsibility for the bodies of the two models offered initially - a two-door saloon and drophead coupé - and the four-door saloon that followed. The newly enlarged engine now produced 140bhp, an output good enough for a top speed in excess of 100mph despite the weight gain over the '2.6'. In October 1955 a revised Mark 2 model was introduced and the range reduced to the four-door saloon only after a handful of Mark 2 dropheads had been completed. This 3-Litre saloon was purchased by the current vendor, only its fourth private owner, in 1966 and used regularly up to 1976 when it was placed in garage storage following the purchase of a MkX Jaguar. Some engine work, including a valve grind, was carried out by HWM shortly before the car was laid up. Offered with its original logbook and sold strictly as viewed, this is a potentially most rewarding restoration project for the next owner.

£4,000 - 6,000 €4,800 - 7,200 No Reserve



Registration no. E444 EPA Chassis no. SADDDBRLW3CA478158 Engine no. 7P058653HA

Although introduced with XK six-cylinder power under the bonnet, it had always been Jaguar's intention that its XJ6 flagship would accommodate the new all-alloy V12 engine that had debuted in the E-Type sports car, and the resulting XJ12 duly appeared in July 1972. With a top speed of over 135mph courtesy of the 5.3-litre V12's 272bhp, the newcomer combined superlative high performance with a level of luxury unmatched by many a less-accommodating grand tourer costing several times as much. The name 'Double-Six' was chosen for the Daimler version, evoking memories of a great 12-cylinder model from the marque's past. Capable of wafting its occupants along at three-figure speeds in considerable luxury and almost complete silence, the Double-Six and its Jaquar equivalent remained in production until 1993, becoming the world's most successful twelve-cylinder saloons. Currently displaying a total of circa 115,000 miles on the odometer, this automatic-transmission Double-Six Series III was purchased by the current vendor in 2001 and has been kept in garage storage - unused ever since. Although in perfect running condition when acquired, 'E444 EPA' requires re-commissioning and MoT preparation before returning the road and thus is sold strictly as viewed. Described as in generally good condition, with immaculate grey leather interior, the car is offered with sundry invoices and Swansea V5 document.

£800 - 1,000 €950 - 1,200 No Reserve













SCOTTSDALE

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Matching numbers, factory 6C and torque-tube 1966 Ferrari 275 GTB/6C Coachwork by Scaglietti Ferrari Classiche Certified

Matching numbers and professionally restored 1955 Mercedes-Benz 300SL Gullwing Coupe



The Tailor's Car
1951 Ferrari 212 Export Berlinetta
Coachwork by Touring
Photo credit: Marcel Massini

This exceptional, racing-bred Ferrari was delivered new to famous Italian tailor and racing driver, Augusto Caraceni, the preferred clothing designer for the Agnelli family and Mr. Enzo Ferrari himself.

In current ownership since 1969, this evennumbered competition built Berlinetta still retains its original Touring coachwork and matching numbers engine and drivetrain, and is eligible for the most exclusive rallies and racing events world wide, such as the Mille Miglia.

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The Paris Auto Salon, sole surviving example 1949 Delahaye 135M Guillore Atlas Cabriolet Coachwork by Carrosserie Guilloré





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Restored to concours condition and offered with Ferrari Classiche certification 1968 Ferrari 275 GTB/4 Berlinetta Coachwork by Pininfarina Estimate: €2,000,000 - 2,500,000

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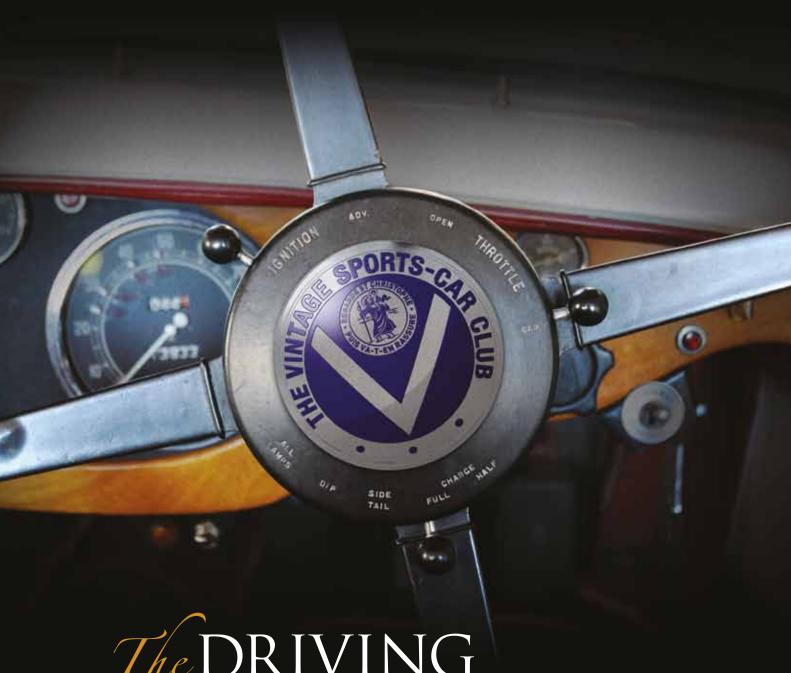
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#### NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as "Bidders" or "you". Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the Sale may be set out in the Catalogue for the Sale, in an insert in the Catalogue and/or in a notice displayed at the Sale venue and you should read them as well. Announcements affecting the Sale may also be given out orally before and during the Sale without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

#### 1. OUR ROLE

In its role as Auctioneer of Lots, Bonhams acts solely for and in the interests of the Seller. Bonhams' job is to sell the Lot at the highest price obtainable at the Sale to a Bidder. Bonhams does not act for Buyers or Bidders in this role and does not give advice to Buyers or Bidders. When it or its staff make statements about a Lot or, if Bonhams provides a Condition Report on a Lot it is doing that on behalf of the Seller of the Lot. Bidders and Buyers who are themselves not expert in the Lots are strongly advised to seek and obtain independent advice on the Lots and their value before bidding for them. The Seller has authorised Bonhams to sell the Lot as its agent on its behalf and, save where we expressly make it clear to the contrary, Bonhams acts only as agent for the Seller. Any statement or representation we make in respect of a Lot is made on the Seller's behalf and unless Bonhams sells a Lot as principal, not on our behalf and any Contract for Sale is between the Buyer and the Seller and not with us. If Bonhams sells a Lot as principal this will either be stated in the Catalogue or an announcement to that effect will be made by the Auctioneer, or it will be stated in a notice at the Sale or an insert in the Catalogue.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a Lot and buy it, at that stage Bonhams does enter into an agreement with the Buyer. The terms of that contract are set out in our Buyer's Agreement, which you will find at Appendix 2 at the back of the Catalogue. This will govern Bonhams' relationship with the Buyer.

#### 2. LOTS

Subject to the Contractual Description printed in bold letters in the Entry about the Lot in the Catalogue (see paragraph 3 below), Lots are sold to the Buyer on an "as is" basis, with all faults and imperfections. Illustrations and photographs contained in the Catalogue (other than photographs forming part of the Contractual Description) or elsewhere of any Lots are for identification purposes only. They may not reveal the true condition of the Lot. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the Lot. Lots are available for inspection prior to the Sale and it is for you to satisfy yourself as to each and every aspect of a Lot, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the Hammer Price). It is your responsibility to examine any Lot in which you are interested. It should be remembered that the actual condition of a Lot may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and Lots may not be authentic or of satisfactory quality; the inside of a Lot may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many Lots they may have been damaged and/ or repaired and you should not assume that a Lot is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such

items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

#### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### Contractual Description of a Lot

The Catalogue contains an Entry about each Lot. Each Lot is sold by its respective Seller to the Buyer of the Lot as corresponding only with that part of the Entry which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the Lot in the Catalogue. The remainder of the Entry, which is not printed in bold letters, represents Bonhams' opinion (given on behalf of the Seller) about the Lot only and is not part of the Contractual Description in accordance with which the Lot is sold by the Seller.

#### Estimates

In most cases, an Estimate is printed beside the Entry. Estimates are only an expression of Bonhams' opinion made on behalf of the Seller of the range where Bonhams thinks the Hammer Price for the Lot is likely to fall; it is not an Estimate of value. It does not take into account any VAT or Buyer's Premium payable. Lots can in fact sell for Hammer Prices below and above the Estimate. Any Estimate should not be relied on as an indication of the actual selling price or value of a Lot. Estimates are in the currency of the Sale.

#### **Condition Reports**

In respect of most Lots, you may ask for a Condition Report on its physical condition from Bonhams. If you do so, this will be provided by Bonhams on behalf of the Seller free of charge. Bonhams is not entering into a contract with you in respect of the Condition Report and accordingly does not assume responsibility to you in respect of it. Nor does the Seller owe or agree to owe you as a Bidder any obligation or duty in respect of this free report about a Lot, which is available for your own inspection or for inspection by an expert instructed by you. However, any written Description of the physical condition of the Lot contained in a Condition Report will form part of the Contractual Description of the Lot under which it is sold to any Buyer.

#### The Seller's responsibility to you

The Seller does not make or agree to make any representation of fact or contractual promise, Guarantee or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual Buyer as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any Lot or as to the anticipated or likely selling price of any Lot. Other than as set out above, no statement or representation in any way descriptive of a Lot or any Estimate is incorporated into any Contract for Sale between a Seller and a Buyer.

#### Bonhams' responsibility to you

You have the opportunity of examining the Lot if you want to and the Contract for Sale for a Lot is with the Seller and not with Bonhams; Bonhams acts as the Seller's agent only (unless Bonhams sells the Lot as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each Lot to establish the accuracy or otherwise of any Descriptions or opinions given by Bonhams, or by any person on Bonhams' behalf, whether in the Catalogue or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.  $% \label{eq:control}$ 

Bonhams does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by Bonhams or on Bonhams' behalf which is in any way descriptive of any Lot

or as to the anticipated or likely selling price of any Lot. No statement or representation by Bonhams or on its behalf in any way descriptive of any Lot or any Estimate is incorporated into our Buyer's Agreement.

#### Alterations

Descriptions and Estimates may be amended at Bonhams' discretion from time to time by notice given orally or in writing before or during a Sale.

THE LOT IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY LOT OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

#### 4. CONDUCT OF THE SALE

Our Sales are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any Sale without stating a reason. We have complete discretion as to whether the Sale proceeds, whether any Lot is included in the Sale, the manner in which the Sale is conducted and we may offer Lots for Sale in any order we choose notwithstanding the numbers given to Lots in the Catalogue. You should therefore check the date and starting time of the Sale, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a Lot you are interested in is put up for Sale. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any Lot, to combine two or more Lots, to withdraw any Lot from a Sale and, before the Sale has been closed, to put up any Lot for auction again. Auction speeds can exceed 100 Lots to the hour. and bidding increments are generally about 10%. However these do vary from Sale to Sale and from Auctioneer to Auctioneer. Please check with the department organising the Sale for advice on this. Where a Reserve has been applied to a Lot, the Auctioneer may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such Reserve) on behalf of the Seller. We are not responsible to you in respect of the presence or absence of any Reserve in respect of any Lot. If there is a Reserve it will normally be no higher than the lower figure for any Estimate in the Catalogue, assuming that the currency of the Reserve has not fluctuated adversely against the currency of the Estimate. The Buyer will be the Bidder who makes the highest bid acceptable to the Auctioneer for any Lot (subject to any applicable Reserve) to whom the Lot is knocked down by the Auctioneer at the fall of the Auctioneer's hammer. Any dispute as to the highest acceptable bid will be settled by the Auctioneer in his absolute discretion. All bids tendered will relate to the actual Lot number announced by the Auctioneer. An electronic currency converter may be used at the Sale. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the Sale and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the Sale. At some Sales, for example, jewellery Sales, we may use screens on which images of the Lots will be projected. This service is provided to assist viewing at the Sale. The image on the screen should be treated as an indication only of the current Lot. It should be noted that all bids tendered will relate to the actual Lot number announced by the Auctioneer. We do not accept any responsibility for any errors which may occur in the use of the screen.

#### 5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, Absentee *Bidding Form* or Telephone *Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

#### Bidding in person

You should come to our Bidder registration desk at the Sale venue and fill out a Bidder Registration Form on (or, if possible, before) the day of the Sale. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the Sale. Should you be a successful Bidder you will need to ensure that your number can be clearly seen by the Auctioneer and that it is your number which is identified as the Buyer's. You should not let anyone else use your paddle as all Lots will be invoiced to the name and address given on your Bidder Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the Hammer Price of, or whether you are the successful Bidder of, a particular Lot, you must draw this to the attention of the Auctioneer before the next Lot is offered for Sale. At the end of the Sale, or when you have finished bidding please return your paddle to the Bidder registration desk

#### Bidding by telephone (only available on lots with a low estimate greater than £400)

If you wish to bid at the Sale by telephone, please complete a Telephone Bidding Form, which is available from our offices or in the Catalogue. Please then return it to the office responsible for the Sale at least 24 hours in advance of the Sale. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all Lots. We will not be responsible for bidding on your behalf if you are unavailable at the time of the Sale or if the telephone connection is interrupted during bidding. Please contact us for further details.

#### Bidding by post or fax

Absentee Bidding Forms can be found in the back of this Catalogue and should be completed and sent to the office responsible for the Sale. It is in your interests to return your form as soon as possible, as if two or more Bidders submit identical bids for a Lot, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the Sale. Please check your Absentee Bidding Form carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to Reserves and other bids made for the Lot. Where appropriate your bids will be rounded down to the nearest amount consistent with the Auctioneer's bidding increments. New Bidders must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

#### Bidding via the internet

Please visit our *Website* at http://www.bonhams.com for details of how to bid via the internet.

#### Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee Bidding Form that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the Buyer and will be liable to pay the Hammer Price and Buyer's Premium and associated charges. If we approve the

identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our Conditions of Business and contact our Customer Services Department for further details.

#### 6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the Buyer, a Contract for Sale of the Lot will be entered into between the Seller and the Buyer on the terms of the Contract for Sale set out in Appendix 1 at the back of the Catalogue. You will be liable to pay the Purchase Price, which is the Hammer Price plus any applicable VAT. At the same time, a separate contract is also entered into between us as Auctioneers and the Buver. 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

#### 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% up to £50,000 of the *Hammer Price*20% from £50,001 to £1,000,000 of the *Hammer Price*12% from £1,000,001 of the *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*).

 Hammer Price
 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
- Zero rated for VAT, no VAT will be added to the Hammer Price or the Buyer's Premium
- 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/supportingmuseums/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 *Bohhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bohhams* 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
- 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  $\Delta$  and VAT is payable by the purchaser, at the standard rate, on the Hammer Price, unless the wines are to remain under Bond. Buyers requiring their wine to remain in Bond must notify Bonhams at the time of the Sale. The Buyer is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such Lots must be transferred or collected within two weeks of the Sale.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for Lots to be released under Bond.

#### **Bottling Details and Case Terms**

The following terms used in the Catalogue have the following meanings:

- CB Château bottled
- DB Domaine bottled
- EstB Estate bottled
- BB Bordeaux bottled BE - Belgian bottled
- FB French bottled
- GB German bottled
- OB Oporto bottled UK – United Kingdom bottled
- owc- original wooden case
- iwc individual wooden case
- oc original carton

#### 11 GOVERNING LAW

All transactions to which the Contract for Sale applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the Sale takes place and the Seller and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the Seller may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. Bonhams has a complaints procedure in place.

#### APPENDIX 2

#### **BUYER'S AGREEMENT**

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

#### 1 THE CONTRACT

- 1.1 These terms govern the contract between Bonhams personally and the Buyer, being the person to whom a Lot has been knocked down by the Auctioneer.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the Catalogue for the Sale are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the Notice to Bidders, printed in the Catalogue for the Sale, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the Notice to Bidders the Contract for Sale of the Lot between you and the Seller is made on the fall of the Auctioneer's hammer in respect of the Lot, when it is knocked down to you. At that moment a separate contract is also made between you and Bonhams on the terms in this Buyer's Agreement.
- 1.4 We act as agents for the Seller and are not answerable or personally responsible to you for any breach of contract or other default by the Seller, unless Bonhams sells the Lot as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the Notice to Bidders or otherwise notified to you, store the Lot in accordance with paragraph 5;
- 1.5.2 subject to any power of the Seller or us to refuse to release the Lot to you, we will release the Lot to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the Seller.
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, Guarantee, warranty, representation of fact in relation to any Description of the Lot or any Estimate in relation to it, nor of the accuracy or completeness of any Description or Estimate which may have been made by us or on our behalf or by or on behalf of the Seller (whether made orally or in

writing, including in the Catalogue or on Bonhams' Website, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the Sale. No such Description or Estimate is incorporated into this agreement between you and us. Any such Description or Estimate, if made by us or on our behalf, was (unless Bonhams itself sells the Lot as principal) made as agent on behalf of the Seller.

#### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the Seller under the Contract for Sale in respect of the Lot.

#### 3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the Notice to Bidders, you must pay to us by not later than 4.30pm on the second working day following the Sale:
- 3.1.1 the Purchase Price for the Lot;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
- 3.1.3 if the Lot is marked [AR], an Additional Premium which is calculated and payable in accordance with the Notice to Bidders together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the Sale.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the Sale was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the Notice to Bidders. Our invoices will only be addressed to the registered Bidder unless the Bidder is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the Buyer's Premium, the Commission payable by the Seller in respect of the Lot, any Expenses and VAT and any interest earned and/or incurred until payment to the Seller.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the Purchase Price, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of Lots have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the Purchase Price of each Lot and secondly pro-rata to pay all amounts due to Bonhams.

#### 4 COLLECTION OF THE LOT

4.1

Subject to any power of the Seller or us to refuse to release the Lot to you, once you have paid to us, in cleared funds, everything due to the Seller and to us, we will release the Lot to you or as you may direct us in writing. The Lot will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the Lot at your own expense by the date and time specified in the Notice to Bidders, or if no date is specified, by 4.30pm on the seventh day after the Sale.
- 4.3 For the period referred to in paragraph 4.2, the Lot can be collected from the address referred to in the Notice to Bidders for collection on the days and times specified in the Notice to Bidders. Thereafter, the Lot may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the Notice to Bidders.
- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "Storage Contract") with the Storage Contractor for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the Storage Contractor (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus *VAT* per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
- 4.5 Until you have paid the Purchase Price and any Expenses in full the Lot will either be held by us as agent on behalf of the Seller or held by the Storage Contractor as agent on behalf of the Seller and ourselves on the terms contained in the Storage Contract
- 4.6 You undertake to comply with the terms of any Storage Contract and in particular to pay the charges (and all costs of moving the Lot into storage) due under any Storage Contract. You acknowledge and agree that you will not be able to collect the Lot from the Storage Contractor's premises until you have paid the Purchase Price, any Expenses and all charges due under the Storage Contract.
- 4.7 You will be wholly responsible for packing, handling and transport of the Lot on collection and for complying with all import or export regulations in connection with the Lot.
- 4.8 You will be wholly responsible for any removal, storage, or other charges for any Lot not removed in accordance with paragraph 4.2, payable at our current rates, and any Expenses we incur (including any charges due under the Storage Contract), all of which must be paid by you on demand and in any event before any collection of the Lot by you or on your behalf.

#### 5 STORING THE LOT

We agree to store the Lot until the earlier of your removal of the Lot or until the time and date set out in the Notice to Bidders, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the Sale) and, subject to paragraphs 6 and 10, to be responsible as bailee to you for damage to or the loss or destruction of the Lot (notwithstanding that it is not your property before payment of the Purchase Price). If you do not collect the Lot before the time and date set out in the Notice to Bidders (or if no date is specified, by 4.30pm on the seventh day after the Sale) we may remove the Lot to another location, the details of which will usually be set out in the relevant section of the Catalogue. If you have not paid for the Lot in accordance with paragraph 3, and the Lot is moved to any third party's premises, the Lot will be held by such third party strictly to Bonhams' order and we will retain our lien over the Lot until we have been paid in full in accordance with paragraph 3.

#### 6 RESPONSIBILITY FOR THE LOT

- 6.1 Only on the payment of the *Purchase Price* to us will title in the *Lot* pass to you. However under the *Contract for Sale*, the risk in the *Lot* passed to you when it was knocked down to you.
- 6.2 You are advised to obtain insurance in respect of the *Lot* as soon as possible after the *Sale*.

#### 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS

- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the Lot 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 Seller):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the Lot;
- 7.1.3 to remove, and/or store the Lot at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the Purchase Price) and/or damages for breach of contract;
- 7.1.5 to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 7.1.6 to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless you buy the Lot as a Consumer) 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 Lot or part thereof;
- 7.1.7 to sell the Lot Without Reserve by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 7.1.8 to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for Sale) until all sums due to us have been paid in full;
- 7.1.9 to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;
- 7.1.10 on three months' written notice to sell, Without Reserve, 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 Sale) and to apply any monies due to you as a result of such Sale in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future Sale or to reject a bid from you at any future Sale or to require you to pay a deposit before any bid is accepted by us at any future Sale in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the Purchase Price of any Lot of which you are the Buyer.

- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other Expenses (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the Purchase Price of the Lot (or where you have purchased more than one Lot pro-rata towards the Purchase Price of each Lot) and secondly to the Buyer's Premium (or where you have purchased more than one Lot pro-rata to the Buyer's Premium on each Lot) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any Sale of the Lot under our rights under this paragraph 7 after the payment of all sums due to us and/or the Seller within 28 days of receipt by us of all such sums paid to us.

#### 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT

- Whenever it becomes apparent to us that the Lot is the subject of a claim by someone other than you and other than the Seller (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the Lot in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the Lot to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by
- 8.2 The discretion referred to in paragraph 8.1:
  - 2.1 may be exercised at any time during which we have actual or constructive possession of the Lot, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.

#### 9 FORGERIES

- 9.1 We undertake a personal responsibility for any *Forgery* 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 *Lot* and that invoice has been paid; and

- .2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the Lot is or may be a Forgery, and in any event within one year after the Sale, that the Lot is a Forgery, and
- 9.2.3 within one month after such notification has been given, you return the Lot to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the Lot is a Forgery and details of the Sale and Lot number sufficient to identify the Lot.
- 9.3 Paragraph 9 will not apply in respect of a Forgery if:
- 9.3.1 the Entry in relation to the Lot contained in the Catalogue reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or
- 9.3.2 it can be established that the Lot is a Forgery only by means of a process not generally accepted for use until after the date on which the Catalogue was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the *Lot* as we in our absolute discretion consider necessary to satisfy ourselves that the *Lot* is or is not a *Forgery*.
- 9.5 If we are satisfied that a Lot is a Forgery we will (as principal) purchase the Lot from you and you will transfer the title to the Lot 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 Purchase Price, Buyer's Premium, VAT and Expenses paid by you in respect of the Lot.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the Lot, all rights and benefits under this paragraph will
- 9.8 Paragraph 9 does not apply to a Lot made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a Stamp or Stamps or a Book or Books.

#### 10 OUR LIABILITY

- 10.1 We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any Description of the Lot or any Entry or Estimate in respect of it, made by us or on our behalf or by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Bonhams' Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale.
- 10.2 Our duty to you while the Lot 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 Lot or to other persons or things caused by:
- 10.2.1 handling the *Lot* if it was affected at the time of *Sale* to you by woodworm and any damage is caused as a result of it being affected by woodworm; or

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the Lot is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of Business, Business profits, revenue or income or for loss of Business reputation or for disruption to Business or wasted time on the part of the Buyer's management or staff or, if you are buying the Lot in the course of a Business, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- Unless you buy the Lot as a Consumer, in any 10.3.2 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.

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.
- 1.12 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 W15 15R, 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
- "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 of 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 (where applicable), the Buyer's Premium and VAT on the Buyer's Premium and any Expenses.

"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 or 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."

## Registration and Bidding Form (Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.



			Sale title: December Oxford Sale		Sala data: Q Docomb	or 2012			
			Sale title. December Oxford Sale	Sale date: 9 December 2013					
Paddle number (	(for office use or	nlv)	Sale no. 21274	Sale venue: Bonhams	Sale venue: Bonhams Oxford				
This sale will be co conhams' Condition the Sale will be ou should read the between the Sale Information out the charges pa ou make and othe ouying at the Sale. lave about the Co chese Conditions a	nducted in accordains of Sale and bidd regulated by these e Conditions in con on relating to this S yable by you on the er terms relating to You should ask an inditions before sign lso contain certain yers and limit Bonha	nce with ling and buying Conditions. junction with ale which sets e purchases bidding and y questions you ning this form. undertakings	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 - 200						
	use of your information		Customer Number		Title				
ve shall only use it i	n accordance with that t to any additional sp	e terms of our	First Name	Last Name					
ou may have given	at the time your info f our Privacy Policy ca	rmation was	Company name (to be invoiced if applicable)						
ur website (www.b	onhams.com) or requires Department, 10	uested by post	Address						
	1SR United Kingdom								
Credit and Debit Ca			City	County / State					
here is no surcharge	for payments made by All other debit cards a		Post / Zip code	Country					
	urcharge on the total i		Telephone mobile	Telephone daytime					
lotice to Bidders.	d to provide photogra	aphic proof of	Telephone evening Fax						
D - passport, driving	licence, ID card, tog	ether with proof	Preferred number(s) in order for Telephone Bidding (inc. country code)						
tc. Corporate client	s should also provide \( \) company registrat	a copy of their							
ogether with a lette	r authorising the indi f. Failure to provide t	vidual to bid on	E-mail (in capitals)						
our bids not being p	processed. For higher	value lots you							
f successful			I am registering to bid as a private clier		I am registering to bid a				
will collect the purc	-		If registered for VAT in the EU please enter	Please tick if you have registered with us before					
lease contact me w f applicable)	ith a shipping quote		Please note that all telephone sall	s are recorded					
T. I.			Please note that all telephone call	s are recorded.	MAX bid in GBP				
Telephone or Absentee (T / A)	Lot no.	Brief description			(excluding premium & VAT)	Covering bid*			
FOR WINE SALES	ONLY				J	1			
	vailable under bond	" in bond I v	vill collect from Park Royal or bonded wareh	ouse Please inclu	de delivery charges (minimun	n charge of £20 + VAT)			
	S FORM YOU AGE		AVE READ AND UNDERSTAND OUR CO	DNDITIONS OF SALE	AND WISH TO BE BOUNI	D BY THEM.			
Your signature:				Date:					
Covering Bid: A max	imum bid (exclusive of	Buyers Premium and	/AT) to be executed by Bonhams <b>only</b> if we are u	unable to contact you by te	elephone, or should the connec	tion be lost during bidding.			

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#### **Motor Car Index**

Lot No	Year	Model	Lot No	Year	Model
338	1932	Alvis 12/50hp Doctor's Coupé	335	1973	Jaguar E-Type Series III V12 Roadster
301	1970	Austin 1800S Saloon	322	1967	Jaguar Mk2 3.8-litre Saloon
309	1925	Austin 20hp Drophead Coupé	354	1959	Jaquar XK150S 3.8-Litre Drophead Coupé
347	1981	Austin Mini Metro 1.3S Saloon	374	1956	Lagonda 3-Litre Saloon Project
306	1936	Austin Seven Ruby Saloon	355	1933	Lagonda 3-Litre T7 Tourer
321	1960	Austin-Healey 3000 MkI Roadster	318	1934	Lagonda Rapier Special
330	1963	Austin-Healey 3000 MkIIA Convertible	363	1992	Lancia Delta HF Integrale Evoluzione Hatchback
350	1997	Bentley Brooklands Saloon	360	1970	Lancia Fulvia Sport 1.3s Zagato Coupé
352	1994	Bentley Continental R Coupé	367	1990	Lister Jaguar 7.0-Litre MkIII Convertible
361	1952	Bentley MkVI 4½-Litre Saloon	304	1973	Mercedes-Benz 250 Saloon
341	1949	Bentley MkVI Saloon	328	1972	Mercedes-Benz 300SEL 6.3 Sports Saloon
346	1960	Bentley S2 Continental 'Flying Spur' Saloon	372	1960	Messerschmitt KR200 Cabriolet Microcar
370	1957	BMW Isetta 300	308	1949	MG Midget TC Roadster
310	1919	Buick H45 Tourer	356	1936	MG Midget TA 'Cream Cracker' Sports
373	1958	Buick Limited Sedan Project	365	1985	Morgan 4/4 Roadster
332	1957	Chevrolet Corvette Roadster	326	1968	Morgan Plus 8 Sports
337	1946	Chevrolet Stylemaster Coupé	351	1966	Morris Mini Cooper 'S' Saloon
325	1964	Citroën DS19 Décapotable	305	1964	Morris Mini Minor Deluxe Saloon
316	1924	Crossley 19.6hp Sports Tourer	353	1959	Morris Mini Minor Saloon Project
375	1987	Daimler Double-Six Series III V12	349	1964	Morris Mini Moke
358	1974	De Tomaso Pantera Coupé	303	1990	Porsche 944S2 3.0-Litre Cabriolet
340	1929	Essex Super Six Doctor's Coupé	311	1909	Renault AX Tourer
307	1960	Falcon Competition MkII Sports	302	1959	Riley 2.6 Saloon
323	1982	Ferrari 308GTSi Coupé	312	1931	Rolls-Royce 20/25hp Saloon
329	1988	Ferrari 328GTS Targa Coupé	317	1931	Rolls-Royce 20/25hp Two-door Weymann Sportsman's Coupé
357	1988	Ferrari Testarossa Berlinetta	339	1927	Rolls-Royce 20hp Limousine
366	1996	Ford Escort RS Cosworth Lux Hatchback	320	1933	Rolls-Royce Phantom II Continental Sports Saloon
343	1931	Ford Model A Roadster Deluxe	348	2000	Rover Mini 1.3i Saloon
331	1966	Ford Mustang Convertible	319A	1934	Singer Le Mans 9hp 2-Seater Tourer
344	1971	Ford Mustang Convertible	342	1934	SS1 Jaguar 20hp Tourer
368	1967	Ford Mustang Convertible	319	1919	Sunbeam 16hp Tourer
336	1965	Ford Mustang Coupé	324	1963	Sunbeam 4.2-Litre Harrington Alpine
334	1988	Ford Sierra RS Cosworth	333	1947	Triumph Roadster
364	1987	Ford Sierra RS Cosworth	345	1959	Triumph TR3A Roadster
315	1937	Frazer Nash-BMW Type 319/2 Cabriolet	371	1965	Trojan 200 Cabin Cruiser
327	1964	Jaguar E-Type 3.8-Litre Series 1 Coupé	314	1908	Vulcan 20hp Roi-des-Belges
359	1970	Jaguar E-Type 4.2-Litre Series 2 Coupé	369	1932	Wolseley Hornet Drophead Coupé
362	1966	Jaguar E-Type LNT Replica			



