

# Bonhams



## The Oxford Sale

**Collectors' Motor Cars and Automobilia**

Saturday 8 March 2014  
Bonhams Oxford





# Collectors' Motor Cars and Automobilia

Saturday 8 March 2014  
Bonhams, Oxford  
OX5 1JH

# The Oxford Sale

## **Bonhams**

101 New Bond Street  
London W1S 1SR  
**bonhams.com**

## **Viewing**

Friday 7 March 1pm to 5pm  
Saturday 8 March from 9am

## **Sale times**

Automobilia 11am  
Motor Cars 2pm

## **Bids**

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

Please note that bids should be  
submitted no later than 4pm on  
Friday 7 March. Thereafter bids  
should be sent directly to the  
Bonhams office at Oxford on  
+44 (0) 8700 270 089 fax

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

## **Enquiries**

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

## **Automobilia**

+44 (0) 8700 273 619  
+44 (0) 8700 273 625 fax  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

## **Enquiries on view and sale days**

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

**Catalogue:** £20 + p&p

## **Customer Services**

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

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

Please see back of catalogue  
for important notice to bidders

**Sale Number:** 21735

## **Illustrations**

Front cover: Lot 217  
Back cover: Lot 222

## **Bonhams 1793 Limited**

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

+44 (0) 20 7393 3900  
+44 (0) 20 7393 3905 fax

## **Bonhams 1793 Ltd Directors**

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

## **Bonhams UK Ltd Directors**

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, Sophie Law,  
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 Wynnell-Mayow, Suzannah Yip.

# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. 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.

## Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

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

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

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

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

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

## VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:  
† VAT at 20% on hammer price and buyer's premium  
Ω VAT on imported items at 20% on hammer price and buyer's premium.  
\* VAT on imported items at 5% on hammer price and buyer's premium.

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

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

## Artists Resale Right Regulations 2006

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

## Vehicle Insurance

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

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



# Guide for Buyers

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

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

## How do I bid at the sale?

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

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

## Telephone bidding

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

## Absentee/Commission bidding

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

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

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

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

## How fast will the auctioneer go?

The auctioneer will aim to sell +/- 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. 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.

## 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 Mark Gold (Details on page 4 of this catalogue).

## Can someone arrange insurance for me?

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

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

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

# Your contacts for this sale

## Motor Car Specialists

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

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

Ben Deane-Pike  
+44 (0) 20 7468 5800  
ben.deanepike@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

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

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

## Motor Car Administrators

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

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

## Automobilia Specialists

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

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

Julian Roup  
+44 (0) 20 7468 5870  
+44 (0) 20 7468 8209 fax  
julian.roup@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

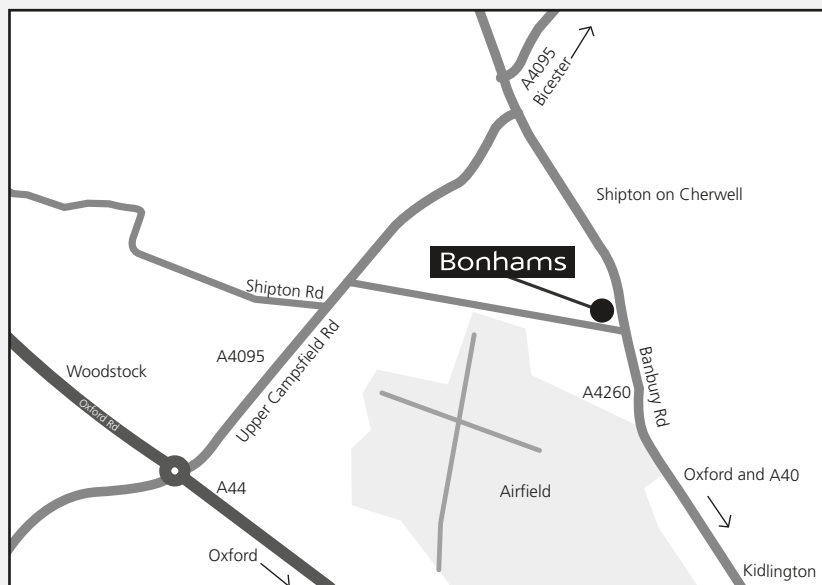
## Recommended Vehicle Insurance

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  
+44 (0) 7889 722 333  
www.showcasesvs.co.uk

# Directions to Bonhams Oxford



## Address

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



# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 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 10:30am Tuesday 11 March 2014, by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2843 or [bill.to@bonhams.com](mailto:bill.to@bonhams.com) to make an appointment.

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

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

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

Shippers or Agents wishing to collect on behalf of the purchaser must provide written instruction from the client before Bonhams will release the lot(s).

## Motor Cars

Motor Cars must be collected by 12noon on Sunday 9 March 2014.

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](mailto:polygon@polygon-transport.com)

## Vehicle Removal charges

£200 + VAT per motor car

## Storage charges

First 14 days

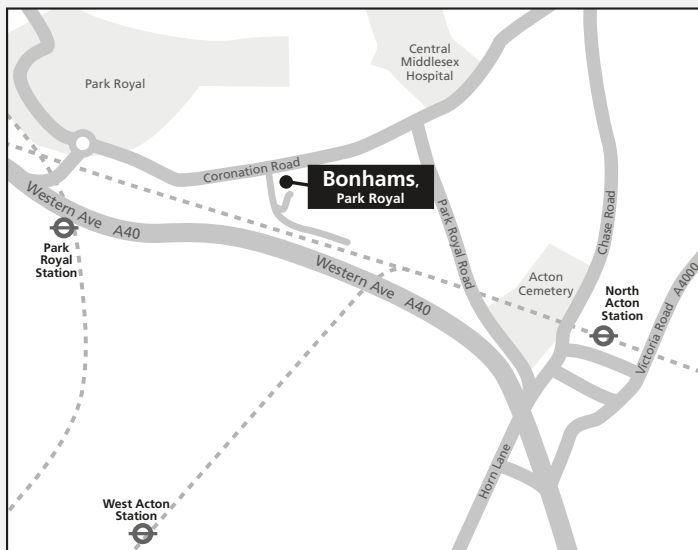
£14.00 + VAT per day per motor car

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

11am

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



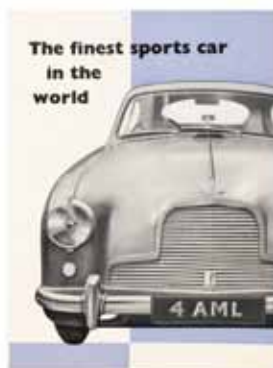




11



13



1●  
Books relating to pre and post-War racing, including Raymond Mays: Split Seconds; Prince Chula: Blue and Yellow, and Road Star Hat Trick; Goldie Gardner: Magic MPH; AFC Hillstead: Those Bentley Days; Sir Malcolm Campbell: Speed on Wheels; Gregor Grant: British Sports Cars; a bound Volume III of Autosport (July-Dec 1951), and other related titles.  
(Qty)  
£100 - 200  
€120 - 240

2●  
A quantity of assorted motoring books, including Anthony Pritchard: Maserati - A History; Richard Crump & Rob de la Rive Box: Maserati - Sports, Racing & GT Cars 1926-1975; Arnold Davey & Anthony May: Lagonda - A History of the Marque; Cyril Posthumus: The British Competition Car; Mike Hawthorn: Challenge Me the Race, and Champion Year; Arthur Owen: The Racing Coopers; Autocourse annual 2003/04, and other titles relating to sports, racing and other subjects.  
(Qty)  
£200 - 300  
€240 - 370

3●  
Hugh Conway & Maurice Sauzay: Bugatti Magnum;  
bound in blue cloth hard covers, a well-illustrated history of the marque, complete with slipcase and applied plaque numbered 1995, large 4to.  
£300 - 500  
€370 - 610

4●  
Sales ephemera relating to AC Cobra, including specification sheets for 427 model, AC and Ford letterheads, and a 4th edition of World Registry of Cobras and GT40s.  
(Qty)  
£500 - 600  
€610 - 730

5●  
Paul Sheldon & Duncan Rabagliati: A Record of Grand Prix and Voiturette Racing; Volumes 1-10,  
some in leather and some clothbound black hard covers, majority limited edition and each signed by one or both authors, a comprehensive record covering the period from 1900 to 1978, together with an Addenda supplement for the set in vinyl covers, and a limited edition volume of Rabagliati & Page: Historic 500cc Formula 3, signed by both authors.  
(12)  
£1,000 - 1,500  
€1,200 - 1,800

6●  
Motor Sport; Volume 3 and Volume 4/5, in publisher's black bindings with gilt tooling, comprising Volume 3, issues 1-12 (July 1926-June 1927) and with index, and issues for Volumes 4 & 5 bound together, with original issues 1-12 for Vol 4 (July 1927-Sept 1928) and Vol 5 issue 1 (Nov 1928), and photocopies for Vol 5, issues 2 & 3 (May-June 1929), each bound with covers and adverts.  
(2)  
£500 - 700  
€610 - 850

7● ◇  
Autocourse Annuals; 1976/77 to 2009/10, a complete run of 34 annuals, each with dust-jacket.  
(34)  
£500 - 700  
€610 - 850

8●  
Two Volkswagen brochures, the first dated 1939, fold out type, German text, the other, beige covers, outlining all aspects of the model, German text, 31 numbered pages, small 4to.  
(2)  
£100 - 150  
€120 - 180

9●  
A fine sales brochure for Berliet Automobiles, 1911,  
French text, hardbound silk-tied board covers, with applied inset roundel to front, monochrome illustrations of the models taken from photo plates, coloured humorous graphics plates and two full page illustrations of artwork by Rene Vincent, 40pp, 34 numbered.  
£150 - 200  
€180 - 240



10●

A 1915 Bentley & Bentley Ltd DFP Concessionaires sales brochure, outlining specifications of models offered, competition successes including the TT and various testimonials, 12pp, some staining to lower left corner, small 4to.

£300 - 400

€370 - 490

11●

A Maserati 'vittorie' 1926-1954 successes publication, card covers, 187 numbered pages, celebrating race successes for the marque, Italian text, large 4to, some lifting to spine, together with a 1957 sales sheet for the Maserati Sport 300 S with specifications in Italian, French and English text, 4to.

(2)

£500 - 600

€610 - 730

12●

Two Bentley Continental sales brochures, comprising an S1 brochure, blue card covers, with price list sheet, and late R-Type, grey card covers, each illustrated with coachwork styles for Sports Saloon and Drophead Coupe models by Park Ward and H J Mulliner.

(3)

£500 - 600

€610 - 730

13●

Four DB Aston Martin sales brochures, comprising DB2 Sports Saloon fold-out brochure, 3-Litre DB2-4, a DB2-4 successes brochure, and DB3S Competition Car.

(4)

£500 - 600

€610 - 730

14●

Three Ferrari sales brochures, comprising a 250 Granturismo fold-out brochure with illustrations and specifications for the Coupe model, single crease, 4to, a circa 1953 sales brochure for the 250 Europa and 375 America models, with illustrations and specifications, Italian text, 8vo, and a 1968 'Daytona' 365 GTB4 Pininfarina brochure, in Italian, French and English text.

(3)

£500 - 600

€610 - 730

15●

A Jaguar 'D' Type sales brochure, dated October 1954, with cover illustration after Roy Nockolds, 2-page brochure with specifications, small 4to, together with two price list sheets for Mark VII 'M' Type Saloon and XK140 models, dated November 1954 and May 1955, each 8vo.

(3)

£600 - 700

€730 - 850



14



14



15



14

16●◇

A considerable collection of motoring sales brochures, majority 1970s but also including some 1960s and 1980s examples, approximately 1,500 different brochures, leaflets and sales sheets for various British, European, American and Japanese marques and models including Alfa Romeo, Aston Martin including DB6 and V8 models, Audi, Austin, BMW, Citroen, Chevrolet, Chrysler, Daimler, Ferrari including 308GTB, Dino 308 GT4 and 365 GT4, Fiat, Ford, Hillman, Honda, Jaguar including E-Type models, Jensen, Lagonda, Lamborghini, Lancia, Lotus, Maserati, Mazda, Mercedes-Benz including saloon and sports models from 1973-1980s, MG, Mini, Morgan, Morris, Mitsubishi, Opel, Peugeot, Porsche including 911, 914, 924, 928 and 944, Renault, Rolls-Royce, Rover, Saab, Simca, Triumph, Vauxhall, Volkswagen, Wolseley, and others from various manufacturers, all contained within four crates, a list of contents provided by the vendor is available for viewing with the lot. (Qty)

£3,000 - 4,000

€3,700 - 4,900

17●

A quantity of classic car auction catalogues from the 1970's and later, including Bonhams, Christies, Phillips, and numerous other auction houses recording many important and very valuable cars offered at auction, including Bugatti, Bentley, Rolls-Royce Silver Ghost, Edwardian Cars, Daimler, James Leake Collection, and others.

(Qty)

£40 - 60

€50 - 70

18

A quantity of assorted motoring and motorsport photographs, monochrome images and reprints relating to a range of subjects and marques, various early motoring and race events, including early Fords, Prince Henry Cup, French Grand Prix and others, images of some inter-War GP racing, race cars and historic events, including Mercedes-Benz, Bugatti, ERA, and other images relating to post-War subjects and later, including motor shows and factory images.

(Qty)

£100 - 150

€120 - 180



26



30



27

19  
A signed Ayrton Senna colour photograph, 19.5 x 25.5cm, depicting Senna in the cockpit of his Williams FW16, signed in black marker pen, mounted, framed and glazed, together with a certificate of authenticity.

(2)  
£250 - 350  
€300 - 430

20  
A signed Ayrton Senna colour photograph, 21 x 29cm, depicting Senna in his McLaren MP4/8, signed in black marker pen, mounted, framed and glazed.

£250 - 350  
€300 - 430

21  
A signed Ayrton Senna colour photograph, 20 x 28cm, depicting Senna at Monte Carlo in his McLaren MP4/8, signed in blue marker pen, mounted, framed and glazed.

£250 - 350  
€300 - 430

22  
A signed Juan Manuel Fangio colour photograph, 30 x 19cm, depicting the racing driver, hand signed in blue ink by Fangio, framed and glazed, together with a Moore's Memorabilia certificate of authenticity.

(2)  
£250 - 350  
€300 - 430

23  
Fourteen original photographs of the Austin Seven production line at Longbridge, 1920s, 6" x 8" monochrome images, depicting chassis and engine assembly tracks, radiator plating plant, heavy press workshop, paint spraying line, and other manufacturing processes for the 7hp model, together with a photograph of a portrait painting by George Harcourt of Sir Herbert Austin, each mounted framed and glazed.

(15)  
£300 - 500  
€370 - 610

24  
Two albums of pre and post-War motor racing photographs, one containing images of 1929-30 Shelsley Walsh and Southport Sands featuring Villiers Vauxhall Supercharged Special, Mercedes, Bugatti, Alfa Romeo, and others including Aston Martin DB2, the other containing mid 1950s Formula 1 and other events featuring Vanwall, Alfa Romeo, Maserati, and others, 500cc, Aston Martin, paddock images, and other motoring scenes, together with George Monkhouse: Motor Racing with Mercedes-Benz, and a Rolls-Royce Phantom III sales brochure.

(4)  
£300 - 400  
€370 - 490

25  
A series of five Shell reproduction posters, produced in 1969 by Shellmex & BP Ltd, after poster designs originally produced in the 1920s-30s, comprising 'Bank on Super Shell', 'The Leading Line', 'Imperial Airways', 'These Men Use Shell', and 'Everywhere You Go...', each 51 x 76cm, rolled, in original card packing tube.

£100 - 150  
€120 - 180

26  
A Cottureau & Co poster after Misti, 1900s, laid to linen, some wear to edge, 150 x 125cm.

£600 - 800  
€730 - 970

27 ♦  
A rare Audibert et Lavirotte Automobiles advertising poster, French, 1896, with design after Louis Huvey (1868-1954), laid on linen over wooden stretcher, 123 x 160cm, fading/yellowing to paper, some old tears and repairs.

£1,500 - 2,000  
€1,800 - 2,400

28  
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  
€370 - 490



29

**Five Austin and BMC engineering drawings 1960s**, each 'Assembly' drawing in black pen on wax paper comprising Austin Mini Van Special Export version 1960, Austin Mini GPO Engineer's Van, 1960, Riley 2 Door saloon by Austin, 1961, and BMC Mini Traveller 1961 each showing side, plan front and rear of vehicle with notes, the larger 77 x 195cm and a BMC ADO 16 Suspension trimming data drawing 34 x 52cm, rolled.

(5)

£200 - 300

€240 - 370

30<sup>AR</sup>

**Nicholas Watts (British, 1947-), 'Shelby Cobra 45 - Targa Florio 1964'**, signed by the artist, pencil on artists' paper, depicting Phil Hill at speed in the 4.4 Litre Cobra, further signed by Carroll Shelby and Phil Hill in pencil, 34 x 46cm, double-mounted, framed and glazed, offered together with a photograph of Phil Hill signing the artwork.

(2)

£1,000 - 1,500

€1,200 - 1,800

According to information supplied by the vendor, this artwork has not, to date, been reproduced or issued as a print.

31<sup>AR</sup>

**D. Parker: 'The New Jaguar XK8'**, signed, oil on canvas, 60 x 90cm, framed.

£200 - 250

€240 - 300

This artwork is believed to have been commissioned by Jaguar Cars Ltd. for the introduction of the new Jaguar XK8 in 1996, and it depicts the Convertible model at Buckler's Hard in Hampshire.

32

**A hand-painted Royal Endorsement Coat of Arms**, modern, fibreglass, 70 x 70cm, for garage display.

£150 - 200

€180 - 240

33

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

£150 - 250

€180 - 300

34

**A Mille Miglia garage display emblem**, modern, cold-cast resin and aluminium composite, in the form of a directional arrow, 70 x 100cm.

£200 - 250

€240 - 300

35

**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



36

**An Aston Martin garage display chassis plate**,

modern, cold-cast resin and aluminium composite, 70 x 100cm.

£250 - 350

€300 - 430

37

**A Jaguar garage display emblem**, modern, cold-cast resin and aluminium composite, 150cm wide.

£250 - 350

€300 - 430

38

**A Bentley garage display emblem**, modern, cold-cast resin and aluminium composite, in the form of the Winged 'B' badge, 150cm wide.

£250 - 350

€300 - 430

39

**An Aston Martin garage display emblem**, modern, cold-cast resin and aluminium composite, in the form of the winged badge, 150cm wide.

£250 - 350

€300 - 430

40

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

£300 - 400

€370 - 490

41 ◇

**Tony Upson, 'Gulf Petrol Pump Mechanic'** signed, hand-painted, acrylic on cut-out board, 186 x 120cm.

£300 - 400

€370 - 490

42 ◇

**Tony Upson, 'Targa Florio Bugatti Type 35'**, signed, hand-painted, acrylic on cut-out board, 89 x 150cm.

£300 - 400

€370 - 490

43 ◇

**Tony Upson, '1959 Ferrari GT California Spyder'**, signed, hand-painted, acrylic on cut-out board, 70 x 166cm.

£300 - 400

€370 - 490

44 ◇

**Tony Upson, 'Castrol Oil Girls'**, signed, hand-painted, acrylic on cut-out board, 100 x 160cm.

£300 - 400

€370 - 490

45

**A vintage Bentley owner drivers' toolkit in leather toolbag**, beige leather box-bag with interior base tray, containing various tools including six BSA spanners, four other spanners, three Abingdon King Dick adjustable spanners, a small hand-drill, two wooden handled screwdrivers, two tyre levers, a small hammer, a copper Thor hammer, four pairs of pliers, a file, a soldering iron, an oiler, three grease guns including Tecalemit and Nesthill, a feeler gauge and a Schrader tyre gauge, together with a larger Tecalemit grease gun, a Prima bottle jack (missing handle), and a Desmo foot pump painted green.

(Qty)

£600 - 800

€730 - 970

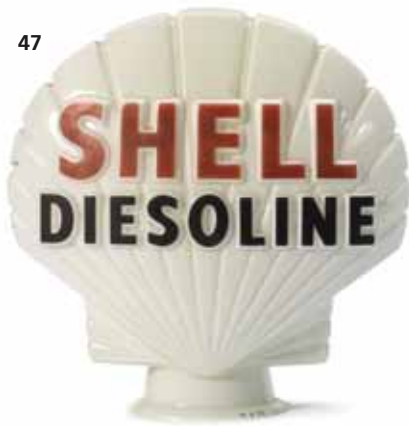
46

**An original Dunlop 'No.41' 2-Ton Bottle Jack**, suitable for Rolls-Royce Silver Dawn, Silver Wraith, Bentley Mk.VI, 'R' Type and others, clean condition.

£140 - 200

€170 - 240

47



47



47



47 ◇

Three Shell glass petrol pump globes, by Hailware, comprising 'Super Shell' in blue glass, some damage to base, with rubber ring, 'Shell Diesoline', dated '4 6 73' and 'Shellmex', dated 'X 11 61', both in white glass, with some damage and minor chips to base, each 43cm high.

£500 - 700  
€610 - 850

48 ◇

A Jaguar illuminating garage sign, single-sided, aluminium frame with Perspex panel, 69 x 69cm.

£600 - 800  
€730 - 970

49 ◇

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

£600 - 800  
€730 - 970

50 ◇

An 'Aston Martin Zagato Milano Carrozzeria' illuminating sign, modern, single-sided, aluminium frame with painted Perspex panel, 61 x 81cm.

£600 - 700  
€730 - 850

51

A Mr Bibendum cast metal statue, modern, cold-painted, depicting the character with 'Michelin Tyres' sash, 56cm high.

£200 - 300  
€240 - 370

52

A Bleriot-PHI mirror-backed spotlight, nickelled body with alloy rim, 4¾ inch lens with reflector and bulb, 2¾ inch diameter mirror to rear, complete with mounting bracket.

£100 - 150  
€120 - 180

53

A pair of Bleriot-PHI electric headlamps, brass bodies, 9¾ inch lenses, with reflectors and each with lower dip-light bulbs.

(2)  
£100 - 150  
€120 - 180

54

An original centre fog/driving light for the Bentley Mark 'VI' and 'R' Type models, with mounting bolt, yellow bulb, original internal Bentley badge, and original ribbed glass, good overall condition.

£150 - 250  
€180 - 300

55

A Phares Besnard mirror-backed spotlight, brass body, 4¾ inch convex lens with reflector and bulb, with 3 inch mirror to rear, with cast alloy mounting bracket.

£150 - 200  
€180 - 240

56

A pair of Willocq-Bottin electric headlamps, nickelled bodies, 9 inch lenses, each with integral subsidiary lower lamps, one lamp with rim, split-ring and lens detached but present and one subsidiary lens missing.

(2)  
£200 - 300  
€240 - 370

57

A pair of small oil-illuminating brass sidelamps,

3¼ inch lenses, one with green ring to lens, with ruby red faceted lenses to rear, each 21cm high.

(2)  
£250 - 350  
€300 - 430

58

A pair of Powell & Hanmer 'Morris Oxford' self-generating acetylene headlamps, brass bodies with loop handles, 5¼ inch clear lenses, some cracks and damage to reflectors, some dents and repairs to reservoirs.

(2)  
£500 - 700  
€610 - 850

59

A pre-War Bosch 12 Volt elbow trumpet horn, type UK 12, painted black, with oval trumpet, some dents to casing.

£50 - 70  
€60 - 90

60

A 'Boa Constrictor' snake's head brass horn, by Signal, French, the head complete with tongue but lacking eyes, with coil and mounting brackets, complete with bulb, approximately 122cm long overall.

£300 - 400  
€370 - 490

61

A veteran Autovox brass double-twist horn, with 17.5cm diameter trumpet complete with fly-gauze, numbered 118 and further stamped 'A4', '80' and 'C' to bracket, lacking bulb, 30cm long overall.

£500 - 700  
€610 - 850

62<sup>Ω</sup>

Five boxed Heuer stopwatches, Swiss made, comprising Trackstar 7-jewel 1/10 sec, three other analogue stopwatches, and a Tag Heuer Microsplit digital example, four boxed with warranty booklets, one in a Leonidas box.

(5)  
£200 - 300  
€240 - 370

63

A steering wheel and three mascots, comprising a wooden laminate-rimmed three-spoke Moto-Lita steering wheel with hub and Lotus centre, 38cm diameter, a chromed Rolls-Royce Spirit of Ecstasy mascot, 12cm high, on radiator cap, and two Jaguar chromed mascots, one type 2a, 19cm long, the other type 3a, 13cm long, each on wooden bases.

(4)  
£100 - 150  
€120 - 180

64 ◇◇

A vintage radiator, distinctive 'V' shaped front, surround painted maroon, front of core painted silver, the reverse applied with maker's or repairer's plaque, fitted with mounting brackets, 75cm high overall.

£300 - 500  
€370 - 610



65 ♦♦

**A 1920s Delaunay-Belleville radiator,** brass surround, with nickelled decorative strips, complete with core, fitted with mounting brackets, the reverse applied with plaque for Broage & Peret repairers, 71cm high overall.  
£300 - 500  
€370 - 610

66 ♦♦

**A vintage Minerva radiator,** nickel-plated surround, with red and white enamel badge depicting Goddess Minerva, complete with core and fitted with mounting brackets to base, 78cm high overall.  
£400 - 500  
€490 - 610

67 ♦♦

**A veteran Germain 'SS' radiator,** brass surround, complete with restored core fitted with brass script, with radiator cap and bronze side mounting brackets, 59cm high overall.  
£700 - 900  
€850 - 1,100

68

**An Autotherm vacuum flask,** nickel plated with leather cover, screw cap and 'locking' cup, in leather tube carrying case, together with a glass decanter, with four metal shot cups and trays in a leather carrying case. (Qty)  
£80 - 120  
€100 - 150

69

**A quantity of assorted automobilia collectables,** including a Corning 'Daughter' glass mascot, various postcards, two veteran Menu cards, an enamel plate, three ashtrays, four large badges, a Dublin and District Motor Cycle Club award 1951, two medals presented to W M Couper, assorted enamel lapel badges and other items. (Qty)  
£100 - 200  
€120 - 240

70

**Fourteen Mercedes-Benz bone china commemorative plates and two cups, by Wedgwood,** seven decorated with portrait images of Messrs Karl Benz and Emil Jellinek, the other seven with portrait of Mercedes Jellinek, the daughter of Emil, after whom the marque was named, each 21cm diameter, together with two cups from the same series similarly decorated. (16)  
£100 - 150  
€120 - 180

71

**A 'Bentley' decorative glazed showroom panel,** engraved to the reverse with winged B emblem, the panel 28 x 38cm, supported by a marble and bronze base.  
£200 - 300  
€240 - 370

72

**A Rolls-Royce radiator decanter, by Ruddspeed,** chromed, in the form of a Rolls-Royce radiator with grille, with badge, 20cm high.  
£300 - 400  
€370 - 490

73

**A boxed Mercedes-Benz radiator decanter by Ruddspeed,** chromed, complete with enamelled radiator badge and with mascot, 22cm high, in original display box and with original packing carton.  
£500 - 600  
€610 - 730

74

**A boxed Bugatti radiator decanter by Ruddspeed,** chromed, complete with enamelled radiator badge, 20cm high, in original display box and with original packing carton.  
£500 - 600  
€610 - 730

75

**A boxed Rolls-Royce radiator decanter by Ruddspeed,** chromed, complete with enamelled radiator badge and with mascot, 23cm high, in original display box and with original packing carton.  
£500 - 600  
€610 - 730





76

**A lot of assorted motoring items and collectables,**

comprising a Nardi 3-spoke wooden-rimmed steering wheel, 43cm diameter, an Alfa Romeo wristwatch by Rodania, Swiss movement, brown dial with date window, a Ferrari briefcase by OCS Varese of Italy, brown canvas exterior with leather trim, and tan leather lining, 47cm wide, two cased sterling silver medals for 1909 Manchester Motor Club Reliability Trial awarded to J. Smith, and 1938 50 Year Dunlop Jubilee Brooklands Meeting medal, and a 2003 Indianapolis 500 engraved glass bon-bon dish by Tiffany & Co.

(6)

£500 - 600

€610 - 730

77

**A rare Sir David Salomons 'The Perfect Lamp',**

gilt brass and opaque glass patent 'rise-and-fall' electric light fitting originally used within his electrically lit motor stables, banded conical framed shade frame with three applied winged putto heads, two struts with applied cast labels inscribed SIR DAVID SALOMONS PATENT and FARADAY & SON MAKERS LONDON, the rise and fall pulley weights of fluted, beaded and lobed baluster knopped form with black japanned wheels, the circular rose with fork shaped brackets with similar wheels, the whole now lacking original wiring, the shade, 14cm high, 25cm diameter, the weights, 16.5cm long, the ceiling rose, 21cm diameter.

£500 - 700

€610 - 850

Sir David Lionel Salomons (1851 - 1925) was a barrister by profession but his true passion lay with science. He transformed his Kent residence Broomhill by making it one of the first houses in the country to be completely lit by electricity. A pioneer of the motor car in Britain, Salomons built motor stables at Broomhill, comprising various garages and inspection pits, where he could work on and admire his collection of motorcars. Salomons' also held a strong personal fascination for horology and he collated the world's largest collection of watches and clocks by Abraham-Louis Breguet and published a biography of Breguet in 1921.

Sir David Salomons patented and marketed this light as "THE PERFECT LAMP" because it not only rises and falls, but also rotates and tilts and so can be infinitely adjusted and set in position in order to illuminate the job at hand. It is possibly, therefore, among the first task lights ever produced.

Salomons inherited Broomhill on the death of his uncle, Sir David Salomons (1797 - 1873) who was a leading figure in the fight for Jewish emancipation in this country, becoming the first Jewish Lord Mayor of London and also sitting as one of the first two Jewish Members of Parliament.



76



77



80



81

78  
A cast alloy promotional model of a Maserati Granturismo, hollow cast, with rubber wheels, 48cm long, displayed in showrooms in conjunction with the launch of the car, together with accompanying Maserati accessories booklet and DVD.

(3)  
£150 - 250  
€180 - 300

79  
A Golden Arrow Land Speed Record Car tinplate clockwork toy, by Gunthermann, circa 1930, of the car as driven by Sir Major Henry Segrave, lacking driver, worn and some repairs in places, 54cm long.  
£200 - 300  
€240 - 370



82

80<sup>Ω</sup>  
A Brepson 1:7 scale model 1924 Citroen B14 Limousine, Swiss, 1985, made by G Brepson toys, Swiss made replica model based upon the original 1924 Jouet Citroen displayed at the Musee de Compiègne, painted pressed medal bodywork, in yellow with black roof and running boards, nickelled brightwork and alloy running boards, wired for battery powered motor and headlamps, 54cm long overall, with packing box.  
(2)  
£200 - 300  
€240 - 370

81<sup>Ω</sup>  
A Constructor Car kit by Marklin, German, 1930s, assembled, scale approximately 1:15, clockwork 2 door 4 seat Sedan, nut & bolt construction, two-tone grey with cream and white lining, red upholstery, with clockwork motor and running gear, rubber tyred wheels, 40cm long overall, rear bumper replaced with constructor set tow-hitch.  
£350 - 450  
€430 - 550

82  
A 1:8 scale model of James Bond's Aston Martin DB5, kit-built model, originally licensed by both Eon Productions and Aston Martin Lagonda Limited, finely constructed and well detailed, equipped with all the Bond gadgets including machine guns, bullet shield, removable roof section, cutting spinners, dashboard instruments and other special equipment, majority metal construction, approximately 60cm long, also featuring finely modelled interior, opening doors, illuminating headlights, engine and boot detail.  
£1,500 - 2,000  
€1,800 - 2,400

83  
A Drew & Sons pigskin case containing picnic accessories, brown pigskin Gladstone type bag, complete with key, with handle and nickelled locks and catches, 36cm wide, containing various picnic items comprising two small ceramic-based food boxes, three enamel rectangular plates, a plastic Thermos flask, six knives, and salt and pepper pots.  
£100 - 150  
€120 - 180

84 <sup>◇</sup>  
A motoring luggage trunk, 1920s, black Rexine covered, with nickelled catches and locks, leather handles, sloped back, fall-front opening to two fitted suitcases, some wear, would suit Rolls-Royce or similar vehicle, 84 x 43 x 48cm.  
£150 - 250  
€180 - 300

85  
A wicker picnic basket by G W Scott & Sons, fitted with kettle and burner in rack below food boxes, enamel cups, saucers and plates, cutlery, three glass bottles and other accessories, Vesta case in lid, the basket 50cm wide.  
£200 - 300  
€240 - 370

86  
A Gentleman's overnight case, black leather with lid opening to green watered silk lining, fold-out front section fitted with brushes, comb, manicure and sewing set (lacking thimble), and other accessories, the case 57cm wide, some stitching loose, together with a small cased set of gaming chips and playing cards.  
(2)  
£250 - 350  
€300 - 430





87

**87**  
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.  
£500 - 700  
€610 - 850

**88**  
A 1933 XII Monte Carlo rally badge, by Fraise-Demey of Paris, nickelled circular badge with dark blue enamel ground, 8.5cm diameter.  
£100 - 150  
€120 - 180

**89**  
An RAC Associate members badge with Cleveland Automobile Club enamel centre, circa 1911, hollow cast brass by Elkington, number B32, some wear to enamel centre, mounted on a radiator cap, 13.5cm high overall.  
£200 - 300  
€240 - 370



92

**92**  
A cased display set of 'Badges of the World's Great Motor Cars', by Danbury Mint, comprising twenty-five motor car emblems for the National Motor Museum at Beaulieu, finely detailed cloisonne enamel badges for Ferrari, Bugatti, Rolls-Royce, Maserati, Alfa Romeo, Aston Martin Lagonda, and other marques, common mounted in wooden display case, fitted with protective Perspex 'title' panel, the case 30 x 39cm, together with accompanying information booklet.  
(2)  
£900 - 1,100  
€1,100 - 1,300



90

**90**  
A Brooklands Aero-Club enamel badge by Spencer, London, late 1930s, number 370, enamelled in five colours, 9.5cm high, on a turned wooden display base.  
£400 - 500  
€490 - 610

**91**  
A good collection of RAC badges including five county and club centres, the RAC Associate enamel centres comprising Shropshire AC, Civil Service, Junior Car Club, Western India AA and The Lancashire AC, together with a quantity of enamel and plastic centred examples of RAC members and Associate members badges, some loose centres for fitting to badges, assorted badge surrounds, and some new/old stock badges in original boxes, various conditions.  
(Qty)  
£500 - 700  
€610 - 850

**93**  
A collection of Twenty-One Royal Automobile Club badges, display mounted on a set of wooden shelves, various types and sizes including Members badges, one Royal Scottish Automobile Club badge, twelve Associate Member's badges including Middlesex County AC centre, Cheshire AC, Lancashire AC, SW Lancs MC and Civil Service enamelled centres as well as Union Jack types, two diamond badges and four post-1952 'Elizabethan' badges including a Motor Sport Member badge, the frame 63 x 53cm.  
£1,200 - 1,600  
€1,500 - 1,900

**94**  
A fine collection of sixty RAC associate centre pieces, display mounted on wooden backboard, with engraved central plaque "Associated RAC Clubs", includes rare domestic badges for Ladies AC in red and green enamel variants, NEAA, Oxford MC, Harrogate & District AC, Women's MC, Women's Automobile & Sports Association, Banking & Insurance Guilds MC, BBC MC with many city, county and other club centres, ten British Commonwealth badges including Malta AC, North Canterbury AC (New Zealand), Jamaica AA, South Indian Motor Union, Negri Sembilan Motor Association, Transvaal AC and others, together with two RAC blue diamond centres and a Union Jack centre, the display 56 x 31cm.  
£1,500 - 2,000  
€1,800 - 2,400

**95**  
A 'Flapping Bird' by Flying Mascots Ltd, London, 1930s, chrome plated, lacking rubber beak, 23cm wingspan, mounted on a radiator cap.  
£120 - 160  
€150 - 200

**96**  
A small Vulcan car mascot and a Swift copper ashtray, the mascot cast brass inset in radiator cap, 11cm high overall, the ashtray 12cm diameter depicting a Veteran Swift tourer 'The cars that cost least in upkeep'.  
(2)  
£130 - 180  
€160 - 220



104



116



102



95

97

A Diving Girl mascot after L V Aronson, British, 1930s, chrome plated, stamped with registered design number to base, 16.5cm high, mounted on a radiator cap.  
£150 - 250  
€180 - 300

98

A Leaping Jaguar mascot by Desmo, 1930s, as often fitted to SS Jaguar cars, stamped 'Desmo' to front of base and 'Copyright' to rear, chromed, 21cm long overall, mounted on a wooden base, together with a chromed Jaguar mascot after a design by Crosby, 19cm long, mounted on a Perspex base.  
(2)  
£200 - 300  
€240 - 370

99

Two Dancing Girl mascots, comprising a Small Ballerina nickelled bronze mascot by J Dunash, late 1920s, signed to the base, 14cm high, and another nickelled mascot of a female nude dancer with drapery, 13.5cm high, each mounted to radiator caps.  
£200 - 300  
€240 - 370

100

A replica Pathfinder mascot after Poitvin, plated metal mascot, with post-war engraving 'Finnigans - London' to the front, 12cm high, on a wooden display disc.  
£200 - 300  
€240 - 370

101

A replica Bentley Icarus mascot after Frederick Gordon-Crosby, nickel plated, 13cm high, mounted on a turned metal radiator cap above a grey marble base.  
£200 - 300  
€240 - 370

102

A Leaping Gazelle mascot by Colin, French, 1920s, signed with Susses Freres foundry mark to base, nickel plated bronze, 12cm high, mounted on a marble base.  
£200 - 300  
€240 - 370



93



94





117



101



100



97



110



103



114



123

103  
A Diving Girl mascot, 1920s,  
unsigned, nickelled bronze with patination, depicting a girl in swimsuit  
and cap, 13cm high, mounted on a bronze radiator cap.  
£200 - 300  
€240 - 370

104  
A Vauxhall Wyvern mascot by Joseph Fray Limited, 1929-1930,  
solid nickel with remains of later chrome plating, some wear to surface,  
8.5cm high, on a radiator cap above a wooden display base.  
£250 - 350  
€300 - 430

105  
An Amilcar Pegasus mascot, by Darel, French, circa 1930,  
stamped 'Darel' to left side of base, nickelled bronze with patination, in  
the form of the leaping winged horse in Art Deco styling, 14cm long,  
mounted to a dog-bone radiator cap.  
£250 - 350  
€300 - 430

106  
An Elephant mascot, by M Pley, French, late 1920s,  
signed indistinctly to side of base, nickelled bronze, a stylised flat  
depiction of an African elephant, 11cm high, mounted on a period  
radiator cap.  
£300 - 500  
€370 - 610



106



113



112



115



105

107

Five hood ornaments for mainly pre-War American cars, comprising 1932 Chrysler Gazelle, 1930s Plymouth Mayflower some loss to plating, 1930s Packard Swan, 1933 Pontiac Indian Chief, together with a chromed 1953 Willy Aerofoil mascot.

(5)

£300 - 400

€370 - 490

108

A 'Romanian Dancer' mascot, by A Renevey, French, circa 1915, signed to rear of base, nickelled bronze mascot depicting a draped female playing a pipe, 11.5cm high.

£300 - 400

€370 - 490

109

Two pre-War Goddess mascots for Cadillac and Buick, each nickel-plated, comprising a circa 1930 Cadillac Goddess mascot, in the form of a forward leaning draped female with her drapery flowing behind her, 23cm long, mounted on a black painted wooden display base, and a Buick Goddess Head mascot, 1920s, with integral cap, some cracking and loss to plating, 12cm long.

(2)

£300 - 400

€370 - 490

110

A 'Le Vent' mascot, by Joe Descomps, French, early 1920s, signed to left side of base, nickelled bronze, finely detailed mascot depicting a standing draped female protecting herself from the wind, 16cm high, mounted on a Bakelite and nickelled radiator cap.

£300 - 500

€370 - 610



111

111

A Packard Goddess of Speed mascot, American, late 1920s, nickelled alloy, depicting a stylised winged female holding a wheel in front of her, mounted together with a Packard MotoMeter by Boyce, 22cm long overall, mounted on a black painted wooden base.

£300 - 400

€370 - 490

112

A Riley Ski Lady mascot, British, 1930s, marked 'Riley Skilady' and with correct registered design number '759377' stamped to rear of base, with dark patina, slight bend to right ski-pole, 13cm high.

£300 - 400

€370 - 490

113

A Lady with Umbrella mascot, French, circa 1930, signature indistinct but possibly by Varnier, nickelled bronze, depicting a well-dressed lady on a windy day with her umbrella blown inside-out, 16cm high, mounted on a radiator cap.

£300 - 400

€370 - 490

114

A Mercury on Tortoise mascot, unsigned, nickelled bronze, depicting the mythical figure standing above a tortoise, lacking caduceus, old repair to left ankle, 21cm high, mounted on a bronze hub-cap.

£300 - 400

€370 - 490





121



108



122



120



119

115

A Lady with Umbrella mascot, French, circa 1930, indistinctly signed to base but possibly by Varnier, bronze mascot depicting a well dressed lady with umbrella on a windy day, 14cm high, mounted on a radiator cap.

£300 - 400

€370 - 490

116

A Delage Greyhound mascot after Casimir Brau, 1930s, chrome plated, 20cm long, mounted on a marble base.

£350 - 500

€430 - 610

117

A 'Venus riding the Satyr' mascot, believed French, 1920s, nickel plated bronze, depicting satyr ridden by the nude Venus, leaping over a frog a symbol of luck and renewal, 17cm. high, mounted on a turned wooden base.

£400 - 500

€490 - 610

118

A Rolls-Royce Kneeling 'Spirit of Ecstasy' mascot, post-War, fitted to a correct original post-War Silver Dawn or Silver Wraith radiator cap, excellent plating and overall condition.

£500 - 600

€610 - 730

119

A 'La Frileuse' mascot, by Henri Payen, French, circa 1920, signed 'H. Payen' to rear of base, nickelled bronze mascot depicting a seated female nude with scarf protecting herself from the wind, 9.5cm high, mounted on an early bronze radiator cap.

£500 - 700

€610 - 850

120

A 'Chieftain Riding a Snail' mascot, by A E LeJeune, British, late 1920s,

signed 'AEL' to base in two places, unplated bronze example of the mascot depicting a Native American Chief riding an oversized snail, complete with wire-twist reins but lacking club, 14cm long.

£500 - 700

€610 - 850

121

An Art Deco Horse mascot, French, late 1920s, unsigned but believed to be by Darel, nickelled bronze with patination, in the form of a stylised leaping horse, 16cm long, mounted on a radiator cap.

£700 - 900

€850 - 1,100

122

An 'Alfred the Penguin' mascot, by Jacques Cartier, French, late 1920s, signed to right side of base, further stamped with 'Depose' mark and numbered 37, nickelled bronze mascot in the form of the striding cartoon character, lacking neck tag, some tarnishing and loss to nickel plating, 12cm high, mounted on a radiator cap.  
£1,200 - 1,800  
€1,500 - 2,200

"Alfred the Penguin" was a popular cartoon character in the French Sunday paper "Zig et Puce" created by Alain de Saint-Ogan". It was marketed as a good luck mascot in the Cartier showroom, and produced by Henri Rouard at 10/12 rue de l'asile, Popincourt, Paris from 1925-1929 at a very expensive price then of 260 French Francs.

123

A Rolls-Royce early Ghost Spirit of Ecstasy mascot, 1911-1914, signed 'Charles Sykes' and marked 'Rolls-Royce Limited Feb 6th 1911' around the base, nickelled bronze with patination, 18cm high, mounted on a bronze hubcap.  
£1,200 - 1,500  
€1,500 - 1,800

124

Two Art Deco Bird glass mascots, 1920s, each in clear glass, comprising a Cockatoo by M Model, moulded signature to base, 13cm high, small chip to tip of beak, and a Brooding Dove, by Warren Kessler, with moulded signature under right wing, 14cm high, minor chips to edge of wings and front of base.

(2)

£150 - 250  
€180 - 300

125

A pair of Corning Mother and Daughter glass mascots, American, 1920s, unsigned, each in satin glass and depicting the heads of mother and daughter with their hair flowing behind them, the mother 17cm long, the daughter 12cm long, each mounted on a wooden base.

(2)

£500 - 700  
€610 - 850

126

A Dragonfly mascot by Sabino, Paris, 1930s, opalescent glass, moulded Sabino Paris, 13cm long, mounted in a Sabino illuminated base  
£500 - 700  
€610 - 850

127

A Leaping Gazelle mascot by Sabino, Paris, 1930s, opalescent glass, moulded Sabino Paris, 16cm long, mounted in a Sabino illuminated base on a marble display base.  
£500 - 700  
€610 - 850



125



126. 127



128

A 'Chrysis' glass mascot by Rene Lalique, French, introduced 21st March 1931, in satin glass, acid etched 'R.Lalique' under base, depicting a backwards leaning kneeling female nude with her hair flowing behind her, 18cm long.

£1,500 - 2,500

€1,800 - 3,000



129

A rare 'Victoire' mascot by Rene Lalique, model introduced 18th April 1928, (No. 1147), in clear glass with amethyst tint, signature obscured by damage and loss to base and back of the neck, tip of hair strand chipped with loss, some other smaller stone chips to left cheek and hair, 25cm long overall, mounted in a metal base for illumination, above a marble display base.

£3,000 - 4,000

€3,700 - 4,900

130 - 200

No lots







# Motor Cars

2pm

Images of each lot can be found at:  
[www.bonhams.com/21735](http://www.bonhams.com/21735)







**201**

**1990 Rolls-Royce Silver Spirit II**

Registration no. H815 WRM

Chassis no. SCAZS00A9MCH33933

Engine no. 73319L4101/NEL

The Silver Spirit and its long-wheelbase counterpart, the Silver Spur, were announced in the autumn of 1980. Rolls-Royce's familiar and dependable 6,750cc V8 engine remained unchanged but significant improvements were made to the newcomers' self-levelling rear suspension and the styling too came in for revision, with a lower waistline, increased glass area and a more modern angular look. Inside, the Crewe firm's exemplary standards of equipment and finish were maintained. Launched in the autumn of 1989, by which time fuel injection had been adopted for all markets, the Silver Spirit II looked virtually identical to its immediate predecessor (15-spoke alloy wheels excepted) but featured a number of detail alterations to the dashboard, centre console and controls as well as the more significant incorporation of Rolls-Royce's own adaptive suspension damping system. Costing over £119,000 new, this Silver Spirit II purchased by the current titled lady owner in 1997 from a James Wilson of Wigton, Cumbria. Driven to the South of France in 2012, the car performed well on a recent test drive (on trade plates) with everything operating correctly. There are bills on file dating from 2009 totalling some £3,345 and 'H815 WRM' also comes with instruction books, warranty document and service/sales booklet. Described as in generally very good condition mechanically with good bodywork, paint and interior, the car is offered the aforementioned service bills and Swansea V5 registration document. An opportunity to acquire a well cared-for Silver Spirit II at a mere fraction of its original cost.

**£4,000 - 7,000**

**£4,800 - 8,400**

**No Reserve**



**202**

**Sold for charities Perennial and Roy Castle Lung Cancer Foundation  
1971 MG Midget Mk IV Roadster**

Registration no. HEH 553J

Chassis no. GAN5 933589

Engine no. 12CEDAH13306

A series of engine enlargements saw the MG Midget arrive at 1,275cc in the form of the MkIII - code 'GAN4' - in 1966. The MkIII employed a de-tuned (to 65bhp) version of the Cooper 'S' engine while offering significantly enhanced practicality courtesy of new convertible hood. New for the 1970 model year, the Midget MkIV ('GAN5'), although mechanically unchanged from its predecessor, featured revised styling with black grille and sills, cast wheels, new seat trim and British Leyland insignia. Rostyle wheels were new for 1971, as were rounded rear wheelarches, though the latter did not last beyond 1972 when the arches reverted to their original squared-off shape. Offering the prospect of easily affordable entry into the world of classic sports car ownership, the Midget is one of the easiest to run and maintain, being served by a multitude of spare parts manufacturers, service providers and owners' clubs. One of the last 'proper' Midgets, predating the introduction of the Triumph-engined version in 1974, this MkIV is being sold for charity, the sale proceeds to be split between Perennial (75%) and the Roy Castle Lung Cancer Foundation (25%). MoT'd until November 2014, the car is described as in generally good condition and will be driven to the sale. Accompanying documentation consists of a Swansea V5 and assorted MoTs, service bills and parts bills dating from 1986 onwards.

**£2,000 - 4,000**

**£2,400 - 4,800**

**No Reserve**

203

**Property of a deceased's estate**  
**1954 Austin A40 Somerset Saloon**

Registration no. PNN 436

Chassis no. GS4822467

Engine no. I6GEUH12205

Descended from the A40 Devon, and one of the most readily recognised shapes of the 1950s, the Austin A40 Somerset was built between 1952 and 1954, during which time over 173,000 saloons and convertibles were produced. Mechanically almost identical to its predecessor but now with fully hydraulic brakes, the Somerset retained a separate chassis beneath its restyled four-door exterior. Suspension was independent at the front by wishbones and coil springs, with a semi-elliptically-sprung live axle at the rear. The 1,200cc A-Series engine drove via a four-speed column-change gearbox, and with 42bhp on tap the Somerset could better 60mph. Leather upholstery was a feature of the interior, and the separate front seats could be arranged as a bench to accommodate three up front. In addition, there was provision for the fitting of a heater and radio, which were listed as extras. This particular A40 Somerset has been in the late owner's possession since May 2007. It should be noted that the accompanying V5C registration document lists the engine capacity as 1,622cc, suggesting that a larger and more powerful B-Series engine has been installed. However, this has not been confirmed. 'PNN 436' is taxed until the end of March 2014 but it is not known when it was last used, however it does run well. The car is sold strictly as viewed and offered without reserve.

**£2,000 - 2,500**

**£2,400 - 3,000**

**No Reserve**



204

**Property of a deceased's estate**  
**1950 Land Rover Series I 80" Utility**

Registration no. PCM 579

Chassis no. 06102825

Engine no. 141801712

Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time. Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. The deceased owned this vehicle at least twice. He is listed as the owner from 1967 in the old-style continuation logbook (issued 1969) which records one other owner from May 1970 and notes that 'PCM 579' was an 'ex Government vehicle'. The Land Rover returned to the deceased's possession sometime between 1971 and 1979. Indeed, he is the only keeper listed on the accompanying V5C documents and there is a letter on file from the Land Rover Register (of which he was a member) dated 15th February 1979. The vehicle is taxed until the end of May 2014 but it is not known when it was last used. Sold strictly as viewed, it comes with the aforementioned registration documents and sundry paperwork.

**£3,000 - 4,000**

**£3,600 - 4,800**

**No Reserve**







**205**

### **1987 Alfa Romeo 2000 Spider**

Registration no. E117 DFC

Chassis no. 02492185

Engine no. 023696

A modern classic by Pininfarina, the simple-yet-elegant Spider bodywork premiered on the 1966 Alfa Romeo Duetto would prove enduringly popular, lasting on into the 1990s. The Spider's mechanicals were essentially those of the Giulia saloon, comprising independent front suspension, coil-suspended live rear axle and four-wheel servo-assisted disc brakes while the engine was the Sprint GTV's 1.6-litre, double-overhead-camshaft four. The Duetto was produced for just two years before being superseded by the 1.8-litre '1750' Spider Veloce, the latter lasting until the advent of the 132bhp 2000 model in 1970. Wind tunnel testing resulted in the 2000 and final 1750 models sporting a drag-reducing Kamm tail while other improvements included bigger brakes and a limited-slip differential. Outstanding speed, acceleration and handling were all characteristics of this class-leading model, which nevertheless possessed a quite remarkable docility, even at high speeds. This right-hand drive Alfa Romeo 2000 Spider had been in dry storage for some 4½ years when it was purchased by the current owner in 2012. Restored over the next couple of years, the car is described by the vendor as a good 'rust free' example with solid jacking points, etc and will be MoT'd immediately prior to sale. Currently taxed, the car comes complete with soft-top, hardtop, factory workshop manual and V5C registration document.

**£5,000 - 7,000**

**€6,000 - 8,400**



**206**

### **1962 Ford Consul Capri Coupé**

Registration no. 977 EXX

Chassis no. 238B-148800

Engine no. 116E 8656

Introduced in the autumn of 1961, the Consul Capri was the first European-built Ford to carry the 'Capri' name. American in looks although styled at Dagenham, the Capri coupé was mechanically identical to the Classic saloon and so was its pillar-less bodyshell from the waist down, apart from minor changes to the doors. In July 1962 the 1.3-litre Classic and Capri were superseded by 1,500cc variants that brought with them more power, greater flexibility, a higher top speed and an all-synchromesh gearbox. Production of all types ceased in 1964 and today these rare modern Fords enjoy an enthusiastic following. This 1,500cc Consul Capri has a fascinating history, having been confiscated by the Metropolitan Police following its use in an armed robbery. Partially stripped, the car was kept in dry storage for a number of years before being sold and carefully restored by a previous owner. It is understood that the latter drove the car only sparingly, apparently confining its use to visiting classic car shows in Norfolk. In February 2012 the Capri was purchased at auction by the current vendor, who advises us that it has covered only 614 miles in the last four years, as documented by expired MoT certificates on file. Currently displaying a believed-genuine total of 55,495 miles on the odometer, the car is described as in generally very good condition and offered with sundry restoration invoices, current MoT/tax and V5C registration document.

**£8,000 - 12,000**

**€9,600 - 14,000**

207

### 1951 Lagonda 2.6-Litre Drophead Coupé

Registration no. 575 MOF

Chassis no. LAG/50/267

Engine no. LB6/50/327

It's said that when David Brown acquired Lagonda in 1947 all he got was a famous name, a collection of engineering drawings and a handful of prototypes. And although Lagonda's chief engineer and designer, the great W O Bentley, quit the firm when Brown took over, he did leave behind the 2.6-litre, six-cylinder, twin-overhead-camshaft engine that would power the Aston Martin DB2 and the next generation of Lagondas. Although it retained a separate chassis, Bentley's 2.6-Litre Lagonda was advanced in other ways, featuring independent suspension all round: by double wishbones and coil-springs at the front - a layout similar to that adopted on the DB4 - and semi-trailing arms at the rear where the brakes were mounted inboard to reduce un-sprung weight. Chassis number 'LAG/50/267' was supplied new via Brooklands of Bond Street to one Neville Hort Player of South Kensington, London and subsequently owned by Lt A P Robert, RN (see copy order form on file). The original registration was 'LXY 873'. In the early 1970s the Lagonda was acquired by the immediately preceding owner and used sparingly up to 1996, remaining unused thereafter. The current vendor purchased the car, which was offered for restoration, at Bonhams' Oxford sale in June 2012 (Lot 236). Mechanically re-commissioned (see invoice on file) it has been used sparingly throughout this summer and is offered for sale following the vendor's purchase of a Lagonda 3-Litre. Eminently deserving of further renovation, this handsome drophead Lagonda is offered with some expired MoT certificates from the 1990s, Swansea V5C document and MoT/tax to April 2014. A potentially most rewarding project. (It should be noted that the engine number stamped on the water pump is different from that recorded on the registration document).

£10,000 - 15,000

€12,000 - 18,000



208

### 1951 Alvis TA21 3.0-Litre Sports Saloon

Coachwork by Mulliners (Birmingham)

Registration no. EJJ 140

Chassis no. 24437

Engine no. 24437

Looking much like its TA14 predecessor but featuring coil-sprung, independent front suspension and a new overhead-valve six-cylinder engine, the otherwise mechanically similar 3-Litre Alvis - type TA21 - was announced in 1950. Styled along classic, pre-war lines, the 3-Litre was reckoned by *Autocar* magazine to appeal to 'discerning owners who appreciate quality and good handling as well as mere performance.' Not that the TA21 was lacking in the latter, comfortable cruising at 70mph and maximum speed of better than 85mph being reported. This Alvis TA21 was supplied new to a dealer and remained in the second owner's possession from 1955 to 1987, a total of 32 years. The current (fourth) owner acquired the car in 2004. Since acquisition, the Alvis has benefited from considerable refurbishment, receiving two new rear spats, a new driver's side rear wing and a later-model 3.57:1 differential (bought from marque specialist Chris Prince) while the front suspension has been overhauled and the engine rebuilt by the owner (a mechanical engineer) and a professional engine re-conditioner (see bills and photographs on file). Only some 1,500 miles have been covered since the engine rebuild and both it and the transmission are described as in generally excellent condition. Indeed, a measure of the car's reliability may be gained from the fact that it has successfully completed the journey to Le Mans and back on five occasions. Electronic ignition and flashing indicators - both very sensible provisions - are the only notified deviations from factory specification. Finished in grey with Burgundy leather interior, this handsome British thoroughbred is offered with old-style logbook, current MoT/tax and Swansea V5 registration document.

£6,000 - 9,000

€7,200 - 11,000







209

**c.1965 Rolls-Royce Silver Cloud III Saloon**

Registration no. 111 JMW

Chassis no. SJR493

Engine no. S4074



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardised.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2 - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

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

**£18,000 - 24,000**

**€22,000 - 29,000**

**No Reserve**





210

***The final right-hand drive type produced***  
**1998 Bentley Brooklands R Sports Saloon**

Registration no. S96 YKE

Chassis no. SCBZE2060WCH66287

Engine no. 88987L410M/TIV



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

The Brooklands was upgraded with the 300bhp 'light pressure' turbo-charged V8 engine for 1997 but remained in production for just one more season. Although still the cheapest car in Rolls-Royce Motors' line-up, it now cost more than £100,000. For 1998, by which time it was the only model available with the old 'short' wheelbase, the 140mph Brooklands gained the Turbo RT's firmer suspension and five-spoke alloy wheels, becoming the 'Brooklands R'.

Chassis records list this particular Brooklands R, number 'WCH66287', as the last right-hand drive example of the type produced. Supplied new via marque specialists P&A Wood, it is a 1998 model incorporating the latest features: 17" wheels, low-profile tyres, Continental T performance braking system, mesh radiator grille, etc. Some changes have been made to the interior trim, which now features seat piping and dashboard top roll in body-matching Wildberry, and a under-dash roll in magnolia like the rest of the upholstery.

The Brooklands' history is fully documented, consisting of seven services, all at Bentley main agents, the last one undertaken in January 2004 by Bentley Ribbles Valley, from whom it was purchased by its owner of the last ten years (invoice on file). Since acquisition the car has been serviced annually by a well-known Rolls-Royce specialist in the North of England as evidenced by a further eight stamps in the service booklet. Currently displaying a total of only 50,187 miles on the odometer, this well cared for Bentley Brooklands R is offered with aforementioned service history, current road fund licence, Mot to December 2014 and V5C registration document.

**£13,000 - 16,000**

**€16,000 - 19,000**



**211**

**1965 Mercedes-Benz 220SEb Coupé**

Registration no. KBY 143C

Chassis no. 111021-22-074695

Engine no. 127984-22-003401



Mercedes-Benz debuted four typically well-engineered new models at the Frankfurt Show in 1959 - the 220SEb among them - all of which shared the same basic unitary construction bodyshell and all-round independent suspension. Longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, wider rear window and vertically positioned twin headlamps. The new 220SEb retained the fuel-injected, single-overhead-camshaft engine of the previous 220SE, though maximum power of the 2,195cc six was increased by five horsepower to 120bhp (DIN). Top speed was now 107mph (170km/h) with 60mph (97km/h) attainable in under 14 seconds. Coupé and Convertible models appeared in 1960 and 1961 respectively, minus the already dated-looking tail fins of the saloon.

More modern in style, the luxurious 220SEb Coupé and Convertible were better appointed too, being equipped as standard with a rev counter, leather upholstery and four-speed automatic transmission with floor-mounted gearchange lever. Front disc brakes were fitted from the start of production, a benefit not enjoyed by the 220SEb saloon until 1962. Supremely stylish and elegant, these classic Mercedes-Benz models are today highly sought after by discerning collectors.

Imported from Australia in 1992, this original right-hand drive 220SEb comes complete with its original owner's manual, parts book and service booklet, the latter stamped between 1965 and 1975. 'KBY 143C' is described as in generally good condition, with very good paintwork and interior, benefiting from a re-cored radiator, new shock absorbers, new flexible fuel lines, electronic ignition distributor, auxiliary electric cooling fan and an 'unleaded compatible' cylinder head fitted with hardened valve seats.

Finished in Ruby Red with dark brown interior, the car is offered with sundry restoration invoices, current MoT/tax and V5 registration document. A spare cylinder head, fuel pump, fuel injection pump and period Becker Europa radio are included in the sale.

**£20,000 - 25,000**

**€24,000 - 30,000**





**212**

**1969 Mercedes-Benz 280SL Convertible with Hardtop**

Registration no. MER 602H

Chassis no. 1130442011204

Engine no. 13098322007002



'Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230SL in 1963, is the same as ever, just better,' enthused *Road & Track* after testing a 280SL in 1968, concluding: 'For those who value engineering finesse and high quality construction, it's alone in the field.'

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

This automatic transmission 280SL is an example of the 'California Coupé', a 2+2 version (first introduced on the 250SL) that came with a rear bench seat occupying the space hitherto reserved for the convertible top. A removable hardtop provided the weather protection.

An after-market item, this 280SL's convertible top is new and in very good condition, and the car also comes with a very good hardtop, Covercraft custom-made cover and unused tonneau in its original pouch. 'MER 602H' was owned by the same family for 19 years and during that time was well maintained, including a bare metal re-spray. Recent work has seen the steering drag link, track rod ends, silencer, brake pads and brake master cylinder replaced, while in the last few months the car has benefited from a 60,000-mile Mercedes-Benz recommended major service undertaken by classic and sports car specialists Hilton & Moss of Stansted, Essex.

Works carried out include replacing the ignition leads, distributor cap, rotor, points and condenser; fitting a new prop shaft coupling; replacing all brake discs; and attending to various more minor issues at a cost of £3,866 (bill on file). This desirable 280SL 'Pagoda' affords increased practicality courtesy of its convertible top and is presented in generally very good/excellent condition. The car is offered with sundry bills, current MoT and V5C registration document.

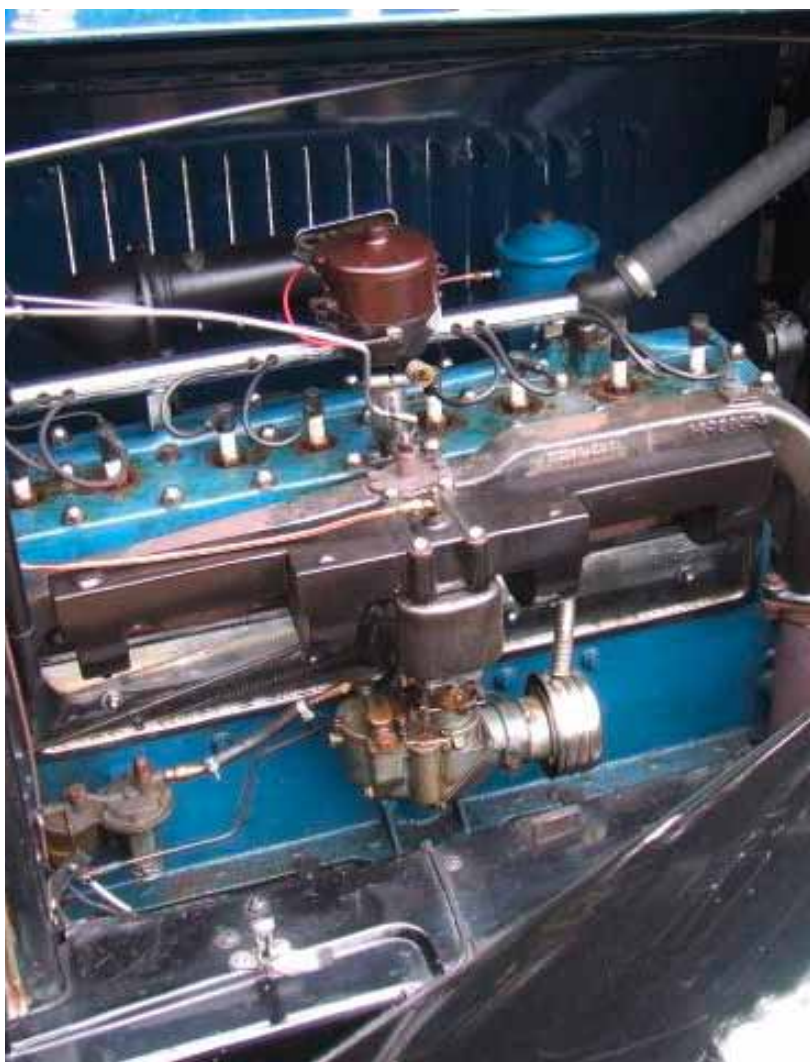
**£30,000 - 40,000**

**€36,000 - 48,000**

**213**

No Lot





**214**

***Formerly the property of Led Zeppelin manager, Peter Grant, Left-hand drive***  
**1929 Pierce-Arrow Model B Doctor's Coupé**

Registration no. SV 4794

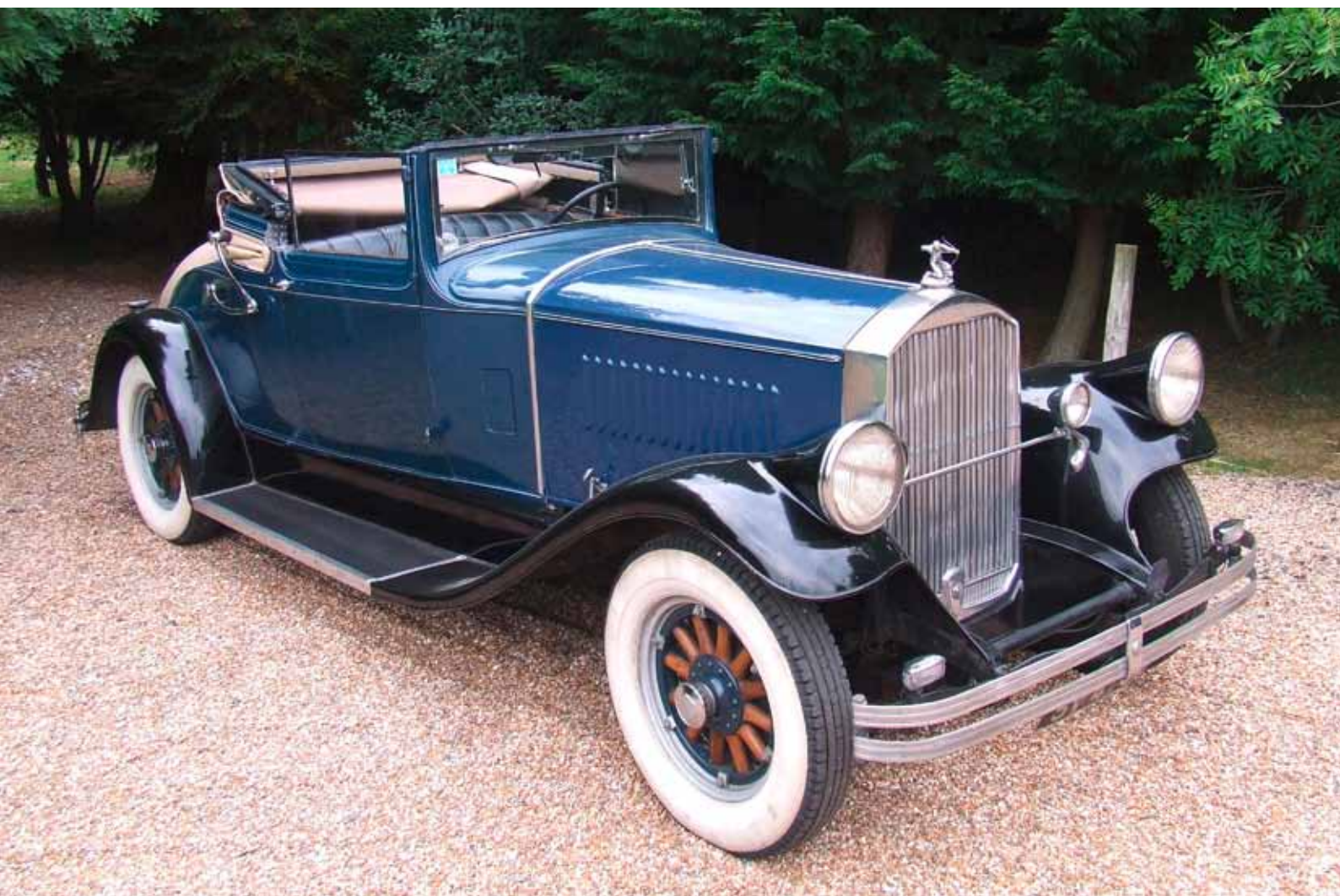
Chassis no. 2005449

Engine no. 123379

Based in Buffalo, New York State, the company founded by George N Pierce built birdcages, ice boxes and bicycles before introducing its first petrol-driven automobile in 1901. (The Pierce-Arrow name was first used in 1904). In 1908 the firm became the Pierce Arrow Motor Car Company and soon switched its attention exclusively to the production of luxury cars, pioneering many technological developments including servo-assisted braking and hydraulic tappets, while building some of the most prestigious motor cars ever to grace America's highways.

Some idea of the rapidity of Pierce-Arrow's rise may be gauged from the fact that as early as 1909 The White House ordered two for state occasions. From then onwards Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard and Rolls-Royce. Clinging to traditional styling and handicapped by a range of sixes in an increasingly multi-cylinder marketplace, Pierce-Arrow saw its sales decline throughout the 1920s. In 1928 an alliance was forged with Studebaker, which viewed Pierce-Arrow's acquisition as a means of gaining entry to the luxury car market. A new range of straight eights - already under development before Studebaker's arrival - was introduced and sales doubled in 1929.





A V12 was added in November 1931 but both Pierce-Arrow and Studebaker were finding life tough in the post-Wall Street Crash years. When the latter filed for bankruptcy in 1933, Pierce-Arrow found itself independent once again. Despite the critical acclaim lavished on its futuristic 'Silver Arrow' show car – five of which were sold costing \$10,000 each – the firm was severely handicapped by the lack of a lower-price range. Sales dwindled throughout the 1930s and the once great Pierce-Arrow folded in 1938.

This Pierce-Arrow Model B Doctor's Coupe was purchased in the USA by Led Zeppelin's legendary larger-than-life manager, the late Peter Grant (1935-1995) while the band was on tour there in the 1960s. He had the car shipped to the United Kingdom with their equipment. The Pierce subsequently passed to the current owner, a close friend of Peter Grant, who has looked after and treasured it for the last 40-plus years, including during Peter Grant's ownership. Very well maintained, the car has been serviced and MoT'd annually by NP Veteran Engineering Ltd of Heathfield, East Sussex. Works carried out in recent years include a fitting a new 'honeycomb' radiator core and modified cooling fan, and overhauling the brakes. The intention has always been to ensure complete reliability, as every summer the vendor would transport the car to his house in the South of France where he used it regularly.

There is no shortage of rare and exotic cars in the South of France but the Pierce nevertheless frequently stopped traffic as admiring drivers brought their lesser vehicles to a halt. One gendarme even stood to attention at the roadside and saluted it. Peter Grant's Pierce-Arrow is scheduled to appear in a forthcoming book on rock stars and their cars, and the vendor has several interesting anecdotes to impart to the fortunate new owner.

Accompanying documentation consists of UK service history, V5C registration document and a quantity of old MoT certificates and tax discs. Motor cars with celebrity associations exert an enduring attraction, and this beautiful Pierce-Arrow represents an opportunity to purchase a well-sorted and eminently usable example from one of the USA's most prestigious manufacturers.

**£40,000 - 60,000**

**€48,000 - 72,000**





**215**  
**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 (known 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**  
**€34,000 - 36,000**





**216**  
**1930 Crossley 15.7hp Six Saloon**  
**Coachwork by Crossley**  
 Registration no. WM 5096  
 Chassis no. 81062  
 Engine no. 81053



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

Unlike many rival manufacturers of up-market cars, Crossley continued to favour four-cylinder sidevalve power units for all its models until the advent of the 18/50 in 1925. The 18/50 featured a 2.6-litre, six-cylinder, overhead-valve engine, which was stretched to 3.2-litres in 1928 for the broadly similar 20.9hp model. At the same time the firm introduced a smaller and lighter 15.7hp six, also marketed as the '2-Litre' and 'Silver' in the 1930s, which offered similar performance but superior fuel economy.

Four-wheel Perrot brakes and a right-hand change, four-speed gearbox were chassis features. Available in a variety of body styles, many built by Crossley themselves, the model lasted until 1934. It is estimated that some 20-or-so survive, many of the saloons having been re-bodied as tourers.

Restored in the 1960s, this ultra-rare 15.7hp Crossley had been on display in the Hunday Museum for some 25 years prior to the collection's dispersal in 1989 when it was acquired by the vendor's father. Noteworthy features include the marque's distinctive V-shaped radiator; Rotax head, side and rear lights; original interior and dashboard with correct instruments; and Crossley's own aluminium panelled coachwork. Last taxed in 2006, 'WM 5096' is running and driving but will require gentle re-commissioning before returning to active use. The car is offered with Swansea V5C document.

**£16,000 - 18,000**  
**€19,000 - 22,000**



## 217 1936 MG NB Magnette 'Cresta' Tourer Coachwork by E Bertelli

Registration no. MG 4750

Chassis no. NA 0934

This car is one of only 10 or possibly 12 special-bodied 'N' type Magnettes sold by the Cresta Motor Company Ltd of Broadwater Road, Worthing (the site now occupied by Caffyns). One of the proprietors of Cresta (J C 'Jim' Elwes) was an Aston Martin works driver and got to know Enrico (Harry) Bertelli, their coachwork designer. Jim drove the MG 'N' type demonstrator when it first arrived and was impressed by the chassis design but did not care for the bodywork. He therefore asked Harry Bertelli if Aston Martin would agree to special bodies being built on the MG 'N' type chassis.

Thus Cresta Motors appears to have bought 10 or 12 (Jim Elwes could not remember which) 'N' type rolling chassis and commissioned Bertelli fit them with a special two/four-seater lightweight body. Including this example, which was delivered to Cresta on 17th January 1936, only three are known to survive. One is in Switzerland ('NA 0788') and one in Germany ('NA 0819'). A third ('NA 0713') is rumoured to have survived the war but its whereabouts are not known to the MGCC Triple M Register. 'NA 0934' can claim therefore to be one of the rarest of all MGs.

The original buyer is not known for certain because of conflicting evidence, but the first recorded owner, from 1st June 1936, was H Robin Cayzer (Baron Tylney) of Tylney Hall, Basingstoke, Hampshire. Contact was made with his son, Lord Rotherwick, who thought the car might have been second hand. That may be because of the gap between the date on the MG factory chassis dispatch note (17/1/36) and that on the guarantee card signed by Robin Cayzer (1/6/36) when he took possession of the car. During the interim it had passed through Bertelli's body shop and been road registered on 30th May 1936 by University Motors (to secure the 'MG' number plate). It is worth noting that the car had a University Motors guarantee.

The next confirmed owner is J N 'Ginger' Wilson, OBE (now deceased) of Waterdell, Hertfordshire, who owned the car from August 1948 to October 1951 when he sold it via Ellis' Garage, Oswestry. Contact was made and significant historical photographs obtained showing unique details of the dashboard and interior upholstery, which were used for guidance during the rebuild. Various other owners are listed on accompanying old-style registration documents, including John Arnold Wallinger of Hildenborough, Kent who registered the MG on 24th April 1985. The current owner purchased the dismantled car from John Wallinger 16th August 1999.





The original six-cylinder engine, gearbox and rear axle had been replaced with genuine period items at some time, though the un-numbered engine block used in the rebuild (the better of the two bought with the car) is a single-breather unit of NA pattern rather than an NB double-breather unit. The gearbox is a Type 134, likewise of the earlier NA pattern. A detailed account of the process and costs was published in the MG Car Club Triple-M Register Yearbook for 2002 (pages 26-32). A general account of the restoration, which was completed in 2001, was written by Malcolm Green and published in 'MG Enthusiast Magazine' (Vol. 31, No. 3, pages 30-35). The car also featured in another article by the same author in the North American MMM Register Newsletter for 'Fall 2010' (pages 4 and 5).

During the rebuild a number of updates were incorporated, including flashing indicators (the semaphore trafficators have been retained) and higher location of the rear numberplate and lights to allow sufficient clearance for 'speed humps'. Importantly, the bodywork, in common with the other two surviving Cresta 'N' types, lacked any satisfactory panel behind the rear seat/luggage shelf. This meant that the boot was open at its front and thus there was no division between the passenger compartment and the fuel tank.

This, together with the unsatisfactory mounting arrangement for the rear bodywork, which had caused stress cracks in the aluminium panelling, prompted a revision in the form of a substantial ash cross member and Silentbloc mounting system together with a panel separating the boot from the passenger compartment. In addition, the original Rotax three-brush dynamo was replaced with a Lucas two-brush unit to give better battery charging control; and an electric cooling fan installed to ensure stable engine temperature in slow-moving traffic. 'N' type engines tend to run cool, so to facilitate winter running a shutter was made to fit behind the radiator and above the fan. Too lengthy to reproduce fully here, the owner's detailed account of the rebuild is available for inspection together with a full photographic record and a substantial quantity of related receipts, plus others relating to maintenance and servicing since 2002.

MoT certificates were routinely obtained until their requirement for historic vehicles ceased. Nevertheless, the car was submitted for a formal motor engineer's inspection to cover the period to 13th June 2014 (paperwork available). Offered with current road find licence and V5C document, 'MG 4750' represents an exciting opportunity to acquire a well-documented example of MG's final overhead-camshaft model of the pre-war era, which also boasts some of the marque's rarest and most elegant coachwork.

**£75,000 - 85,000**  
**€90,000 - 100,000**





**218**

**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.

**£20,000 - 25,000**

**€24,000 - 30,000**



**219**

**1926 Vauxhall 14-40hp LM-Type Princeton Tourer**

Registration no. TBA

Chassis no. LM4336

Engine no. LM4337



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

Famous at the turn of the 19th Century for its marine engines, Vauxhall Ironworks Ltd built its first automobile, a single-cylinder, tiller-steered runabout, in 1903. A range of three-cylinder cars with wheel steering followed, the first of which was seen in 1904. Prior to 1925, when Vauxhall was taken over by General Motors, the company was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Laurence Pomeroy's tenure as Chief Engineer saw the firm, which had relocated to Luton, produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger (4.0-litre) version of the Prince Henry's four-cylinder sidevalve engine was developed for its successor, the D-Type, which is perhaps best remembered for its role as a WWI staff car.

With the return of peacetime production at the end of The Great War, the D-Type's 30-98 successor proved itself to be one of the greatest of all fast tourers, and in 1922 Vauxhall matched its great rival - the Sunbeam company of Wolverhampton - in offering an alternative, smaller and less expensive car: the 2.3-litre 14-40hp M-Type. Similar in looks to the larger 30-98, the latter featured a four-cylinder detachable-head engine, three-speed in-unit gearbox (instead of the four-speed separately mounted type of the larger models), single-plate clutch and rear brakes only.

It sold for around £750 against some £1,600 for the 30-98 but was built to the same high standard. From 1925, by which time it was being built to improved 'LM' specification, the 14-40 adopted a four-speed gearbox and for 1926 gained front-wheel brakes. Top speed increased to 65mph from the preceding M-Type's 55-60mph. In 1927 - its last year of production - this attractive mid-range model was also offered with a Wilson-type pre-selector gearbox. An ideal 'entry level' Vintage-era sports car, this particular 14-40 was fully restored circa 2003 by well-known marque specialist Roland Frayne, restorer of the famous ex-Arthur Jeddere-Fisher Vauxhall 30-98. The restoration included the construction of a new body using that of an original Princeton tourer for guidance. The car was purchased from Mr Frayne by the current owner soon after completion. It had been imported from Australia by a previous owner, since deceased, and nothing is known of its history 'down under'.

While in the vendor's hands the Vauxhall has been used on a number of rallies in Ireland including the 2003 Wolseley Round Ireland Rally and eight Gordon Bennett events, picking up 1st class awards on two occasions. Enthusiastically used and enjoyed, it is described as in generally good/very good condition; the engine runs well and registers good oil pressure, though there is a slight leak from the water pump. We understand that a UK V5C registration document had been applied for.

**£25,000 - 30,000**

**€30,000 - 36,000**





## 220 1932 MG Midget J2 Roadster

Registration no. YY 7812

Chassis no. J2451

Engine no. 1958AJ

General Manager of Oxford-based Morris Garages, Cecil Kimber brought sports car motoring within the financial reach of the man in the street with a succession of affordable MGs. These were, naturally enough, based on existing Morris models, arguably the most famous and certainly the most influential being the Midget, which first appeared at the 1928 London Motor Show. The first – 'M' type - Midget was based on modified Morris Minor running gear and used the latter's 847cc single-overhead-camshaft four-cylinder engine, though it was its delightful two-seater body that set the little MG apart from its humbler progenitor. Manufactured by Carbodies of Coventry, it was narrow, light in weight and adorned with a most attractive boat tail.

Derived from the 'M' type and introduced for the 1933 model year, the two-seater J2 established the classic MG look which would characterise the Abingdon marque's sports cars into the 1950s. With its deeply cutaway doors, fold-flat windscreen and fixed cycle-type mudguards, it revealed its race-bred pedigree in every line and set the British sports car fashion for many years. This new Midget was given the factory designation 'J2' and it was announced simultaneously that a new 'super-sports' J3 model and a racing J4 would quickly follow.



The Midget's 847cc, overhead-camshaft, Wolseley-derived engine was coupled to a four-speed gearbox and housed in a simple chassis frame featuring half-elliptic springing all round and cable-operated 8"-diameter brakes. Thus equipped, the lightweight J2 possessed exemplary handling and steering by the standards of the day and was good for 65mph. Today the model is one of the most sought after of pre-war MG sports cars.

One of only 2,083 J2 Midgets produced, chassis number 'J2451' was completed in December 1932 and supplied new by the famous MG dealership University Motors of London. It retains its original London registration number 'YY 7812' and comes with comprehensive history including the original buff logbook.

In 2009 the Midget was the subject of a total 'last nut and bolt' restoration undertaken by a well-known Triple-M Register (MG Car Club) member. Rebuilt by Eric Tiech, the engine incorporates a steel billet Club crankshaft with 1½" big-ends and shell bearings; a secondary ball-race support bearing; David Newman matching con-rods with floating gudgeon pins; high-compression pistons; solid copper cylinder head gasket; and spin-off full-flow oil filter. The latter was supplied by marque specialists Sports & Vintage Motors, who also rebuilt the steering box.

The three-brush dynamo has been upgraded with a diode cut out. Barry Foster rebuilt the gearbox and prop shaft, upgrading the latter, while the up-rated rear axle incorporates a 4-star differential, pressure plate modification, and Roger Furneaux lip seal modification. The 19" wheels are shod with Avon tyres, Dyna Bead balanced.

Rebuilt on a new ash frame, the body retains its original tub, radiator shell, mesh grille, headlights, sidelights, bonnet and windscreen frame, the latter an early type rebuilt by Silvabronz. The bucket seats and valances are by Steve Gilbert; the stainless steel spare wheel mount by Vintage MC Parts; the interior leather trim by J Mussell & Sons; and the mohair tonneau cover by Mike Thomas. Other noteworthy features include a Bluemels four-spoke steering wheel; original speedometer (rebuilt by Patrick Henry); and aluminium cycle wings. Only 280 dry miles have been covered since restoration and the car is described as in generally excellent condition. Known to the Triple-M Register for many years, 'YY 7812' comes complete with current MoT, V5C registration document and a selection of photographs taken before and during restoration detailing the high standard of workmanship.

**£35,000 - 38,000**  
**€42,000 - 46,000**





## 221 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, who acquired 'BGJ 939' before the season last year, tells us that the Vintage Sports Car Club registered and event eligible sports car had been well preserved in a dehumidified garage and, from mileages recorded in documents on file, he reckons has been driven less than 1500 miles since the late 1970s.

Circa 1999/2000, during Frank Wiseman's ownership, the Singer was restored, at which time the previously 980cc engine was completely rebuilt and enlarged to 1,056cc. Finished in blue with matching leather interior, 'BGJ 939' is described as in generally good condition and is said to drive well. Recent maintenance has included two new wheel cylinders and brake linings. Retaining matching chassis/engine numbers, this characterful pre-war charmer is offered with an original instruction book and repair manual, current road fund licence and V5C registration document.

**£30,000 - 35,000**

**€36,000 - 42,000**





## 222 1950 Delahaye 135M 3.6-Litre Coupé Coachwork by Guilloré

Chassis no. 801428

Engine no. 801428

Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1894 and soon branched out into commercial vehicle manufacture. Up to the mid-1930s its products tended to be rather lacklustre but then in 1935 came the first of a new generation which would change the marque's image forever: the T135 Coupé Des Alpes. A fine sporting car, the T135 was powered by an engine which, although designed for car use, had first appeared in a Delahaye commercial vehicle. The 3.2-litre, six-cylinder, overhead-valve unit produced 110bhp on triple Solex carburettors, while the chassis featured transverse-leaf independent front suspension, four-speed synchromesh or Cotal gearboxes, centre-lock wire wheels and Bendix brakes.

Delahaye improved on the formula the following year with the 3,557cc, 120/130bhp T135MS, and the sports version was soon making a name for itself in competitions, taking 2nd, 3rd, 4th and 5th places in the run-to-sportscar-regulations 1936 French Grand Prix and winning the Monte Carlo Rally and Le Mans 24-Hour Race outright in 1939.



In England, Prince Bira contested the 1938 Donington 12-Hour Sports Car Race in Prince Chula's example, winning the event and the same car going on to take victory in Brooklands' 'fastest road car in England' race against some formidable opposition. The model reappeared post-WW2 as the 135M with the 3.6-litre engine and lasted in production until 1951.

A desirable 135M model, chassis number '801428' is said to be one of only five surviving out of eight built with this particular style of coachwork. Right-hand drive like many high quality French cars of the period, it has the Cotal semi-automatic gearbox and is finished in blue with grey leather interior. This wonderfully original car was delivered new to its first owner in Marseille, South of France where it remained for most of its life before being acquired by Monsieur Lucien Penard of Crigny, Central France. '801428' has spent the last few years in Germany, seeing only occasional use.

The body was repainted in the 1970's in the original colour, and the car retains its original grey leather interior. The drive train was completely rebuilt circa 20 years ago, the engine being painstakingly detailed, while in 2011 the Delahaye underwent a thorough tune-up in a specialist restoration workshop in Germany at a cost of €3,000 (approximately £2,300). More recently the car has benefited from attention to the electrical system and carburettors by respected Delahaye specialist I S Polson.

In November 2012 the car was offered for sale at Bonhams' Harrogate auction where it was purchased by the current vendor (Lot 533). Since then various improvements have been carried out including a full bare metal re-spray at a cost of circa £6,500 (invoice on file) and the installation of a new clutch and flywheel at a cost of circa £5,000 (invoice on file) this latter work also being carried out by I S Polson. Boasting the powerful triple-carburettor engine and smooth changing Cotal gearbox, this beautiful French thoroughbred is offered with current MoT and sundry invoices for recent work. Said to run and drive nicely, it is only being sold because the vendor has run out of space.

**£50,000 - 60,000**  
**€60,000 - 72,000**





## 223 1986 Ferrari Testarossa Coupé Coachwork by Pininfarina

Registration no. TES 111A

Chassis no. ZFFTA17C000064989

Engine no. 00675

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 (red head) retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable – and copied – styling devices. A larger car than the 512BB – the increase in width being necessary to accommodate wider tyres – the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices.





Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather.

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

One of only a relative handful of its type produced in right-hand drive configuration, this fine example was sold new in the UK via Maranello Concessionaires in August 1986 and currently displays a total of 49,379 miles on the odometer. The cam belts were last renewed in 2007 and since 2008 the car has been professionally stored. It is advised that the belts are changed again before further use and a minor oil leak attended to at the same time. Said to drive exceptionally well, the Testarossa comes complete with its original owner's wallet, sundry maintenance invoices, current MoT, V5 registration document and a magazine article featuring this actual car.

The personal plate 'TES 111A' is included in the sale also. Even today few cars can match the on-road presence of a Testarossa and this one represents a rare opportunity to acquire a right-hand drive example of the legendary Italian supercar. A high-performance work of art.

**£38,000 - 44,000**

**€46,000 - 53,000**





**224**

**Left-hand Drive**

**1973 Lamborghini Urraco P250S Coupé**  
**Coachwork by Carrozzeria Bertone**

Registration no. VBY 958L

Chassis no. DGM111320M15302

Engine no. 15302

‘What this small Lamborghini can do, apart from provide reliable transport, is seduce the slightly disillusioned driver of a more mundane motor car into taking it out purely for the pleasure, and bring him back with a quickened pulse and a new sparkle in his eye.’ – *Autocar*.

A ‘small’ Lamborghini intended to compete with rivals such as Ferrari’s Dino 308 and Porsche’s 911 in an important market sector, the Paolo Stanzani designed Urraco was announced in 1970, with deliveries commencing in 1972. Its Miura predecessor had been named after a breed of fighting bull so the name Urraco (young bull) was an understandable appellation for its smaller sibling. The Miura’s basic mechanical layout was adopted for the Urraco but in place of the former’s transversely mounted 4.0-litre V12 there was a 2.5-litre V8, Lamborghini’s first such engine. The latter was unusual at the time in employing toothed rubber belts to drive its single overhead camshafts but despite its simpler specification produced a highly respectable 220bhp at 7,500rpm.



Styled by Marcello Gandini at Carrozzeria Bertone, the unitary construction Urraco employed McPherson strut suspension all round and despite a wheelbase 9cm shorter than the Miura's was roomy enough to accommodate a 2+2 cockpit. Brisk acceleration and a top speed of 143mph (230km/h) were complemented by leech-like roadholding and a comfortable ride. The more expensive P250S version came with electric windows, tinted glass and leather upholstery as standard.

In 1974 the Urraco P250 was superseded by the P300. As its designation suggests, the latter was powered by a 3.0-litre version of the V8 engine, which in addition to the capacity increase now boasted twin overhead camshafts and produced 250bhp (265 horsepower from 1976), which was good enough for a top speed of around 160mph. At the same time the transmission and suspension were improved and the dashboard layout revised.

Despite its basic soundness, superior performance and numerous improvements, this latest version of the Urraco still failed to sell in significant numbers and when production ceased in 1978 only 205 P300s had been made compared with 520 of the more successful P250. Never the volume seller that its maker hoped for, the Urraco is much rarer than either the contemporary Ferrari Dino or Porsche 911. One for the connoisseur.

A left-hand drive model, this beautiful Lamborghini Urraco P250S is finished in gleaming silver with dual black ribbed interior. The car has had only two owners since its importation into the UK in 2004 and has covered some 95,837 kilometres (approximately 59,500 miles) from new. A new speedometer has been fitted and we are advised that the current odometer reading is 226 kilometres. The original factory service book and owner's manual are present and the car also comes with Italian service history. Italian style and engineering at its best, this rare and distinctive Gran Turismo coupé is offered with current MoT and Swansea V5C registration document.

**£28,000 - 34,000**

**€34,000 - 41,000**





**225**  
**Left-hand drive**  
**1968 Jaguar E-Type 4.2-Litre**  
**'Series 1½' Coupé**

Registration no. FNC 223F

Chassis no. 1E35461

Engine no. 7E17183-9

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Nowadays it would be impossible for a single model to cause such a stir but here was a civilised production sports car that looked like a Le Mans prototype, could outperform just about anything else on the road and cost a relatively trifling £2,097. Only Jaguar could pull off such a trick.

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



Developed from that of the XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live axle.

The first significant up-grade 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, chiefly to the electrical and cooling systems, and to the seating arrangements. The top speed 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 'family friendly' 2+2 coupé variant on a longer wheelbase.

Proposed changes to the USA's safety and emissions legislation prompted the revised Series 2, announced in October 1968, and from late 1967 the E-Type began to incorporate some of the forthcoming modifications, these interim cars coming to be known as the 'Series 1½' although there was never a fixed specification for this unofficial 'model'. The headlight fairings were deleted and enlarged side/rear lights adopted, while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

Manufactured in 1968 during this transitional period, this left-hand drive 'Series 1½' Coupé is finished in its original livery of Indigo Blue with grey leather interior. The vendor advises us that the previous owner claimed that the car had been on display in a Museum in the USA. The bodywork is described as totally solid and the paintwork as superb, while the interior is said to look – and smell – factory fresh. Indeed, the car's overall appearance and driving manners would appear to indicate that the recorded mileage of 29,758 could well be correct. Capable of enhancing any private collection or museum, this top quality E-Type coupé is offered with current MoT/tax and Swansea V5 document.

**£40,000 - 50,000**  
**€48,000 - 60,000**





**226**

***In original condition***

**1961 Jaguar Mk2 3.8-Litre  
Sports Saloon/Manual Overdrive**

Registration no. OCP 329

Chassis no. 204301DN

Engine no. LB3812-8

'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. With the advent of the Mk2 in October 1959, the 3.8-litre version of Jaguar's XK twin-cam six became available for the first time in the company's medium-sized saloon, which in top-of-the-range, 3.8-litre, manual/overdrive configuration was a genuine 125mph car capable of reaching 60mph in 8.5 seconds, outstanding figures for a saloon of its size even by today's standards.



Representing the Jaguar Mk2 in its ultimate 3.8-litre, manual/overdrive configuration, this wonderful example was first registered on 15th May 1961 and has never been restored apart from some cosmetic attention to the paintwork as indicated in the accompanying history file. This car has to be one of the most original 3.8-litre Mk2s in existence and looks like it left the factory only a few years ago. The interior has that unmistakable original smell; the seats and walnut dashboard shine; and the carpets are still fresh. The underside has been regularly Waxoyled and is truly amazing. A restored car can never ever be like this one.

'OCP 329' was supplied new by Hoffman's of Halifax, the distributor being Appleyard's of Leeds, and comes with extensive original documentation to include the Jaguar Cars Ltd manufacturer's warranty; Operating Maintenance & Service Book; maintenance check wall chart; service book; parts catalogue; and Jaguar distributors and dealers book.

In its early days, the car was fitted with the performance enhancing straight-port cylinder head, triple SU carburettors and adjustable Spax rear shock absorbers, while the exhaust system is stainless steel. The original cylinder head and carburettors come with the car, which also retains its original tool kit.

Finished in Cotswold Blue with dark blue leather interior upholstery and matching carpets, 'OCP 329' is currently taxed and Mot'd and comes with the aforementioned original documentation; Jaguar Heritage Trust certificate; Swansea V5; and previous owner correspondence and history confirming the recorded mileage (currently 44,298). A glorious manifestation of British style and engineering at its very best.

**£35,000 - 45,000**

**€42,000 - 54,000**





## 227 1959 Jaguar XK150 3.8-Litre Coupé

Registration no. XNF 982

Chassis no. S824851DN

'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable... we do not know of any more outstanding example of value for money.' - *The 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.

In the autumn of 1959 the XK150 became available with the 3.8-litre engine first seen in the Mark IX saloon. 'Standard' (220bhp) or 'S' (265bhp) states of tune were offered (the latter featuring overdrive as standard) and in either form the XK150's increased weight was more than offset by the power of the larger engine, the car regularly recording in excess of 130mph in magazine road tests.

Originally a 3.4-litre model, this overdrive-equipped XK150 coupé was purchased from The Carriage Company of Silsoe, Bedfordshire in 2010, the cost of its subsequent full restoration being included in the purchase price. The project appears to have taken the next three years to complete, one of the last invoices (dated November 2013) being from marque specialist Guy Broad for the rebuild of a 3.8-litre engine to 'lead free' specification. Broad also supplied a 9½" diaphragm clutch kit; solid steering rack mountings; XJ 'negative earth' ignition kit; a plastic bladed fan; and a set of four Blockley radial tyres. The engine is still running in described as in generally very good condition, this freshly restored XK150 is offered with purchase invoice and receipt; sundry restoration invoices and summary of work; current MoT/tax and V5C registration document.

**£40,000 - 60,000**

**€48,000 - 72,000**





**228**

***Left-hand drive, Rally prepared***

**1964 Alfa Romeo Giulia Sprint GT Coupé**

Registration no. PTF 71B

Chassis no. AR 608377

Engine no. AR 005.02 00962



Launched in 1963, the Giulia Sprint GT featured classically stylish four-seater coachwork designed by Bertone's Giorgetto Giugiaro. Beneath the skin the new coupé utilised the recently introduced 105-Series Giulia TI saloon's five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes. The 1,570cc Giulia Sprint GT came with 106bhp on tap (up from the TI's 92bhp courtesy of two twin-choke Weber carburettors) an output sufficient for a top speed of around 112mph. Prepared by Autodelta, the GTA competition version enjoyed considerable success, winning the European Touring Car Championship three years running from 1966-68. Exhilarating driver's cars, the Sprint GT range was an immense success for Alfa Romeo, enjoying a 14-year production run until 1977, and today they represent a very user-friendly entry into many types of historic motor sport.

This left-hand drive Giulia Sprint GT was sold new in November 1964 in Naples, Italy and originally finished in Hawthorn White with blue interior. In February 2012 the Alfa was purchased from Nicola Ometto in Padova and two months later was registered in the UK, its owner being AROC member Peter Horsburgh of Docking, Norfolk.

It has been race/rally prepared to an exceptional standard following a full and thorough 'ground upwards' bare-metal restoration undertaken in Italy between 2007 and 2009. The quality of this restoration has to be seen to be appreciated. More recently, in 2012, a new braking system was installed (supplied by Classic Alfa, Croydon) and the straight-cut five-speed 105-Series gearbox rebuilt by specialists Cloverleaf Transmissions.

The car's specification includes twin 45DCOE Weber carburettors; EBC Greenstuff 'fast road' brake pads; Sparco Pro 2000 competition seats; full harness seat belts; fire extinguisher; full roll cage; navigator footrest; trip meter; MoMo steering wheel; boot-mounted 57-litre foam-filled fuel tank; Facet fuel pump; lightweight H4 headlamps; Hella 500 spotlights; and Pirelli P Zero N3 tyres on 15" diameter rims. Accompanying documentation consists of a comprehensive history file containing full FIA papers and Historic Technical Passport; AROC (UK) Ltd Giulia Register data sheet; sundry restoration invoices; current MoT; UK V5C document; and Automobilsimo Storico Alfa Romeo confirmation of origin. Fully serviced by RPS and ready to use, this potentially very competitive Giulia Sprint GT is 'on the button' and eligible for a wide variety of historic motor sports events.

**£25,000 - 30,000**

**€30,000 - 36,000**



229

# **1964 Austin-Healey 3000 MkIIA Convertible**

Registration no. EAX 120B

Chassis no. HBJ7L-20570

Engine no. 29FRDH-1645



Of right-hand drive configuration but originally a left-hand drive model, this Austin-Healey 3000 MkIIA Convertible was sold new to California in 1964, returning in 1971 to the UK where it was registered in Leicester as 'ERR 67J' to one Gifford William Carr. In October 1973 the Healey passed to a Mr Moon of Nottinghamshire and next to one Edward Giles of Devizes (date unrecorded). The last registered keeper listed on the accompanying buff logbook, Mr Giles appears to have retained the car until 1990 when Mr Reginald Salter of Cardiff purchased it via dealer Alan Ashmead. Mr Salter owned the car until March 2009 when it was sold at auction to the current vendor.

During his ownership Mr Salter spent a considerable sum of money on the car with various specialists, primarily JME. Works carried out include fitting new rear springs, shock absorbers and fuel tank (1987); rebuilding the overdrive and fitting a new dashboard, dials and switches (1992). In 1997 the engine, gearbox and all body panels were removed to enable a full body and chassis restoration, including re-chroming of all brightwork.

The gearbox was rebuilt in 2000 and a new clutch and electronic ignition fitted at the same time. In 2001 the car was completely rewired and re-trimmed, including a new hood and tonneau cover. An oil cooler, spin-off oil filter, electric cooling fan, 2" free-flow exhaust manifold and side-exit pipe were fitted in 2003, and then in 2004 the engine was completely rebuilt to 'MkIII' specification including a new crankshaft and MkIII cam. A complete front suspension rebuild was undertaken in 2006, including new springs, shock absorbers and king-pins, while a new steering box was fitted in 2007. Sadly, the entire history file was stolen (while in another car) but we understand that duplicate invoices will have been obtained from JME by time of sale.

Used only for a few minor events by the current owner, this well maintained and sensibly upgraded Austin-Healey is described as in generally good condition and offered with V5C document.

**£25,000 - 30,000**

**€30,000 - 36,000**





## 230 1964 Bentley S3 Continental Coupé Coachwork by H J Mulliner, Park Ward Ltd

Registration no. BC116XC

Chassis no. 58CBC

Bentley's magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final (S-Series) generation of six-cylinder cars in 1955, the Continental lost a little of its individuality but none of its exclusivity, and this trend continued after the arrival of the V8-engined S2 in 1959. Eulogising about Bentley's newly introduced 'S' Series cars, *The Autocar* had written, '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.'

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 V8 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 Bentley Continental was, of course, exclusively a coachbuilt car, the firms of H J Mulliner, Park Ward and James Young all offering bodies on the Continental S2 chassis, which differed from the standard version by virtue of its four-leading-shoe front brakes, shorter radiator and, up to chassis number 'BC99BY', higher gearing.



By far the most striking of the S2 Continentals were those bodied by Rolls-Royce's in-house coachbuilder Park Ward, and this design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, would continue on the Continental S3. Quad headlamps were the S3's major styling innovation, and on the H J Mulliner, Park Ward-bodied Continental were contained in slanting nacelles, giving rise to this model's 'Chinese Eye' sobriquet. Headlamps aside, the most significant change was to the S3's engine, which boasted an increased compression ratio and larger carburettors, modifications that raised peak power by some 7%.

Chassis 'BC116XC' is one of a mere 75 S3 Continentals bodied by H J Mulliner, Park Ward Ltd after the two firms' merger. Factory chassis records show that the car was delivered new in April 1964 via Loxhams Garages Ltd of Preston, Lancashire to one R Baron of Lower Darwen, Lancashire. Its original registration was 'SCB 1'.

The card lists a number of special features including electric windows, Marchal foot-operated horn, front-seat safety belts, Hirschmann aerial and interior courtesy lights. Restored at date unknown, the Continental will have been re-commissioned by marque specialists Frank Dale & Stepsons and an MoT certificate obtained in time for the sale. Finished in dark green with cream leather upholstery, the car is offered with (copy) Spanish registration papers and the aforementioned duplicate chassis card. The provision of air conditioning is the only notified deviation from factory specification.

**£55,000 - 65,000**

**€66,000 - 78,000**

**231**

**No lot**





## 232 1963 Ford Ford Cortina GT Deluxe Sports Saloon

Registration no. VHV 793

Chassis no. Z77B221683

Engine no. 118EB631937



Ford first applied the 'Cortina' name to its medium-sized family saloon in 1962, sticking with the tried and tested mechanical formula of front engine/rear wheel drive, McPherson Strut independent front suspension and a live rear axle from the Mk1 to the MkV. The Cortina's conventional specification did it no harm whatsoever, the model dominating its market sector for 20 years. Introduced in April 1963, the 1500 GT boasted a Cosworth-designed camshaft for increased power (up from 59.5 to 78bhp) and front disc brakes as standard. Top speed was a little over 90mph. Relatively common in its day – Ford sold getting on for 77,000 of them – the Mk1 Cortina GT is today quite rare, with exceptional examples such as this one highly sought after.

'VHV 793' was previously owned (for 21 years) by Mr Steven Kerr, a development engineer with Jaguar/Land Rover who was also an enthusiastic member of the Mk1 Cortina Owners Club. Mr Kerr carried out a full 'ground upwards' restoration and continued to maintain and improve the Cortina throughout his ownership. The engine features a gas-flowed and ported cylinder head and Geoff Howe 'new-old-stock' 4-into-2-into-1 exhaust manifold, while the exhaust system is fully stainless steel.

Other noteworthy upgrades include a Lotus Cortina flywheel and 8" diaphragm clutch; 'fast road' front suspension struts; Leda rear shock absorbers; fully Poly-bushed suspension; adjustable front control arms; rear axle lowering blocks; additional front anti-roll bar; H4 halogen headlights; and Lotus Cortina 5½J steel wheels shod with Yokohama tyres. The braking system has been up-rated also with Girling P16 front callipers; Girling 7" servo; Kuniifer brake pipes throughout; and Goodridge stainless steel flexible hoses. The car is finished in deep gloss black with red vinyl/leather interior, and is described by the vendor as in generally very good/excellent condition.

Much appreciated at Club events and Goodwood gatherings, this uniquely improved Cortina GT is offered with current road fund licence, MoT to July 2014 and V5C registration document.

**£16,000 - 20,000**

**£20,000 - 24,000**





Photo credit: Mick Walker



Photo credit: Mick Walker

## 233

### **Left-hand drive**

### **1964 Jaguar E-Type 3.8-Litre 'Series 1' Roadster**

Registration no. BNE 438B

According to its accompanying Jaguar Daimler Heritage Trust Certificate, this left-hand drive E-Type roadster was manufactured on 1st April 1964 and despatched to Jaguar Cars New York on 5th May 1964. Chassis, engine and body numbers match. Re-imported into the UK and registered on 2nd March 1999 as 'BNE 438B', the E-Type was restored by the new owner and then purchased from him by the current vendor in November 2002. The car came with receipts for parts and labour totalling £11,023.

Before moving to the UK in 2005, the current (Swedish) owner used the E-Type in Germany, spending €3,358 on completely rebuilding the engine, suspension and tachometer, and installing cabling for a Halda Tripmaster for historic rallying. Renowned Jaguar specialist Extra-Mobile in Straubenhardt prepared the Jaguar for racing and obtained a Historical Technical Passport from the German DMSB. This was renewed in 2013 and a bar code decal added to the car (now a necessity to match it to the certificate).

Back in the UK, the E-Type was completely rebuilt in 2006 by Southern Classics in Twickenham using a new steel 'flat floor' body shell from Martin Robey. The engine was rebuilt to racing specification by recognised specialist Rob Beere; the gearbox overhauled (in 2012); the heating and ventilation system rebuilt; and a new differential installed.

Taken from original moulds, the new glassfibre bonnet is complemented by an original factory hardtop, while other noteworthy features include new AVO adjustable shock absorbers; new extra-stiff torsion bars; original Dunlop brake callipers; Lexan headlight covers; original-looking modern stereo; racing transponder; fire extinguishing system; and new MWS chromed wire wheels. The total cost of the aforementioned works and parts was £127,882.



Photo credit: Mick Walker

'BNE 438B' has participated twice in the Monte Carlo Rally Historique (in 2004 and 2006) and also in the AvD Oldtimer Grand Prix 400km Marathon race at the Nürburgring's Nordschleife circuit (in 2004). In the latter event it was awarded an 'Honour Trophy' because the vendor was the sole driver in a field of two-man teams. Being a half-marathon runner he had assumed the idea of a marathon was to have only one driver!

In the UK the car has competed in the HSCC Guards Trophy (in 2009 and 2010) and in the E-Type Challenge in 2011, 2012 and 2013 where it finished 4th, 2nd and 2nd or 1st (it is a close call) in Class B. In the summer of 2013 it won the class trophy at the Spa Summer Classic One-Hour race, and as there was no Swedish flag for the prize-giving ceremony, the vendor was quickly promoted to honorary Brit!

This car is known as very reliable because it is driven to every race and driven home again afterwards, the only exception being the Monza Coppa Historica in 2012 when it was transported there while the owner flew out on Ryanair. The Monza event was part of the Pre '63 GT race series, which the vendor contested with the E-Type in 2011 and 2012. He has also completed the Snetterton Autosport 3-Hour race three times with it (in 2010, 2011 and 2013).

'BNE 438B' can race under E-Type Homologation 34 Period E as well as E-Type Homologation 100 Period F as it conforms technically to the first but has the modern safety equipment required by the second.

Offered with numerous restoration invoices, current MoT/tax and V5C registration document, 'BNE 438B' represents an exciting opportunity to acquire a well-sorted E-Type of proven competitiveness, eligible for wide variety of historic motor sports events.

**£80,000 - 100,000**

**€96,000 - 120,000**





## 234 1959 Austin-Healey 100/6 BN6 3.0-Litre Lightweight Works Replica Rally Car

Registration no. VFH 600

Chassis no. BN6/4334 (see text)

Engine no. 290/U/H18342

'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. In the late 1950s, 100/6s were employed by the Abingdon and Warwick workshops to produce the first competition 3000Mk1s.

Robust and tuneable, the Big Healey was immensely popular with privateers in its time, and today, more than 40 years after the end of production, continues to be extensively campaigned in historic motor sport, both in tarmac events and on the rough stuff. Replicas of the works rally cars are among the most sought-after variants, and an extensive cottage industry of recognised specialists exists to cater for the demand for Big Healey parts, servicing and competition preparation.

A BMIHT Factory Record Certificate confirms this particular 100/6 BN6 – with more desirable two-seater cockpit rather than more usual 2+2 configuration - was built as a right-hand drive model for the UK market and first registered 'VFH 600' in January 1959. Subsequent known history commences in 1972 when the Healey was converted to rally specification by David Broadhurst of DNR Developments after he wrote off another car, 'UBU 6' (see *Rallysport*, January 1974 article in file). David Broadhurst rallied 'VFH 600' for a short time before ownership passed to well-known marque specialist John Chatham in 1972.

The immediately preceding owner (Chris Naylor) purchased the car in May 1995 from Capital & General Classic Cars (advertisement in file). Revival-ready when acquired, as evidenced by accompanying photographs, the car was completely rebuilt over a three-year period. The recorded mileage at time of purchase by Chris Naylor was 37,566, which had risen to 37,978 by the time the current owner purchased the car early in 2010, an increase of only 412 miles.



The complete 'last nut and bolt' rebuild included all new alloy panels (on the original body underpinnings), refurbished hardtop, and new electrics, wiring harness, carpets, competition leather seats and safety harnesses. The chassis was jigged, sandblasted and repainted, and the engine and gearbox rebuilt. The cost of new parts and services came to over £35,000. Full details, an invoice summary and photographs of the rebuild are in the history file. Since acquiring the car in 2010, the vendor has continued to upgrade it. A total of 42,122 miles is currently displayed on the odometer.

The now lightweight 3000's specification includes a MkIII 2,996cc engine complete with Sid Segal cylinder head and camshaft; lightened and balanced crankshaft; high-capacity oil pump; triple Weber carburettors, six-branch side-exit exhaust system; high-ratio starter motor; 'works' sump with alloy sump guard; and a 19-row oil cooler. The transmission consists of a MkIII overdrive gearbox with 'Tulip' ratios, and a low-ratio (4.1:1) differential. Improvements to the running gear include disc brakes for all four-wheels; a high-ratio steering rack; and adjustable lever shock absorbers at the rear. Period-correct 4½ ins wire spoked wheels are shod with sticky ZZ Avons while the spare has a new Vredestein M & S fitted.

Other noteworthy features include an alloy fuel tank with twin-pumps, fuel lines inside the car and firewall in boot; an interior roll cage; spotlights; boot-mounted reversing light; high-output alternator; and 'works' type hardtop in grp and twin spares accommodating boot lid in aluminium. Only a little over 4,000 miles have been covered since the comprehensive rebuild, including two pilgrimages to the last two Le Mans Classics. The car presents very well indeed and is claimed to be in good mechanical order, the only notified fault being a tendency to occasionally jump out of 4th gear on the over-run.

Representing a potentially competitive entry into historic rallying, particularly road events, and a most suitable candidate for more serious special stage work or Healey racing, this extensively upgraded Austin-Healey 100/6 is also road-friendly and would be hugely entertaining on touring events. It is offered with aforementioned restoration records, BMIHT certificate, old-style green logbook confirming original registration, current road fund licence, MoT valid to October 2014 and current V5C registration document, recording the VIN number as 'BN6433430083829'; the first four digits being the 100/6 chassis number and the last four digits the original body number. Build plates attached to the bulkhead also record the chassis number as '4334' and the body number as '3829'.

**£32,000 - 36,000**

**€38,000 - 43,000**





**235**

***Ex-Carlos Sainz, Left-hand drive***  
**1994 Ford Escort Cosworth Works Rally Car**

Registration no. L973 NVX

Chassis no. WFOBXXGKABRL 92667

Engine no. RL 92667

'L973 NVX' was built by Gordon Spooner Engineering (GSE) in 1997 under the direction of chief engineer Baz Cannon for the Ford Motor Company as one of only ten Ford Escort Cosworths used as reconnaissance cars for the World Rally Championship. The reputed build cost of these competition cars was in the region of £80,000. This particular car was driven by two-time World Rally Champion Carlos Sainz and Luis Moya during the 1997-1998 World Rally Championship. Sainz went on to win three World Championship rallies in an Escort Cosworth. An Iveco/Ford works service van built at Boreham supported the cars. This van, 'H115 NVX', is also in the sale Lot number TBC and has accompanied 'H115 NVX' throughout its rally career.

Left-hand drive, 'L973 NVX' was built from a three-door Ford Motorsport light weight bodysell, fully seam-welded and with additional chassis rails fitted. Axle stand supports are integral with the shell, while the rear boot floor has been modified to accommodate a quick-release fuel pump assembly.

The roll cage is a multi-point T45 welded fabrication with all suspension points attached to the cage. As was usual practice when building a top rally car, a standard Escort Cosworth was purchased and all standard parts needed and its identity transferred to the lightweight shell.

The engine is built by Mountune (Mountune engine No MT154 R) with Group A head gaskets, MIG wire insert in the cylinder block, modified oil pump, and enlarged and modified turbocharger housing. Currently fitted with a 34mm restrictor, the engine delivers 300bhp running on 98-octane fuel (see dynamometer sheet on file). An ALS (Anti Lag System) is fitted. The clutch is an AP single-plate paddle type while the transmission features a Quaife close-ratio gearset with quick-shift lever and up-rated V/C unit (50nm). The clutch cable is of Group A specification. The front axle has a Quaife thick-wall casing and similar bottom plate, while the rear axle is up-rated with a V/C unit (240nm) of 4.1:1 ratio.



The front suspension system incorporates Öhlins two-way adjustable dampers; strengthened front hubs; up-rated TCA and roll bar bushes with Rose jointed suspension top mounts. There are Öhlins two-way adjustable shock absorbers at the rear together with a Group A axle beam with double strengthening skin; multi-point adjusting positions (inner and outer); fully adjustable Group A rear arms; and Group A inner bush with adjustable outer Rose joint. The brake pad material is Pagid blue for gravel and ceramic for tarmac.

A full motor sport wiring loom is installed; all brake, fuel and oil lines are Aeroquip; and the car is also equipped with an electrical cut out and fire extinguishing system. The original named Recaro seats and belts are still fitted. The co-driver trip is Coralba, and a Peltor intercom system is fitted. The hand brake is hydraulic with bias valves for tarmac and gravel. Three sets of Compomotive Ford Motorsport wheels come with the car. Between 2002 and 2005, the vendor used 'L973 NVX' at FIA International rallies in Belgium and France. The car finished in the top twenty on two occasions in the International Rally de

Bourgogne in France (see press release on file) and as high as 3rd in Belgian events. It was also used on the Isle of Man Manx Rally. This car has only competed in tarmac events, and in recent years has been dry stored and used occasionally on the road. Fully overhauled in 2010, including a new cam belt, clutch cable and front discs, the car has had limited use since then.

This particular Escort is probably the best of the ten: being one of the last built, little used and regularly serviced by GSE and later by Baz Cannon. Bob Stokoe, an international rally co-driver who has been part of the team and has had experience of numerous rally Escort Cosworths has stated: 'This is one of the best handling Cosworth Escorts I have competed in.' Ready to continue in motor sport, 'L973 NVX' comes with all service invoices, expired MoTs, set up instructions, MSA logbook, UK V5 registration document and MoT to May 2014.

**£35,000 - 40,000**

**€42,000 - 48,000**





**236**

**1991 Iveco Ford Motorsport Rally Service Van**

Registration no. H115 NVX

Chassis no. ZCFC4970002969163

'H115 NVX' was registered to the Ford Motor Company in 1991. Used for long-haul rallies such as Argentina, Australia and New Zealand, it has covered 178,904 kilometres (approximately 111,099 miles) from new. We are advised that a new turbocharger was fitted at 159,000 kilometres. In 1998 ownership transferred to M Sport, which then took over the running of the Ford Motorsport Rally programme. Registration documents are available recording the vehicle's ownership. The van supported Ford's World Rally Championship testing and reconnaissance programme while the factory was campaigning Escort Cosworths. Gordon Spooner Engineering (GSE) of Witham, Essex had responsibility for building and running the cars. In 2002 the vendor purchased the van, some spares and a Ford Escort Cosworth ('L973 NVX') from GSE. 'H115 NVX' is fully prepared for rally support having an Onan 110-volt generator; two electric power guns; There is internal and external lighting; racking for eight 25-litre fuel cans; and space for wheels, tyres and other equipment. A vice-equipped workbench provides a good working area and the vehicle also has Recaro seats, a fridge and Terratrip. The van also comes with all spares required to service an Escort Cosworth: brake discs, alternator, radiator, uprights, drive shafts, Aeroquip hoses, wheel bearings, bushes, brake calipers, aeroquip lines for brake and fuel lines, oil filters, clutch and accelerator cables, radiator with fan, water hoses, fuel tank sender unit, complete gasket set, and gearbox mounting. There are also 8 trays of assorted Escort Cosworth nuts, bolts and electrical connections and some spares for the van. Serviced and tested annually, it is described as in good working order and comes with all bills and expired MoT certificates, UK V5 document, current road fund licence and MoT to November 2014.

**£3,000 - 5,000**

**€3,600 - 6,000**



**237**

**Left-hand drive**

**1963 FIAT 500 Competition Saloon**

Chassis no. 110-0529096

This highly modified FIAT 500 has been raced in Italy but not in the UK. Its specification includes a mid-mounted engine transmitting drive via a race clutch to a Volkswagen Type 1 gearbox and transaxle with modified output shafts, while the car's underside is braced by an additional spaceframe. The engine is a 1,000cc Autobianchi A112 four-cylinder, which incorporates an Abarth crankshaft, high-lift camshaft, blueprinted pistons, lightened flywheel, Holley twin-choke carburettor, electronic ignition and a four-branch exhaust manifold feeding a (loud) free-flow exhaust. We are advised that the maximum power output is approximately 80bhp. Upgrades to the running gear include adjustable front suspension; FIAT Punto electronic power steering; electronic handbrake; vented front brake discs and wider wheels (12" diameter front; 10" diameter rear). Other noteworthy features include twin rear-mounted cooling fans; alloy floor pans; race seats with four-point belts; extended steel wheelarches and Perspex windows (including screen). We are advised that the car runs and drives well, the engine and gearbox being described as 'all good'. Light re-commissioning will nevertheless be required, as it has not raced for 2-3 years. Offered with FIAT UK dating letter, this unique '500' would make an ideal hill climb, track day or race car subject to any modifications required by the prevailing regulations.

**£4,000 - 6,000**

**€4,800 - 7,200**

238

### 1999 Brian James Motor Shuttle Car Transporter / Trailer

One of Britain's foremost specialist manufacturers, Brian James Ltd has been making trailers for a wide variety of uses since 1979. That offered here is an example of the 'Shuttle' range that is particularly popular among enthusiasts requiring secure transport for their historic cars. According to the maker, 'these trailers are fully capable of covering large distances extremely reliably.' This particular Shuttle features a tilt bed, large side-access door, lift-up rear tailgate, twin braked axles, and a manual winch on Brian James side mounting bracket with pulley to centre. A replacement tilt pump was fitted recently while all lights, etc, are working and the tyres are all good. Clean inside, this trailer is ready for work. Its vital statistics are as follows:

Overall length: 18ft  
 Overall width: 7ft 8in  
 Overall length including draw bar: 23ft  
 Internal bed length: 16ft 8in  
 Internal bed width: 6ft 4in  
 Internal clear width: 7ft 1in (including rear door)  
 Maximum weight: 3,500kg  
 Un-laden weight: 1,040kg  
**£5,000 - 7,000**  
**€6,000 - 8,400**



239

### 1957 Austin A95 Westminster Saloon

Registration no. UXG 439  
 Chassis no. B56/HCS/41037

Introduced at the Earls Court Motor Show in 1956, the A95 Westminster was a development of the A90 of same name that had been in production for the preceding two years. The A90 Westminster had been one of the first new models produced by the nascent British Motor Corporation, created by the merger of Austin and Morris, and bore a strong family resemblance to the smaller A50 Cambridge. Engines, gearboxes and running gear were shared with the equivalent Morris models. Bodies, though, were not shared, the unitary construction shell of the A90 Westminster being unique to that model. Its power unit was the 2.6-litre overhead-valve C-Series six, which drove via a four-speed column change gearbox with optional Borg-Warner overdrive. Suspension was independent at the front and by live axle at the rear. As the A90 had been in production for only two years, the successor A95 represented an evolution rather than an entirely new model. The most obvious of the changes was the restyled body, which was longer in the wheelbase and featured an extended tail and wraparound rear window, while a Countryman estate variant was a new addition to the range. Maximum power went up from 85 to 92bhp and there was a commensurate increase in top speed to 90mph (up from 86mph). In this form the A95 continued with little alteration until the arrival of its Farina-styled replacement in 1959, at which time the Austin and Morris ranges adopted identical bodies. The example offered here has the optional floor-mounted gearchange available for manual transmission cars from early in 1958. 'UXG 439' was treated to a good quality restoration a few years ago following a lengthy period in storage. The car has recently been re-commissioned (new water pump, battery and steering idler arms) and is described as in generally very good condition, with a lovely smooth engine. Finished in two-tone Birch Grey/Burgundy with Burgundy leather interior, this last of the 'old school' Austins is offered with owner's handbook, MoT to December 2014 and V5C registration document.

**£8,000 - 10,000**  
**€9,600 - 12,000**







**240**

***Single family ownership from new***  
**1958 Jaguar XK150 3.4-Litre Drophead Coupé**

Registration no. MJH 767

Chassis no. S827047DN

Engine no. V3315-8

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen.

Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster 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.

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.



One of only 662 drophead coupés made, this overdrive-equipped example of one of the most sought-after of XK150 variants was purchased new by the current vendor's mother from Henlys on 29th April 1958. She then proceeded to cover some 12,000 miles in the car in its first year! The XK was serviced by Henlys up to 1972 when responsibility for its maintenance transferred to Sparks & Co of Oxted, Surrey.

During the 1980s, F W Saunders maintained the car, which was inherited by the vendor in December 1989 and since the late 1990s has been cared for by K Cooper Motor Engineers of Cambridge. Amazingly, every single service/maintenance bill from new to the present day has been retained in the superb history file, close inspection of which is highly recommended.

Shortly after assuming responsibility, Cooper's completely restored the XK using parts supplied by marque specialist Guy Broad at a cost of some £40,000.

More recently (in June 2012), it benefited from a major service carried out by J K Engineering at a cost of £2,200 and has been fitted with a new braking system from Guy Broad (cost £1,400). Luke safety belts and a Kenlowe electric cooling fan are the only notified deviations from factory specification.

Taxed until the end of April 2014, the car is described as in generally very good condition mechanically (the overdrive engaging instantly) with good bodywork, paint and interior, the latter boasting new dashboard and door cards (replaced during restoration) while retaining its original seats. As well as the aforementioned full complement of invoices, the accompanying history file also contains the original manufacturer's guarantee, owner's manual, service handbook, lubrication chart and owner's car identity card, together with the V5 registration document. A wonderfully original car, running and driving exceptionally well, 'MJH 767' represents a rare opportunity to acquire a fully documented example of the ultimate expression of the XK line.

**£50,000 - 70,000**  
**€60,000 - 84,000**





## 241 1960 Bentley S2 Continental 'Flying Spur' Saloon Coachwork by H J Mulliner

Registration no. TBA

Chassis no. BC124AR Body no. 6282

Engine no. A123 BC

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 a 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 'BC124AR' was retailed new via Rippon Brothers Ltd of Huddersfield and first owned by A Lee & Sons Ltd of the Trubrite Works, Meadowhall, Sheffield. The copy chassis card notes that it was for the use of Colonel K C Lee and lists only one subsequent owner: W S Trimble of Dalston, Cumbria (from 26th March 1965). Special features listed include Piper electric windows; combined parking/flashing lights; 501TA radio; electric aerial; stowage for jerrycan and two sets of golf clubs; and 'seating to suit owner'. Provision was also to be made for the owner's Halda Speed Pilot, while the car's original colour scheme was two-tone Pacific Green/Almond Green with black interior trim.

Previously registered in the UK as '211 XKJ' but currently registered in Germany, the Continental is offered from a prominent private collection where it was fully restored in the early 2000s, including an interior re-trim, by the collection's resident motor engineer (bills on file). The car has participated in two Continental rallies since completion but apart from that has seen relatively little use. It is expected to be taxed, MoT'd and possess a V5C registration document by time of sale.

Serviced, driving without fault and ready to enjoy, this ultimate four-door Grande Routière is offered with full tool kit and a most extensive history file, viewing of which is essential.

**£80,000 - 100,000**  
**€96,000 - 120,000**





**242**

**1960 Rolls-Royce Silver Cloud II Saloon**

Registration no. GAS 166

Chassis no. SRA259

Engine no. 292AS



Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 power unit. Although wider and shorter than the 'six' it replaced, the new engine fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Rolls-Royce's own four-speed automatic transmission was now the only one on offer, while power steering was standardised. Immensely successful both at home and abroad, the pair remained in production until the autumn of 1962.

Originally registered 'YLM 492', this Silver Cloud II was first owned by Mr H G Starley of the Champion Sparking Plug Co Ltd, which purchased the car from Jack Barclay in January 1960. In April 1962 the car was returned to Rolls-Royce in a part exchange deal and later that same year was sold to Air Chief Commandant Dame Katherine J T Forbes, DBE. Known as Jane Trefusis Forbes, this formidable lady was the first Director of the Women's Auxiliary Air Force (WAAF), serving in that capacity from 1939 to 1943. In 1966 she married Sir Robert Alexander Watson-Watt, the scientist whose contribution to the development of radar helped win the Battle of Britain, becoming Dame Katherine Watson-Watt, DBE.

The Cloud's subsequent history is unclear, though it is known to have formed part of a private collection in Japan before being brought back to the UK in April 2002. The car was then acquired by John Brown Limited from whom the current vendors purchased it in October 2002, since when it has been used for wedding hire. Factory fitted special features included a 501TA radio, full refrigeration, Rolls-Royce electric windows, electric aerial, extra rear speaker, larger type brake pedal and combination parking/blinking lights above each door pillar. However, not all of these original features are still present. While in the vendors' ownership the Cloud has been fitted with electronic ignition and a Kenlowe electric cooling fan, while the differential and prop shaft linkage have been rebuilt and the headlining, carpets, brakes, lights, rear wings and various other items renewed.

Described as in generally good condition, the car is offered with dating letter, C&E Form 389, current road fund licence, V5C registration document and MoT to 1st April 2014.

**£22,000 - 26,000**

**€26,000 - 31,000**



243

***The property of David Dimbleby***  
**1972 Citroën DS21 EFI Pallas Saloon**

Registration no. TNF 6507

Chassis no. 01FB5047

Engine no. 0581004446



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), the latter inspired by coachbuilder Henri Chapron. Right-hand drive versions were assembled in England at Citroën's Slough factory.

This beautiful and highly desirable classic Citroën is offered for sale by David Dimbleby, the highly respected BBC Television commentator and presenter of current affairs and political programmes. Perhaps best known for chairing the BBC's long running 'Question Time' television series, he has acted as anchorman for the Corporation's General Election coverage since 1979. We are advised that there is strong anecdotal evidence that this right-hand drive car, which was imported from South Africa, was that used in the 2006 motion picture 'The Last King of Scotland' about the life of Ugandan dictator, Idi Amin.

Purchased from DS World Ltd, it benefits from extensive restoration, undertaken in 2009, which included a bare-metal strip and repaint of all outer panels together with an engine overhaul (bills available). Upgrades include headlight bowls converted to accept modern 7" light units; new inertia reel safety belts front and rear; a battery isolator switch; right-side radio aerial and a JVC audio system. Regularly serviced, the car is described as in generally good condition, hydraulics included, and is said to drive well.

Finished in Gris Orageux (Stormy Grey) with red velour interior, this top-of-the-range DS21 EFI Pallas is offered with current Mot/tax and V5C registration document.

**£15,000 - 20,000**

**€18,000 - 24,000**





**244**

**1913 Philo Model 4M Tourer**

Registration no. (see text)

Chassis no. 14081

Engine no. 14081



SA Nouvelles des Automobiles Philo was founded in Lyons, France in 1912 and manufactured automobiles up to 1923; survivors are rare. Mostly built as a two-seater, the Philo took its name from one of the many ancient Greek words for 'love'. Engines were supplied by Ballot, a company that would cement its reputation after WWI with a succession of state-of-the-art Grand Prix racing engines designed by Ernest Henry. A more practical 1,131c sidevalve four was used for the first Philo, with other engine types featuring in post-war production. In 1923 the factory was acquired by Lyonnaise garage owner Jean Gras, who continued production under his own name until 1930.

This early four-seater example of a rare French voiturette was sold to the previous owner in the early 1990s by the well-known Kent-based motor dealer David Baldock, an authority on cars of its era.

Finished in green with black leather-cloth interior trim, it features the marque's typical V-shaped brass radiator and comes complete with brass electric headlamps and a klaxon horn. A similar Philo once formed part of the Cité de l'Automobile, Musée National de l'Automobile, Collection Schlumpf in Mulhouse, France.

In the previous owner's possession for over 22 years, the Philo was UK-registered (on a 'Q' plate) in the 1990s and comes with a V5 document and old Austrian registration papers. However, it should be noted that Mike Worthington-Williams - Bonhams' consultant and Chairman Emeritus of the Society of Automotive Historians in Britain - has written to the DVLA to try and secure an age-related registration for the vehicle. Restored in the 1980s, the car appears to be in generally good condition, its engine turning over freely with good compression.

**£12,000 - 15,000**

**€14,000 - 18,000**



**245**

**1963 MG B Roadster**

Registration no. 177 CUK

Chassis no. GHN3/1R87

Engine no. 18GV-H11800



Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time. The MGB was mechanically similar to the preceding MGA, though with heavier, unitary construction bodyshell. To compensate for the newcomer's increased weight the existing B-Series engine was stretched from 1,622 to 1,798cc, while the MGB's aerodynamically efficient lines made the most of the maximum available 95bhp to achieve a top speed which just bested the magic 'ton'.

A 'right first time' design that changed little over the years apart from the adoption of a more robust five-main-bearing engine in 1965 (fitted from the start of GT production that autumn), a minor facelift for 1970 and the adoption of plastic bumpers (to comply with US legislation) for 1975, the 'B' enjoyed an 18-year production life and sales totalling in excess of 500,000 cars. Its popularity remaining undiminished today, the classic MGB is one of the easiest sports cars of its era to run and maintain in the 21st Century, being served by a worldwide industry of spare parts and service providers.

We are advised that this MGB roadster has had only three owners and covered a mere 24,000-or-so miles from new. Purchased by the current vendor in 1988 (at 21,000 miles) it was restored over 20 years ago, the work being completed in May 1992, and has covered only 150 miles over the course of the last ten years. Re-commissioning works undertaken in November 2013 included replacing the offside rear wheel bearing, brake shoes and wheel cylinder; fitting a new screen washer pump; changing the engine oil and filter; replacing the spark plugs; and servicing the carburettors (bills on file). Finished in British Racing Green with black interior, '177 CUK' is described as in generally good condition, with very good mechanicals.

The car is offered with sundry restoration invoices, old-style logbook, current road fund licence, MoT to November 2014 and V5 registration document.

**£12,000 - 14,000**

**£14,000 - 17,000**





**246**

**Property of a deceased's estate**

**1936 Rolls-Royce Phantom III Sedan de Ville Project**

**Coachwork by H J Mulliner**

Registration no. DLA 133

Chassis no. 3AZ170

Engine no. V18F

Chassis number '3AZ170' was completed in November 1936 with Sedan de Ville coachwork by H J Mulliner and first owned by one H R Leonard of Herongate Hertfordshire. Registration documents on file pick up the ownership trail in 1955 when the car was owned by a George William Jossrot, recording a further three owners up to September 1983 when it was acquired by a Kenneth Walter Batchelor. The late owner acquired the Rolls-Royce from Mr Batchelor in April 1985 and there are photographs on file depicting it at time of delivery. Refurbishment carried out prior to that date included shot-blasting and re-enamelling the chassis; some re-plating of the brightwork and polishing of woodwork; and fitting four new tyres (invoices on file). In March 1986 the (non-original) engine 'V18F' was sent to John Reynolds for rebuilding, the progress of which is documented by eight invoices totalling over £13,500, the last of which was issued in November 1990, and some 100 photographs. The engine is still out of the car but is not seized. A challenging restoration project that nevertheless affords the prospect of owning a most distinctive motor car when completed, 'DLA 133' is offered with sundry bills, old-style logbook, V5 registration document, a selection of Phantom III-related literature and email correspondence with John Reynolds. Sold strictly as viewed.

**£15,000 - 20,000**

**€18,000 - 24,000**

**No Reserve**



**247**

**Property of a deceased's estate**

**1938 Armstrong-Siddeley Fourteen Saloon Project**

Registration no. KS 7967

Chassis no. U/1807

Engine no. 24923

Introduced in 1929, Armstrong-Siddeley's 12hp model helped start the 1930s fashion for small sixes. The sidevalve engine displaced 1,236cc at first (1,434cc from 1931) and drove via a three-speed version of the firm's characteristic, Wilson-patented, pre-selector gearbox. For 1936 there was a new model, the Twelve Plus, which boasted an overhead-valve engine of 1,666cc and – initially – a body identical to that of its predecessor. A more streamlined style was phased in during 1936, at which time the model was re-designated as the 'Fourteen', the name change reflecting the larger and more powerful engine. This known ownership history of this Armstrong-Siddeley Fourteen dates back to March 1955 when it was registered to one Minod Framoze Lally according to the old-style continuation logbook on file. A letter to engineer John Reynolds dated November 1982 states that the engine 'runs very smoothly' despite a crack in the cylinder block. In December 1983 the Fourteen was acquired by the late owner, who two months later purchased a replacement engine and gearbox from Peter Day of London N1. He joined the Armstrong-Siddeley Owners' Club in June 1984 and later that same year purchased six con-rods from them. Sadly, the car's restoration seems to have proceeded no further. Off the road for the last 30-plus years, this rare coachbuilt saloon is offered for restoration and sold strictly as viewed. This potentially most rewarding project comes with V5 registration document.

**£2,000 - 3,000**

**€2,400 - 3,600**

**No Reserve**

**248**

**Property of a deceased's estate**

**1929 Daimler 25/85hp Limousine Project**

Registration no. PK 9856

Chassis no. 30371

Engine no. 52763

One of the founding firms of the British motor industry, Daimler was absorbed by the expanding BSA group in 1910, by which time the adoption of the refined 'Silent Knight' sleeve-valve engine had done much to turn around the company's fortunes and establish it as a marque committed to engineering excellence. A new range of long-stroke, sleeve-valve sixes was introduced for 1926, their combination of steel sleeves and light-alloy pistons making for appreciably livelier performance. This 'barn find' Daimler limousine comes with an old-style continuation logbook listing various owners between October 1947 and December 1971. An old-type V5 registration document picks up the ownership trail, recording one Edgar Kilby as owner from March 1978 and Chris Mash of Ruislip Manor, Middlesex from April 1982. The late owner purchased the car from Chris Mash – a leading light of the Daimler Owners' Club – in July 1987. With the car came six new tyres and a quantity of engine spares including six inner sleeves (five intact, one broken) and eight sound outer sleeves (not of the same pattern). Correspondence on file includes advice from the DOC and Rolls-Royce Limited regarding stuck sleeves. The engine and gearbox are not in the car, which has lain idle for at least the last 26 years. Sold strictly as viewed, this challenging yet potentially rewarding restoration project is offered with the aforementioned registration documents and correspondence, various brochures, parts manuals and an instruction book.

**£3,000 - 5,000**

**€3,600 - 6,000**

**No Reserve**



**249**

**1991 Mercedes-Benz SL300 Convertible**

Registration no. H706 EKK

Chassis no. WDB1290612F030478

Engine no. 10498122009824

In 1989, Mercedes-Benz retired its classic Type 107 bodyshell that had been used for a succession of beautiful sports roadsters for almost the preceding 20 years, replacing it with an equally appealing, sleek new design in the modern idiom. This new Type 129 body style was used - initially - for three different engine types: 6.0-litre V12, 5.0-litre V8 and a 3.0-litre straight six, the latter available in 12- and 24-valve versions in the 300SL. As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and were lavishly equipped in the best Mercedes-Benz tradition. This 24-valve example of one of Mercedes-Benz's flagship models has had four former keepers and comes with service booklet containing 26 stamps from Mercedes-Benz main dealers and independent specialists. The last service was carried out at 96,171 miles and the current recorded mileage is a warranted 96,400. 'H706 EKK' is described as in generally very good original condition and comes with its original hardtop and soft-top, the latter benefiting from new windows. Finished in silver with black leather interior, this fully documented car is offered with the aforementioned service history, MoT to May 2015, V5C registration document and all MoT certificates from 1995 to date.

**£3,000 - 5,000**

**€3,600 - 6,000**

**No Reserve**







**250**

**Left-hand drive**

**1940 Chevrolet Special Deluxe Coupe**

Registration no. OSU 742

Chassis no. NVC8PG120665s

Engine no. LAA345087

By the early 1920s Chevrolet had abandoned its attempt to compete head-on with Ford's Model T and repositioned itself as a 'middle-market' manufacturer whose products possessed a degree of refinement lacking in the Model T. Formerly relying on four-cylinder cars, Chevrolet introduced a new range powered by the famous 'Stovebolt' overhead-valve six in 1929, these highly popular six-cylinder Chevrolets helping General Motors' mainstay out-sell Ford for most of the 1930s. Chevrolets were redesigned for 1940 with a longer wheelbase and a more modern, all new body style, while the 'Special Deluxe' line-up - Chevrolet's best equipped and most expensive - was newly introduced for that year. Somewhat surprisingly, Chevrolets were restyled again for 1941, the last full year of production prior to the USA's entry into WW2, emerging longer, lower, wider and more streamlined. By this time the 'Cast Iron Wonder' had been extensively revised, being larger in capacity at 216.5ci (3,549cc) yet more compact and powerful at 90bhp. Restored at date unknown, this Special Deluxe Coupe has formed part of the world-famous Haynes International Motor Museum collection since its acquisition in 1995. Offered in need of re-commissioning following a lengthy period of static display, the car is described as in generally good condition; a weep from the brake master cylinder being the only fault notified. Sundry tools and spares come with car, which is offered with old-style logbook and V5 registration document.

**£12,000 - 16,000**

**€14,000 - 19,000**



**251**

**1961 Messerschmitt KR200 Microcar**

Registration no. FSJ 430

Chassis no. 77634

Engine no. 2938054

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. Later models like that offered here carried the diamond-shaped FMR badge, standing for Fahrzeug und Maschinenbau GmbH Regensburg. Production ceased in 1964 after some 30,000 KR200s had been made. This particular KR200 was sold new in this country, hence the UK-specification front wings and 'torpedo' headlights, and later crossed the Atlantic to form part of the world famous Bruce Weiner Microcar Museum Collection in Madison, Georgia. While in the USA the car was professionally restored to the highest order with attention to detail accorded top priority, the engine being sent back to England for rebuilding by a marque specialist. Replacement original steel body panels were used wherever necessary, exterior fittings renewed or refurbished as required, and a new Sekurit front windscreen fitted. The car was refinished in correct turquoise/cream livery and the interior reupholstered in cream vinyl and snakeskin trim, the latter being a non-standard embellishment. In 1997 the Messerschmitt was purchased by Peter de Savary for his collection at Skibo Castle in Clashmore, Sutherland and in 2003 passed to the immediately preceding owner, who used it only sparingly and not at all after September 2008. In July 2009 the car was offered for sale at Bonhams' Goodwood Festival of Speed auction (Lot 327) where it was purchased by the current vendor. Kept stored in a heated garage since acquisition, it was running well when MoT'd in August 2009 but has not been used since then and is described as in generally very good condition. Indeed, the car should require no more than gentle re-commissioning and a new battery before returning to the road. Offered complete with its own purpose-built trailer, 'FSJ 430' also comes with an owner's manual, Messerschmitt road test book, a CD-ROM of manuals and parts lists, SORN, expired MoT (2010) and V5C registration document.

**£14,000 - 18,000**

**€17,000 - 22,000**

252

**Property of a deceased's estate**

**1967 Volkswagen Type 2 Devon Caravette Camper Van**

Registration no. XNO 46F

Chassis no. 084818

Engine no. 0760279

As readily recognisable as the immortal 'Beetle' itself, the VW Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities. The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. The first major revision of this outstandingly successful design occurred in 1968, by which time almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined. Power units grew in size from 1,600cc to 2 litres before production ceased in 1978 with the introduction of the third generation. This highly desirable 'T1' (split screen) Devon Caravette was purchased by its late owner in the late 1980s and fully restored to an exceptionally high standard in the 2000s, the work being carried out by the owner and his local garage, Crathie Motors in Glasgow. The van has seen very little use since completion and remains in excellent order throughout. Winner of many concours awards at VW events, it was its owner's pride and joy. Driving beautifully and ready to show and enjoy, the vehicle is offered with sundry restoration invoices, current MoT/tax and V5 registration document.

**£12,000 - 15,000**

**€14,000 - 18,000**



253

**Left-hand drive**

**1969 Volkswagen Type 1 Karmann-Ghia Convertible**

Registration no. EGC 569H

Chassis no. 1502483519

Engine no. 334000

Recognised almost as readily as the immortal Beetle itself, and with a cult following all of its own, the Karmann-Ghia was, in its maker's own words: 'A Volkswagen for people who can't stand the sight of a Volkswagen.' Hand built by Karmann at its Osnabrück works, VW's top-of-the-range coupé married a modified export Beetle floor pan, running gear and engine/transmission package to stylish coachwork designed by Carrozzeria Ghia's Luigi Segre. The concept first appeared at the Paris Auto Show of 1953 and entered production in 1955 in 1,200cc form. The Karmann-Ghia kept abreast of mainstream Beetle developments, gaining all-synchromesh transmission and progressively larger and more-powerful engines as time progressed. A cabriolet appeared in 1957 and in 1959 the car's front end underwent a subtle restyle with raised headlamps and enlarged nose intakes. From 1967 the model was available with the 1,500cc engine, gaining the 1,584cc unit in 1970 and undergoing a front/rear-end styling makeover at the same time. The Karmann-Ghia was an immense success in the USA, where the majority of the circa 445,000 produced found homes. From 1961 there was another version on sale: the Type 34 '1500 Karmann-Ghia', a similarly styled, albeit larger, car on the Type 3 (Volkswagen 1500) chassis. This left-hand drive 1,300cc example is finished in red/cream with matching interior trim, the latter mainly original. Little is known of its history; however, the former keeper told the current vendor that the car previously belonged to a family of Porsche enthusiasts, who maintained it in top running order and kept it at their residence in the South of France. Subsequently imported into the UK, it benefits from recent (2012) full cosmetic refreshment, new front and rear bumpers, a new clutch and new carburettor. Recently serviced and MoT'd, the car is offered with MoT certificate, current road fund licence and V5C registration document.

**£8,000 - 10,000**

**€9,600 - 12,000**







**254**

**29,000 miles from new**

**1995 MG MG RV8 Roadster**

Registration no. N394 AAW

Chassis no. TBA

Engine no. TBA

In 1992 Austin-Rover made the inspired decision to revive the iconic MGB by introducing an entirely new model: the MG RV8, its launch coinciding with the MGB's 30th anniversary. Although recognisably related to its distinguished forebear, the RV8 was wider, lower and sleeker, while beneath the power-bulged bonnet there was the latest 3.9-litre Rover V8 engine mated to a five-speed manual gearbox. With a maximum power output of 188bhp, it was the most powerful MG ever, with a top speed of 135mph. The UK price at launch was £26,500 and there was no left-hand drive version. Most were exported to Japan, mainly to investors and collectors. Clive Wheatley later repatriated some pristine, little-used examples including that offered here, which was acquired in 2005 by the last owner. Some 30,000 kilometres (approximately 19,000 miles) had been recorded by that time (see expired MoT certificate on file). The current odometer reading of the new 'mph' speedometer is circa 10,000 miles making the total distance covered from new some 29,000 miles, as evidenced by the excellent condition of the original bodywork, interior and mechanicals. This MG RV8 has only been driven in summertime and when not in use has been kept in air-conditioned private car storage. Privately maintained and ready to be driven from the auction, this exceptional MG RV8 comes with its original owner's manual, current MoT/tax and V5C registration document.

**£8,000 - 10,000**

**€9,600 - 12,000**



**255**

**1937 Morris Eight Saloon**

Registration no. DFJ 133

Chassis no. 152356

Engine no. 151672

This Morris Eight was bought new by Mrs Edith Caton of Exmouth, Devon. Immediately nicknamed 'Henrietta', the car remained in constant use until the war when it would seem it was laid up for the duration. There is a large file of service records showing work carried out on 'DFJ 133' throughout the 1960s at garages in Devon, including a bill for a full re-spray in November 1963 (cost £25). The old-style buff logbook is in the file also. In August 1964 Mrs Caton passed the Morris to her son Adrian and his wife Joan. Flight Lieutenant Caton had learned to drive in 'Henrietta' before the war and there are invoices on file for parts for the car supplied to the Royal Canadian Air Force in which he was serving! The Morris was used until the late 1970s then placed in storage, remaining there for a number of years until it was brought back to running order. In July 1989 'Henrietta' was sold to a Mr Sharratt from Cranborne, Dorset. Nothing more is known until she was sold again in the mid-1990s to Graham and Margaret King of Stuckton near Fordingbridge, who used the car regularly on Three Counties Car Club events until 2003. 'Henrietta' then passed to Club members, Mike and Rose Gledhill of Ferndown, Dorset. Running and driving well, this exceptionally well-documented Morris Eight is offered with the aforementioned history file and Swansea V5C.

**£6,000 - 8,000**

**€7,200 - 9,600**

256

### 1935 BSA Scout Series 1 Sports

Registration no. BOH 576

Chassis no. B522

Engine no. A519

BSA resumed post-hostilities car production in 1921 with a 10hp light car powered by a 1,075cc Hotchkiss v-twin engine. The model sold well, only disappearing in 1925 when rivals Morris bought Hotchkiss, though BSA later acquired rights to the engine for use in its front-wheel-drive three-wheeler. In 1933 a version of the latter appeared powered by a 9hp, four-cylinder, sidevalve engine of 1,075cc, which was also used in the four-wheel, though still front-drive, 'T9' model introduced that same year. Restyled but retaining essentially the same engine and running gear, the second of these four-wheel designs – the Scout two-seater sports car - debuted in 1935. Described by *Autocar* magazine as 'undoubtedly one of the best-looking small cars in existence,' the Scout progressed through a further four series but did not re-emerge after WW2, BSA having decided to concentrate on producing motorcycles only. This particular Scout was purchased as a collection of parts and between 1971 and 1991 was restored from the chassis upwards by the current owner with assistance from various specialists including Vintage Restorations, who overhauled the instruments. Used for local rallies and a holiday in France, the car has always been dry stored and maintained as necessary. Described as in generally excellent condition, this charming post-Vintage sports car is offered with sundry restoration invoices, old-style continuation logbook, current MoT/tax and V5 registration document. An electric radiator fan and SU electric fuel pump are the only notified deviations from factory specification.

**£6,000 - 8,000**

**€7,200 - 9,600**



257

### 1949 Land Rover Series I Pickup with canvas roof

Registration no. EGF 119B

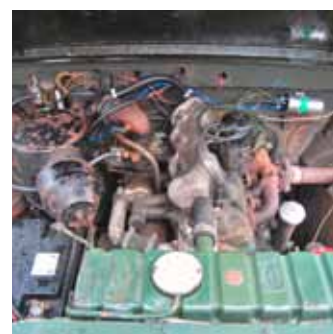
Chassis no. R-0-610-2992

Engine no. 06105309

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. In the course of more than 60 years in production the supremely versatile Land Rover has proved itself adaptable to innumerable civilian and military roles and looks set to continue well into the 21st Century. A 1950 'Basic' model manufactured in October 1949, this Series I Land Rover was originally despatched by the Ministry of Supply to Jersey in the Channel Islands where it was first registered for civilian use in 1964 as 'J 18168'. The vehicle subsequently enjoyed a number of owners in Jersey (the last recorded in 1985) before coming to mainland UK. While in the current owners' possession the 'Landy' has been used both on and off road but in recent years has been SORN'd because of their ill health and advancing years. The vehicle is offered with owner's manual; factory record (copy); old-style logbook; various MoTs dating back to the early 1990s; V5 registration document; and a substantial quantity of bills for work carried out.

**£8,000 - 10,000**

**€9,600 - 12,000**







**258**

**1987 Range Rover Overfinch 6.2-Litre Estate Project**

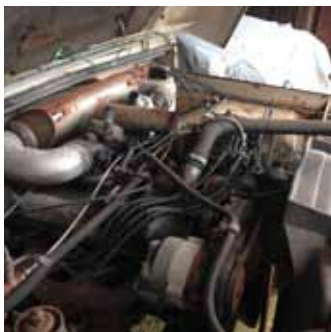
Registration no. D272 AGX

Chassis no. TBA

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version. This example benefits from the attentions of marque specialists Overfinch, who since the 1970s have been renowned for their Range Rover conversions and upgrades. 'D272 AGX' is fitted with a 6.2-litre Chevrolet Corvette engine and GM 700 automatic transmission, and incorporates Overfinch's improvements to the steering, brakes and suspension. Dated 1987, Overfinch's detailed invoice is on file together with the vehicle's full service history, though it has spent some considerable time off the road. All works in the last three years have been carried out by Graeme Hunt. A fundamentally sound basis for restoration, the car is offered with the aforementioned service history, recently expired MoT (January 2014) and V5C registration document. Sold strictly as viewed.

**£2,000 - 4,000**

**€2,400 - 4,800**



**259**

**1972 Land Rover Range Rover**

Registration no. JYD 261K

Chassis no. 35504010A

Engine no. 35505561

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version. This early Range Rover - the rare and much desired 'Suffix A' model - was supplied new by Somerset Motors Ltd of Yeovil and first owned by one P G Tyndale of Netherbury, Dorset who kept it on the road into the early 2000s. Issued in 2002 (recorded mileage 60,042) the last MoT certificate is on file together with the full service record of the car's first 30 years. The second owner, Dr Benjamin Harper of Bradenham, Buckinghamshire, took on 'JYD 261K' as a rebuild project but neither he nor the current (third) owner has carried out any restoration work. Offered for restoration and sold strictly as viewed, the car comes with owner's operating notes and V5C registration document.

**£3,000 - 5,000**

**€3,600 - 6,000**

**No Reserve**

**260**

**c.1953 Riley 1½-Litre RME Sports Saloon Project**

Registration no. NLN 847

Chassis no. RME 42S 20772

Engine no. RMA 10904

Despite producing some fine small saloons and sporting cars, and carving out an enviable competition record for itself during the early 1930s, Riley had lost its battle to remain independent and was part of the Nuffield Organisation by the decade's end. Rileys of the immediate post-war years were, nevertheless, recognisably products of the 'old firm'. Most popular of these was the 1½-litre RMA sports saloon. One of Britain's first new post-war designs, the RMA came with torsion bar independent front suspension, hydro-mechanical brakes and Riley's classic twin-camshaft, overhead-valve engine in four-cylinder guise. An improved version - the RME, with fully hydraulic brakes - appeared in 1952. Concluding its road test of the RME, Motor said this: 'With its many traditional British features, its good road manners and its excellent build quality and finish, this latest 1½-litre Riley will continue to appeal to discerning drivers whose taste runs to an individual car of very pleasing up-to-date, but not ultra modern, line,' which pretty much sums up its attraction today. This particular RME is offered for restoration. We are advised that the engine is seized but complete, while the chassis condition is described as good. The body is said to average-to-good and the original interior serviceable. The condition of the transmission and electrics is not known. There are no documents with this Lot.

**£500 - 600**

**€600 - 720**

**No Reserve**



**261**

**Property of a deceased's estate**

**1959 Ford Consul MkII Saloon Project**

Registration no. VSK 142

Chassis no. 204E197387

Engine no. 204E197387

Launched at the 1950 Motor Show, Ford's Consul and Zephyr Six broke new ground for the Dagenham firm. Both models were of unitary construction and featured overhead-valve engines, three-speed synchromesh gearboxes and MacPherson strut independent front suspension. In the Ford tradition they were keenly priced: at £470 the Consul was roughly 8% cheaper than the rival Morris Oxford. The Autocar remarked that the newcomers combined 'typically Ford low-cost motoring with new luxury and performance.' Together with the Zodiac, the Consul and Zephyr were totally redesigned for 1956, emerging in Series II guise larger than before and benefiting from engines of increased displacement. Needless to say, these new engines were also more powerful, enabling overall gearing to be raised for more relaxed cruising, while the brakes were up-rated accordingly. This Consul II currently displays a believed correct total of 88,930 miles on the odometer. The car was purchased by the lady vendor's late husband in 1995 and used briefly before being consigned to dry storage, where it has remained ever since. Offered for restoration and sold strictly as viewed, 'VSK 142' comes with Swansea V5 registration document.

**£800 - 1,200**

**€960 - 1,400**

**No Reserve**







**262**

**1929 Willys-Overland Whippet Saloon**

Registration no. TK 2843

Chassis no. W50832

Engine no. G37926



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

Although the Overland had gone in 1926, Willys had something entirely new up his sleeve: the Whippet, which had been developed along European lines with assistance from Crossley Motors in the UK. America's smallest car at the time of its introduction in late 1926, the Whippet was as swift as its name suggested and boasted a most impressive specification: four-wheel brakes, a seven-bearing crankshaft and full-pressure lubrication all being parts of a competitively priced package that sold for less than \$1,000. Four-cylinder 30hp and six-cylinder 40hp versions were offered.

Built to a high standard that belied its competitive pricing, the Whippet was an outstanding success, selling 110,000 units in its first year and helping to propel Willys-Overland into 3rd place behind Chevrolet and Ford in 1928. Produced for only four years, the Whippet was a casualty of the Wall Street Crash and ensuing Depression, ceasing production early in 1931.

This four-cylinder Whippet is believed to have been imported in rolling chassis form and bodied by Bristowes of Poole. However, we have been unable to find any record of such a coachbuilder and it is possible that Bristowes was the supplying dealership. Acquired in 1987 and treated to a full 'body off' restoration, the car has scarcely been used since the rebuild's completion in 1989 - apart from MoT testing - and is described as in generally good condition, having been kept in dry storage. Recent basic servicing included repairing the Autovac, draining stale fuel and replacing the battery, followed by a successful road test. Retaining its original UK registration, 'TK 2843', the car is offered with old-style buff logbook, owner's handbook, a quantity of expired MoTs, V5C registration document and a selection of restoration photographs. Easy to maintain, this well presented Whippet would make a great VSCC trails car or family weekend runabout.

**£8,000 - 12,000**

**€9,600 - 14,000**

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**Entries now invited**

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- > Polygon is the carrier of choice for The National Motor Museum, Beaulieu, The Louwman Museum in The Netherlands, Goodwood and Bonhams Auctioneers, where they are in attendance at each auction to provide assistance.

Polygon has a fleet of vehicles to handle a single motorcycle or car, to an entire collection, including spares and memorabilia. Polygon can also arrange national or international transport and shipping, including export paperwork and licences.

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Valued Polygon clients

Bonhams 1793



Beaulieu





## 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.

*Bonhams* does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams’* behalf which is in any way descriptive of any *Lot*

or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer’s Agreement*.

#### *Alterations*

*Descriptions* and *Estimates* may be amended at *Bonhams’* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE SALE.

### 4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer’s* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

### 5. BIDDING

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, *Absentee Bidding Form* or *Telephone Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

**Bidding in person**

You should come to our *Bidder* registration desk at the *Sale* venue and fill out a *Bidder* Registration Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

**Bidding by telephone (only available on lots with a low estimate greater than £400)**

If you wish to bid at the *Sale* by telephone, please complete a Telephone *Bidding Form*, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

**Bidding by post or fax**

Absentee *Bidding Forms* can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your Absentee *Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

**Bidding via the internet**

Please visit our *Website* at <http://www.bonhams.com> for details of how to bid via the internet.

**Bidding through an agent**

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact or the identity of his principal) will be jointly and severally liable with the principal to the *Seller* and to *Bonhams* under any contract resulting from the acceptance of a bid. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the *Sale*.

Equally, please let us know if you intend to nominate another person to bid on your behalf at the *Sale* unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the *Sale*, we are entitled to assume that the person bidding at the *Sale* is bidding on his own behalf. Accordingly, the person bidding at the *Sale* will be the *Buyer* and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the

identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details.

**6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS**

On the *Lot* being knocked down to the *Buyer*, a *Contract for Sale* of the *Lot* will be entered into between the *Seller* and the *Buyer* on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the *Catalogue*. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as *Auctioneers* and the *Buyer*. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the *Catalogue*. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the *Catalogue* in case you are the successful *Bidder*. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale*. You should be alert to this possibility of changes and ask if there have been any.

**7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER**

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this *Sale* the following rates of *Buyer's Premium* will be payable by *Buyers* of *Lots*:

- (a) Motor Cars and Motorcycles  
15% on the first £50,000 of the *Hammer Price*  
12% from £50,001 of the *Hammer Price*
- (b) Automobilia  
25% 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*).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

**8. VAT**

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the *Sale*.

- The following symbols are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:
- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
  - Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
  - \* VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

**9. PAYMENT**

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the *Sale* so that all sums are cleared by the eighth working day after the *Sale*. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to Bonhams 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases;

**Bankers draft/building society cheque:** if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;

**Cash:** you may pay for *Lots* purchased by you at this *Sale* with notes, coins or travellers cheques in the currency in which the *Sale* is conducted (but not any other currency) provided that the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000, or the equivalent in the currency in which the *Sale* is conducted, at the time when payment is made. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques;

**Sterling travellers cheques:** you may pay for *Lots* purchased by you at this *Sale* with travellers cheques, provided the total amount payable by you in respect of all *Lots* purchased by you at the *Sale* does not exceed £3,000. We will need to see your passport if you wish to pay using travellers cheques;

**Bank transfer:** you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

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

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

**Debit cards:** there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;



**Union Pay cards:** these are now accepted at our Knightsbridge and New Bond Street offices, when presented in person by the card holder. These cards are subject to a 2% surcharge.

**Credit cards:** Visa and Mastercard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

## 10. COLLECTION AND STORAGE

The *Buyer* of a *Lot* will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the *Buyer*). For collection and removal of purchased *Lots*, please refer to *Sale* Information at the front of the *Catalogue*. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a *Lot*, the storage of a *Lot* and our *Storage Contractor* after the *Sale* are set out in the *Catalogue*.

## 11. SHIPPING

Please refer all enquiries to our shipping department on:  
Tel: +44 (0)20 8963 2850/2852 Fax: +44 (0)20 8963 2805  
Email: [shipping@bonhams.com](mailto:shipping@bonhams.com)

## 12. EXPORT/TRADE RESTRICTIONS

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

## 13. CITES REGULATIONS

Please be aware that all *Lots* marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

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

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 10 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## 16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### Guns Sold as Parts

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the " of bore and wall-thickness measurements posted in the saleroom and available from the department.

*Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

## Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

## Licensing Requirements Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

*Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

## Taxidermy and Related Items

As a *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFRA regulations. *Buyers* are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

## 18. FURNITURE

### Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no *Guarantee* as to the originality of the wood covered by fabric or upholstery.

## 19. JEWELLERY

### Ruby and Jadeite

Ruby and jadeite gemstones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US and it is the *Buyer's* responsibility to obtain all relevant and required export/import licences, certificates and documentation before shipping. Failure by the *Buyer* to successfully import goods into the US does not constitute grounds for non payment or cancellation of *Sale*. *Bonhams* will not be responsible for any additional costs in this regard howsoever incurred.

### Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

### Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

### Signatures

#### 1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

#### 2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

#### 3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.

- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

## 21. PICTURES

### Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

## 22. PORCELAIN AND GLASS

### Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

When mention is made of a Veteran Car Club Dating Plate or Dating Certificate in this *Catalogue*, it should be borne in mind that the Veteran Car Club of Great Britain using the services of Veteran Car Company Ltd, does from time to time, review cars already dated and, in some instances, where fresh evidence becomes available, the review can result in an alteration of date. Whilst the Club and Veteran Car Company Ltd make every effort to ensure accuracy, the date shown on the Dating Plate or Dating Certificate cannot be guaranteed as correct and intending purchasers should make their own enquiries as to the date of the car.

## 24. WINE

*Lots* which are lying under Bond and those liable to VAT may not be available for immediate collection.

### Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

### Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm  
15 to 30 years old – top shoulder (ts) or up to 5cm  
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

### Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

### Wines in Bond

Wines lying in Bond are marked Δ and VAT is payable by the purchaser, at the standard rate, on the *Hammer Price*, unless the wines are to remain under Bond. *Buyers* requiring their wine to remain in Bond must notify *Bonhams* at the time of the *Sale*. The *Buyer* is then himself responsible for all duty, clearance VAT and other charges that may be payable thereon. All such *Lots* must be transferred or collected within two weeks of the *Sale*.

*Buyers* outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

### Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled  
DB – Domaine bottled  
EstB – Estate bottled  
BB – Bordeaux bottled  
BE – Belgian bottled  
FB – French bottled  
GB – German bottled  
OB – Oporto bottled  
UK – United Kingdom bottled  
owc – original wooden case  
iwc – individual wooden case  
oc – original carton



## 11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## APPENDIX 2

### BUYER'S AGREEMENT

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

### 1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
  - 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
  - 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller*;
  - 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in

writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.

### 2 PERFORMANCE OF THE CONTRACT FOR SALE

You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.

### 3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
  - 3.1.1 the *Purchase Price* for the *Lot*;
  - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
  - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.

- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

### 4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
  - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
  - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
  - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
  - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
  - 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
  - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>		
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.		
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .		
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>		
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i> ):		
7.1.1	to terminate this agreement immediately for your breach of contract;		
7.1.2	to retain possession of the <i>Lot</i> ;		
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;		
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i> ) and/or damages for breach of contract;		
7.1.5	to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;		
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i> ) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;		
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;		
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;		
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .		
7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.		
7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i> ) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i> ) and thirdly to any other sums due to us.		
7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.		
<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>		
8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:		
8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or		
8.1.2	deliver the <i>Lot</i> to a person other than you; and/or		
8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or		
8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.		
8.2	The discretion referred to in paragraph 8.1:		
8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and		
8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.		
<b>9</b>	<b>FORGERIES</b>		
9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
9.2	Paragraph 9 applies only if:		
9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		
9.2.2	you notify us in writing as soon as reasonably practicable after you have become aware that the <i>Lot</i> is or may be a <i>Forgery</i> , and in any event within one year after the <i>Sale</i> , that the <i>Lot</i> is a <i>Forgery</i> ; and		
9.2.3	within one month after such notification has been given, you return the <i>Lot</i> to us in the same condition as it was at the time of the <i>Sale</i> , accompanied by written evidence that the <i>Lot</i> is a <i>Forgery</i> and details of the <i>Sale</i> and <i>Lot</i> number sufficient to identify the <i>Lot</i> .		
9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:		
9.3.1	the <i>Entry</i> in relation to the <i>Lot</i> contained in the <i>Catalogue</i> reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion or reflected the then current opinion of an expert acknowledged to be a leading expert in the relevant field; or		
9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.		
9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .		
9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .		
9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.		
9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.		
9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .		
<b>10</b>	<b>OUR LIABILITY</b>		
10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .		
10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:		
10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or		



- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

## 11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

- 11.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to *Bonhams* marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the *Contract Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 11.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 11.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of *Bonhams*, it will also operate in favour and for the benefit of *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

## 12 GOVERNING LAW

All transactions to which this agreement applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes (or is to take) place and we and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that we may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our Website [www.bonhams.com](http://www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from [info@bonhams.com](mailto:info@bonhams.com).

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

**"Additional Premium"** a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams' Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer's Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

**"Auctioneer"** the representative of *Bonhams* conducting the *Sale*.

**"Bidder"** a person who has completed a *Bidding Form*.

**"Bidding Form"** our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

**"Bonhams"** *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer's Agreement*, the Conditions of Business and the *Notice to Bidders* by the words "we", "us" and "our".

**"Book"** a printed *Book* offered for *Sale* at a specialist *Book Sale*.

**"Business"** includes any trade, *Business* and profession.

**"Buyer"** the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer's Agreement* by the words "you" and "your".

**"Buyer's Agreement"** the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

**"Buyer's Premium"** the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

**"Catalogue"** the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our Website.

**"Commission"** the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

**"Condition Report"** a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

**"Conditions of Sale"** the *Notice to Bidders*, *Contract for Sale*, *Buyer's Agreement* and Definitions and Glossary.

**"Consignment Fee"** a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

**"Consumer"** a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

**"Contract Form"** the *Contract Form*, or vehicle *Entry form*, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

**"Contract for Sale"** the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

**"Contractual Description"** the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract 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 on the *Lot*.

**"Stamp"** means a postage *Stamp* offered for *Sale* at a Specialist *Stamp Sale*.

**"Standard Examination"** a visual examination of a *Lot* by a non-specialist member of *Bonhams'* staff.

**"Storage Contract"** means the contract described in paragraph 8.3.3 of the Conditions of Business or paragraph 4.4 of the *Buyer's Agreement* (as appropriate).

**"Storage Contractor"** means the company identified as such in the *Catalogue*.

**"Terrorism"** means any act or threatened act of terrorism, whether any person is acting alone or on behalf of or in connection with any organisation(s) and/or government(s), committed for political, religious or ideological or similar purposes including, but not limited to, the intention to influence any government and/or put the public or any section of the public into fear.

**"Trust Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

**"VAT"** value added tax at the prevailing rate at the date of the *Sale* in the United Kingdom.

**"Website"** *Bonhams Website* at [www.bonhams.com](http://www.bonhams.com)

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

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

## GLOSSARY

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

**"artist's resale right"**: the right of the creator of a work of art to receive a payment on *Sales* of that work subsequent to the original *Sale* of that work by the creator of it as set out in the Artists Resale Right Regulations 2006.

**"bailee"**: a person to whom goods are entrusted.

**"indemnity"**: an obligation to put the person who has the benefit of the indemnity in the same position in which he would have been, had the circumstances giving rise to the indemnity not arisen and the expression "indemnify" is construed accordingly.

**"interpleader proceedings"**: proceedings in the Courts to determine ownership or rights over a *Lot*.

**"knocked down"**: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

**"lien"**: a right for the person who has possession of the *Lot* to retain possession of it.

**"risk"**: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

**"title"**: the legal and equitable right to the ownership of a *Lot*.

**"tort"**: a legal wrong done to someone to whom the wrong doer has a duty of care.

## SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

(1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.

(2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-

(a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and

(b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

(3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.

(4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.

(5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:

(a) the seller;

(b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;

(c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

(5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."



# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)  
Please circle your bidding method above.

# Bonhams

Paddle number (for office use only)

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

**Data protection – use of your information**  
Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website (www.bonhams.com) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from info@bonhams.com.

**Credit and Debit Card Payments**  
There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

**Notice to Bidders.**  
Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

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

Sale title: The Oxford Sale		Sale date: 8 March 2014	
Sale no. 21735		Sale venue: Bonhams Oxford	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
<b>General Bid Increments:</b>			
£10 - 200 .....by 10s		£10,000 - 20,000 .....by 1,000s	
£200 - 500 .....by 20 / 50 / 80s		£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s	
£500 - 1,000 .....by 50s		£50,000 - 100,000 .....by 5,000s	
£1,000 - 2,000 .....by 100s		£100,000 - 200,000 .....by 10,000s	
£2,000 - 5,000 .....by 200 / 500 / 800s		above £200,000 .....at the auctioneer’s discretion	
£5,000 - 10,000 .....by 500s			
The auctioneer has discretion to split any bid at any time.			
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Preferred number(s) in order for Telephone Bidding (inc. country code)			
E-mail (in capitals) <input type="text"/>			
<input type="text"/>			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
If registered for VAT in the EU please enter your registration here: <input type="text"/>		Please tick if you have registered with us before <input type="checkbox"/>	

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid*

FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐ I will collect from Park Royal or bonded warehouse ☐ Please include delivery charges (minimum charge of £20 + VAT) ☐

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE READ AND UNDERSTAND OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature:  Date:

\* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

**Please email or fax the completed Auction Registration form and requested information to:**

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## Motor Car Index

Lot No	Year	Model
205	1987	Alfa Romeo 2000 Spider
228	1964	Alfa Romeo Giulia Sprint GT Coupé
208	1951	Alvis TA21 3.0-Litre Sports Saloon
247	1938	Armstrong-Siddeley Fourteen Saloon Project
203	1954	Austin A40 Somerset Saloon
239	1957	Austin A95 Westminster Saloon
234	1959	Austin-Healey Works Replica Rally Car
229	1964	Austin-Healey 3000 MkIIA Convertible
210	1998	Bentley Brooklands R Sports Saloon
241	1960	Bentley S2 Continental 'Flying Spur' Saloon
230	1964	Bentley S3 Continental Coupé
238	1999	Brian James Motor Shuttle Trailer
256	1935	BSA Scout Series 1 Sports
218	1919	Buick H45 Tourer
250	1940	Chevrolet Special Deluxe Coupe
243	1972	Citroën DS21 EFI Pallas Saloon
216	1930	Crossley 15.7hp Six Saloon
248	1929	Daimler 25/85hp Limousine Project
222	1950	Delahaye 135M 3.6-Litre Coupé
223	1986	Ferrari Testarossa Coupé
237	1963	FIAT 500 Competition Saloon
206	1962	Ford Consul Capri Coupé
261	1959	Ford Consul MkII Saloon Project
232	1963	Ford Cortina GT Deluxe Sports Saloon
235	1994	Ford Escort Cosworth Works Rally Car
236	1991	Iveco Ford Motorsport Rally Service Van
233	1964	Jaguar E-Type 3.8-Litre 'Series 1' Roadster
225	1968	Jaguar E-Type 4.2-Litre 'Series 1½' Coupé
226	1961	Jaguar Mk2 3.8-Litre Sports Saloon/Manual Overdrive
231	1960	Jaguar XK150 3.4-Litre Drophead Coupé
240	1958	Jaguar XK150 3.4-Litre Drophead Coupé
227	1959	Jaguar XK150 3.8-Litre Coupé
207	1951	Lagonda 2.6-Litre Drophead Coupé
224	1973	Lamborghini Urraco P250S Coupé
204	1950	Land Rover Series I 80" Utility
257	1949	Land Rover Series I Pickup
211	1965	Mercedes-Benz 220SEb Coupé
212	1969	Mercedes-Benz 280SL Convertible with Hardtop
249	1991	Mercedes-Benz SL300 Convertible
251	1961	Messerschmitt KR200 Microcar
245	1963	MG B Roadster
220	1932	MG Midget J2 Roadster
202	1971	MG Midget Mk IV Roadster
217	1936	MG NB Magnette 'Cresta' Tourer
254	1995	MG RV8 Roadster
255	1937	Morris Eight Saloon
244	1913	Philos Model 4M Tourer
214	1929	Pierce-Arrow Model B Doctor's Coupe
259	1972	Range Rover Estate Project
258	1987	Range Rover Overfinch Classic 6.2
260	c.1953	Riley 1½-Litre RME Sports Saloon Project
215	1931	Rolls-Royce 20/25hp Saloon
246	1936	Rolls-Royce Phantom III Sedan de Ville Project
242	1960	Rolls-Royce Silver Cloud II Saloon
209	c.1965	Rolls-Royce Silver Cloud III Saloon
201	1990	Rolls-Royce Silver Spirit II
221	1934	Singer 9hp Le Mans Sports
219	1926	Vauxhall 14/40hp LM-Type Princeton Tourer
253	1969	Volkswagen Type 1 Karmann-Ghia Convertible
252	1967	Volkswagen Type 2 Devon Caravette Camper Van
262	1929	Willys-Overland Whippet Saloon







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