

Bonhams



The Hendon Sale

Collectors' Motor Cars and Automobilia

Monday 28 April 2014
Royal Air Force Museum
London

Collectors' Motor Cars and Automobilia

Monday 28 April 2014
at 11am and 2pm
Royal Air Force Museum
London, NW9 5LL

The Hendon Sale

Bonhams

101 New Bond Street
London W1S 1SR
bonhams.com

Viewing

Sunday 27 April 10am to 5pm
Monday 28 April 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

Please note that bids should be
submitted no later than 4pm on
Friday 25 April. Thereafter bids
should be sent directly to the
Bonhams office at Hendon on
+44 (0) 8700 270 089 fax

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

Enquiries

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

Automobilia

+44 (0) 8700 273 619
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

Enquiries on view and sale days

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

Catalogue: £25 + p&p

Customer Services

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

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

Please see back of catalogue
for important notice to bidders

Sale Number: 21899

Illustrations

Front cover: Lot 368
Back cover: Lot 364

Important Information

The United States Government
has banned the import of ivory
into the USA. Lots containing
ivory are indicated by the symbol
Φ printed beside the lot number
in this catalogue.

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, Ralph Taylor
Shahin Virani, David Williams,
Michael Wynell-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.

Admission to The International Classic MotorCycle Show is not included in the price of the catalogue. Tickets can be purchased in advance via www.classicbikeshows.com

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.

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.

Important changes to V5C Registration Document procedures

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer.

If we have not received confirmation of the new keeper's name and address 14 days from the date of the sale, we will write to you requesting this information.

If, after 28 days from the date of sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale Administrator as soon as possible.

Please Note: Once the V5C has been updated by the DVLA it cannot be reversed.

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

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 3% surcharge
- credit cards: Visa and Mastercard. Please note there is a 3% surcharge on the total invoice value when payments are made using credit cards.

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

VAT

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

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

Nova

Certain motor car Lots, which will be marked "N" in the Catalogue, if purchased by a UK resident will be subject to a NOVA Declaration, undertaken by Bonhams to facilitate its registration here in the UK.

Vehicles imported under Temporary Admission (TA)

Please note vehicles under TA (marked with either an Ω or a *) may not be available for registration with DVLA for up to 15 working days after the sale. This time may be reduced to 48 hours for an additional charge of £75 per vehicle.

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 €1000 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] 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).

Vehicle Insurance

Representatives of Hagerty insurance 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
+44 (0) 844 824 1134
www.hagertyinsurance.co.uk

Vintage Sports-Car Club Eligibility Documents

Any eligibility document issued to the owner of a car is merely to certify that the vehicle is eligible to compete in VSCC events on the basis of the rules and regulations currently in force. It is not intended to be used for any trade or commercial purposes. It does not provide any guarantee as to the standard of design, manufacture, condition or its authenticity, provenance or history. VSCC eligibility documents lose validity on transfer of ownership of the vehicle and a new application is therefore required.

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.

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 +/- 100 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 vehicle. It is also advised that the vehicle 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 the said contract.

Can I view the files that accompany the vehicles?

Yes, we should have every motorcycle'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 3% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

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

Bank transfer

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

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

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.

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. Any machine not collected by 7pm on the day of the sale 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. Should you have difficulty collecting your purchased lots by 7pm, please notify a member of staff during or directly after the sale.

Can someone deliver the Vehicle for me?

Bonhams do not transport vehicles. However representatives from our preferred carriers - Polygon Transport - are present at every sale and can quote a price to deliver the motorcycle to you. Polygon's contact details are listed in the sale 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 motorcycle registration please contact Julia Morelli (Details on page 4 of this catalogue).

Motorcycle Frame and Engine Numbers

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

Keys and Documents

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

Can someone arrange insurance for me?

Representatives of Hagerty insurance 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
+44 (0) 844 824 1134
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

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

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

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

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 Papiros
+44 (0) 8700 273621
adrian.papiros@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

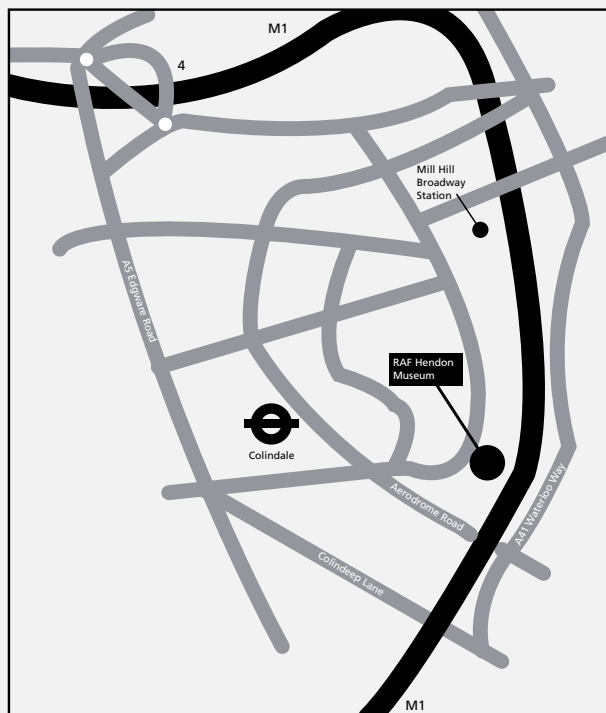
Recommended Vehicle Insurance

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 The RAF Museum, London



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

By Underground

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

Address

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

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 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 Thursday 1 May 2014, by appointment only.

To arrange collection please contact the Automobilia Department 020 8963 2842 or automobilia@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 Tuesday 29 April 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

Vehicle Removal charges

£215 + VAT per motor car

Storage charges

First 14 days

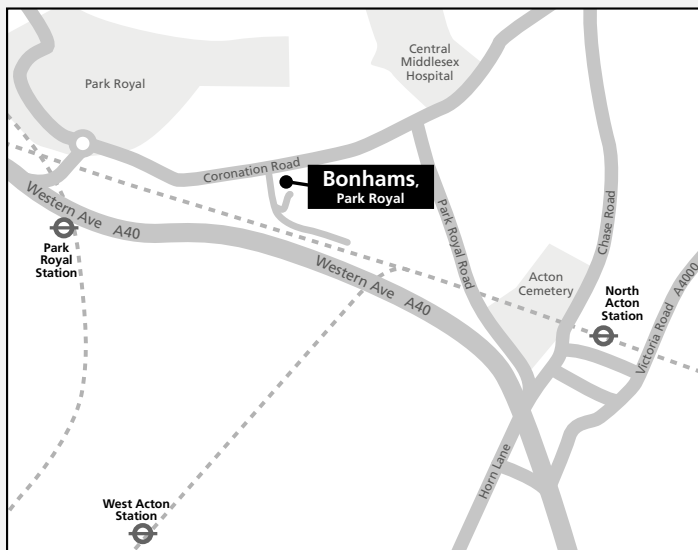
£14.00 + VAT per day per motor car

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





4

1
An original 1955 official 24 Heures du Mans race programme, together with the original and unused car display pennant, and original issues of L'Equipe with the full race report and 'Le Maine' with another race report.

(4)
£250 - 300
€300 - 360

2
A good collection of Brooklands, Goodwood and other race programmes, dating from the 1930s-1950s, a quantity together with an original signed Rosemeyer monochrome image, two press images of Caracciola, two original monochrome images of Bira, one being aviation related and the other motor racing, and a collection of other motoring literature, pit passes and tickets.

(Qty)
£300 - 400
€360 - 480

3•
Assorted motoring books, including David Scott-Moncreiff: Three Pointed Star (1966 revised edition by Peter Hull); Chris Nixon: Racing with the Silver Arrows; Halwart Schrader & Carlo Demand: The Supercharged Mercedes (English text translated by D B Tubbs); and twenty other motoring books.

(23)
£300 - 400
€360 - 480

4•
Setright, L.J.K: A Private Car - An account of the Bristol;
2 Volume edition one of text 'The Word' and one of pictures 'The Image', limited edition of 900, published by Palawan Press 1998, without slipcase, 4to.

(2)
£300 - 400
€360 - 480

5•
An autographed copy of Doug, Nye: 'Great Racing Drivers';
156 numbered pages, the inner leaf signed by Jackie Stewart, Phil Hill, Juan Manuel Fangio, John Surtees, Jack Brabham, Denny Hulme, Stirling Moss, Dan Gurney, Derek Warwick, and others, 4to.
£300 - 400
€360 - 480

6
A collection of Rolls-Royce handbooks, books, and literature, including handbooks and instruction books for various pre-War models including 20Hp, 20/25Hp, 40/50Hp, Silver Ghost, Wraith, Phantom, and others, together with various related books including Fasal & Goodman: The Edwardian Rolls-Royce, Vols 1 & 2, in slipcase; John Fasal: The Rolls-Royce Twenty; Harold Nockolds: The Magic of a Name; Lawrence Dalton: Those Elegant Rolls-Royce, and The Elegance Continues; RREC Bulletins, various issues of The Flying Lady, 1995 VCC Silver Jubilee Rally pennant and badges, and other literature and ephemera.

£800 - 1,200
€950 - 1,400

7•
A signed edition of H.O.Duncan: The World on Wheels;
bound as a single Volume in maroon leather binding with gilt tooling to spine and cover, signed by the author in black ink to frontispiece and hand numbered '9', some wear and scuffing to binding.

£400 - 500
€480 - 600

8• ♦
A large collection of assorted motoring brochures and sales literature, majority 1970s, brochures, specifications sheets and other sales ephemera relating to British, European, American and Japanese marques, including Alfa Romeo, Aston Martin & Lagonda including V8, Vantage and Volante, Audi, Austin, BMW, Cadillac, Chevrolet, Chrysler, Citroen, Daimler, Ferrari including 308 GT4 Dino, 308 GTB/GTS, 400GT and BB512, Fiat, Foden, Ford, Jaguar, Lancia, Leyland, Lotus, Mazda, Mercedes-Benz, MG, Opel, Peugeot, Porsche including 911, 924 and 928, Renault, Rolls-Royce, Saab, Talbot, Toyota, Triumph, Vauxhall, Volvo, Volkswagen, and others including commercial vehicles, a full list provided by the vendor is available to view with the lot.

(Qty)
£1,000 - 1,500
€1,200 - 1,800

9• ♦

Motorsport, 1944-1976,
not a complete run made up from several sets, five loose issues from 1944, 1945-1953 in black binders, 1954-1958 in blue binders, 1959-60 bound as two Volumes in green covers, 1961 in blue binder, 1962-63 in black binders, 1964 bound as a Volume in green, 1965-66 in black binders, 1967-68 bound as two Volumes in green covers, 1969 in black binder, 1970-1976 bound as seven Volumes in green covers, and several loose issues, majority bound with covers and adverts.

(Qty)
£250 - 350
€300 - 420

10•

Annual Automobile Review/Automobile Year, volumes 1-7,
for the years 1953/54 to 1959/60, some with dust jacket.

(7)
£250 - 350
€300 - 420

11• ♦

Autosport, Volume 1 to 49, 1950-1972,
a near complete run from 1950 Volume 1 bound as one Volume in maroon cover, 1951-52 in four blue binders, 1953-1957 loose in magazine boxes, 1958-1960 in six blue binders, 1961-1972, bound as Volumes in light green covers with gold tooling to spine, some damp damage.

(Qty)
£250 - 350
€300 - 420

12• ♦♦

The Brooklands Gazette & Motorsport, Volume 1 to Volume 75 number 4, 1924 to April 1999,
comprising bound Volumes from 1924 to December 1976, (Volumes 4 and all three issues of Volume 5 bound as one, Volumes 1 to 50 in green binders, 51 and 52 in black binders, 1977-1999 unbound but boxed as Volumes ready for binding. Bound Volumes without covers and adverts, loose issues retain covers.

(Qty)
£4,000 - 6,000
€4,800 - 7,200

This good run of The Brooklands Gazette & Motorsport magazines, were each purchased at the time of publication by the late Dr Joseph Bayley.

13

Signed photographic publicity card of Ayrton Senna titled 'World Champion 1988',
signed Ayrton Senna and dated '89, with a dedication 'To Trevor Best Wishes...', 14.5 x 10cm.

£280 - 350
€330 - 420

14

A Vauxhall '10 Four' sales poster, British, 1937
full colour, depicting seven different 10-4 models, old folds, 47 x 72cm, mounted, framed and glazed.
£150 - 200
€180 - 240



14

15

A rare News of the World 25th RAC Tourist Trophy race poster, Goodwood, 20 August 1960,
printed in red and blue, depicting an AC car, 75 x 50cm, rolled and old folds, very slight loss to lower edge.
£300 - 400
€360 - 480



19

16

Three prints depicting vintage Bentley racing scenes,
comprising 'The Spirit of Brooklands' after Terence Cuneo, full colour with signatures to lower margin, limited edition number 665/850 signed in pencil by the artist, 'Mort' Morris-Goodall, George Harvey-Noble, Ian Connell, Tom Delaney and A F Rivers Fletcher, 55 x 65cm; 'Bentley V Blue Train', after Terence Cuneo, full colour with remark panel to lower edge, signed in pencil, 67 x 76cm; 'Racing Green' after Dion Pears, limited edition number 60/500, full colour with title panel, signed in pencil, 49 x 65cm; each mounted, framed and glazed.
(3)
£150 - 200
€180 - 240



20

17

Three motoring prints,
comprising two Vanity Fair prints of Jules Félix Philippe Albert de Dion de Wandonne and The Earl of Shrewsbury, each mounted, framed and glazed, together with a limited edition print 150/250 after Roy Nockolds depicting AFP Fane at Shelsley Walsh, signed by the artist in pencil, framed and glazed, together with a Wilmot-Breeden calormeter, used.
(4)
£150 - 250
€180 - 300



20

18

Three signed Formula 1 prints,
comprising 'Il Leone - World Champion' after Tony Smith, number 947/1500, signed by the artist and Nigel Mansell, 42 x 67cm; 'The Flying Scotsman' after Gerald Coulson, number 566/750, signed by the artist and David Coulthard, 40 x 63cm; and 'Riccardo Patrese' after Simon Ward, number 113/500, signed by the artist and driver, 46 x 66cm, each mounted, framed and glazed.
(3)
£250 - 350
€300 - 420

19AR

Martin Lee (British), '246 SP-330 P4 Ferraris', two illustrations for Cars in Profile,
each a gouache on paper montage depicting various plan and elevation views of 1960s Ferrari Sports Racing cars, cut-out and mounted on artists' board, featuring 1962 Le Mans 4-Litre Ferrari V12, 1965 Targa Florio Ferrari 275 P2, and 1967 Le Mans Ferrari 330 P4, mounted together with cover of the issue 1 of Cars in Profile 1972, measuring 56 x 81 cm overall including mount.
£250 - 350
€300 - 420

20AR

John Crawley, two 'Grand Prix Racing Peugeot' illustrations for Profile Publications,
each a gouache on paper montage depicting various plan and elevation views of the car, cut-out and mounted on artists' board, comprising '1912 French GP 7.6 Litre Peugeot', 48 x 35cm, and '1914 French GP 4.4 Litre Peugeot', 51 x 39cm, both reproduced in Number 73 of the Profile Publications series and mounted together with a corresponding issue of the publication.
(2)
£300 - 400
€360 - 480



21



23



24



22



23

21AR

George Lane (British), 'Le Mans Racing 1958', an artwork illustration for The Motor, charcoal on paper, depicting Aston Martin leading the Alfa Giulietta and the Hawthorn/Collins Ferrari, believed reproduced in the 25th June 1958 issue of The Motor, 19 x 25cm, mounted.

£250 - 350

€300 - 420

22AR

Gordon Wilkins (British, 1912-2007), 'Theme Song for Racing Drivers', a pre-War cartoon illustration for The Motor, signed and hand-written 'The Motor Copyright', pen and ink with charcoal heightened with white, a four-panel humorous comic strip with captions, illustrating the highs and lows of motorsport, believed to have been reproduced for an issue of The Motor magazine circa 1938, 11 x 38cm, double-mounted, framed and glazed.

£250 - 300

€300 - 360

23AR

Bryan de Grineau (British, 1882-1957), 'The Passing of The Horse Bus', a 1911 illustration for The Motor,

signed 'John Bryan' and dated '11', pen and ink with light colouring on cartridge paper, a street scene used to report the demise of the last of London's General Omnibus Co horse-drawn buses overtaken by a B-Type 'Old Bill' motorised bus, 27 x 34cm, the reverse bearing a similar pen and ink illustration proposal by de Grineau for the same scene, mounted together with a print of the rejected image.

£300 - 400

€360 - 480

24AR

Will Nickless (British, 1902-1977), 'Shelsley Special',

signed, painted circa 1946, pen and ink with wash on artists' board, depicting a Shelsley Special without bodywork ascending the hill climb, 40 x 29cm, mounted.

£250 - 350

€300 - 420



25



26

25AR

Gordon Davies (British 1923-1994), 'Rolls-Royce Silver Wraith', signed 'Gordon', pastel and gouache on artists' paper, a view of the car in a country setting, 33 x 49cm, double-mounted for framing.
£250 - 350
€300 - 420

26AR

James Dugdale (British, 1940-), 'MG Midget', signed and dated 1980, gouache on board, depicting the car in a coastal setting, 33 x 49cm, double mounted for framing.
£250 - 350
€300 - 420

This image was reproduced on Grandee Cigars cards and posters to illustrate the history of MG.

27

Peter Robertson-Roger (British), two 'Vintage Bentley at Le Mans' artworks, each gouache on artists' board, comprising 'Bentley No.2 at Speed', initialled 'P.J.R.R.' and dated '35, 19 x 34cm, and 'No.4 Bentley Winning Le Mans 1928', initialled 'PRR' and dated '36, depicting the car driven by Barnato and Rubin, 29 x 39cm, each double-mounted with title.
(2)
£250 - 350
€300 - 420

28AR

Gordon Horner (British, 1915-2006), 'Rudolf Caracciola and Mercedes', an artwork for *Classic Cars*, signed, watercolour and gouache on paper, a montage featuring portrait of Caracciola and his Mercedes-Benz 38/250 SSK and Type W163 race cars, 50 x 40cm, double-mounted for framing.
£300 - 400
€360 - 480



27



27

It is believed that this artwork was reproduced in an early 1970s issue of *Classic Cars* as one of a series of portraits of famous racing drivers.

29AR

Roy Nockolds (British, 1911-1979), 'Mercedes Benz W125 - Monaco Grand Prix 1937', signed, gouache and pastel on cartridge paper, a race scene of the car with Caracciola at the wheel, 31 x 45cm, double-mounted, framed and glazed.
£300 - 400
€360 - 480

30

Two F1 Ferrari paintings, each signed by unknown artist, believed French, heavily laid oil on canvas, depicting race scenes, each 44 x 37cm, in gilded wooden frame.
(2)
£350 - 450
€420 - 540

31AR

Raymond Groves (British, 1913-1958), a pair of Land Speed Record artwork illustrations, each signed, gouache on cartridge paper, one depicting John Cobb in the Railton Mobil Special at Utah, 1947, the other depicting Goldie Gardner in the Jaguar powered MG Magnette at Jabekke, Belgium, 1950, each 25 x 35cm, double-mounted, framed and glazed.
(2)
£400 - 500
€480 - 600

It is believed that these illustrations were reproduced in a 1950s publication *Racing Cars*, by Thomas Nelson & Sons



28



29



31 (part)



31 (part)



32



33



35



34



36

32AR

Cavendish Morton (British, 1911-2010), 'Ron Flockhart V16 BRM Snetterton 1954', signed and dated 1956, oil on board, depicting the car on its way to victory at the International race meeting on 14th August, 38 x 56cm, framed.

£400 - 500

€480 - 600

Cavendish Morton was former Chairman of the Snetterton Motor Racing Club.

33AR

Roy Nockolds (British, 1911-1979), 'Bentley at Le Mans 1927', signed, watercolour and gouache on artist's paper, depicting the 'Old No.7' Bentley Three Litre being driven by Dr Dudley Benjafield to eventual victory at the event, 30 x 40cm.

£500 - 600

€600 - 720

34AR

Graham Turner (British, 1964-), five 'History of Motor Racing' artworks for Tom Thumb cigarette cards, each signed, gouache on paper, depicting mainly early and pre-War Grand Prix race scenes comprising, 'Georges Boillot - Peugeot - 1912 French GP', 'Felice Nazzaro - Fiat - 1922 French GP', 'Nuvolari - Alfa Romeo P3 - Monza 1932', 'Rosemeyer - Auto Union C Type - 1936 German GP', and 'Achile Varzi - Alfa Romeo 158 - 1947 Swiss GP', each mounted with two accompanying Tom Thumb cigarette cards, each measuring 41 x 56cm overall including mount.

(5)
£500 - 700
€600 - 840

35AR

Graham Turner (British, 1964-), six 'History of Motor Racing' artworks for Tom Thumb cigarette cards, each signed, gouache on paper, depicting post-War Grand Prix race scenes comprising, 'Fangio - Mercedes-Benz W196 - 1954 British GP', 'Moss - Maserati 250F - 1956 Italian GP', 'Tony Brooks - Vanwall - 1958 Belgian GP', 'Bruce McLaren in Cooper-Climax vs Phil Hill in Ferrari - 1959 German GP', 'Jack Brabham - Repco Brabham - 1966 French GP, and 'Jean-Pierre Beltoise - Matra-Ford - 1968 Spanish GP', each mounted with two accompanying Tom Thumb cigarette cards, each measuring 41 x 56cm overall including mount.

(6)
£600 - 800
€720 - 950

36AR

Graham Turner (British, 1964-), six 'History of Motor Racing' artworks for Tom Thumb cigarette cards, each signed, gouache on paper, depicting 1970s-80s Grand Prix race scenes comprising, 'Emerson Fittipaldi - JPS Lotus-Ford - 1972 British GP', 'Niki Lauda - Ferrari 312T - 1975 French GP', 'Jody Scheckter - Tyrrell-Ford - 1976 Swedish GP', 'Jean-Pierre Jabouille - Renault RS11 - 1979 French GP', 'Alan Jones - Williams-Ford FW07 - 1980 Canadian GP, and 'Nelson Piquet - Brabham-BMW BT52 - 1983 Brazilian GP', each mounted with two accompanying Tom Thumb cigarette cards, each measuring 41 x 56cm overall including mount.

(6)
£600 - 800
€720 - 950

37AR ♦

Tony Upson, 'Maserati 250F', signed, hand-painted cut-out board, 97 x 234cm.

£500 - 600

€600 - 720

38

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

£250 - 300

€300 - 360

39

An Aston Martin 'DB5' garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the DB5 badge, 100 x 70cm.

£250 - 300

€300 - 360

40

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

£250 - 300

€300 - 360

41

A 'Ferrari Prancing Horse' garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the 'Cavallino Rampante' logo, 150cm high.

£250 - 350

€300 - 420



51



50



52



53

42

A Maserati Trident garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the badge, 110cm high.
£250 - 300
€300 - 360

43

An Art Deco inspired sculpture of a Jaguar XK120, modern, cold-cast resin and bronze composite, 70cm long.
£250 - 300
€300 - 360

44

A hand-painted Royal Endorsement Coat of Arms, modern, fibreglass, 70 x 70cm.
£250 - 300
€300 - 360

45

An Alfa Romeo garage display emblem, modern, fibreglass, painted red, in the form of the script, 150cm long.
£250 - 300
€300 - 360

46

A Bentley garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the winged 'B' badge, 150cm wide.
£250 - 300
€300 - 360

47 ◇

A hand-painted 'Mr Drip' garage display emblem, modern, cut-out board, a depiction of the Esso character as a petrol-pump attendant, 120cm high.
£250 - 350
€300 - 420

48

A hand-painted 'Ferrari' garage display shield, modern, fibreglass, featuring the Prancing Horse emblem, 120cm high.
£250 - 350
€300 - 420

49

A 'Ferrari' garage display emblem, modern, cold-cast resin and aluminium composite, in the form of the Ferrari script, 150cm wide.
£250 - 350
€300 - 420

50

An early 1 Litre Petroleum priming tap kettle finished in sky blue stove enamel, some wear and loss to the body and handle.
£250 - 350
€300 - 420

51

An early 3 litre priming tap petroleum kettle, circa 1895, blue tinge white enamel with early decorative script, complete with wooden carrying handle, brass filler cap, spout cap and chain, some chipping to the main body & rear handle.
£300 - 400
€360 - 480

52

A 3 litre Petroleum priming tap kettle, circa 1900, in the Honey Comb pattern stove enamel, complete with original handle, brass filler cap, spout cap and chain, some wear and loss to the body and rear handle.
£300 - 400
€360 - 480

53

A Dominion glass petrol pump globe, three sided, transfer printed in blue and black, some wear and loss, 42cm high.
£150 - 200
€180 - 240

54 ◇◇

An Avery Hardoll model CH1 hand cranked one gallon petrol pump restored with polished bronze dial plate, fittings & bronze nozzle, finished in Mex brand livery, fitted with a Mex Motor Spirit brand plate, Mex Guaranteed 1/3d price flag with a Mex Spirit transfer on the pumping cylinder, 178cm high overall.
£1,100 - 1,500
€1,300 - 1,800



54



59



60



63



64



55

55 ♦

A Hammond one gallon visible hand operated semi-rotary petrol pump restored with original Hammond one gallon glass reservoir jar & delivery trip meter, polished bronze fittings together with delivery hose and bronze nozzle, fitted with "STOP Fill Here SHELL" brand plate, a 1/6 d per gallon price flag and a Shell Guaranteed Sealed Tank transfer, 178cm high overall.

£1,200 - 1,600

€1,400 - 1,900

56 ♦

An Alfa Romeo illuminating garage sign, single-sided, aluminium frame with Perspex panel, 69 x 69cm.

£600 - 800

€720 - 950

57 ♦

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

£600 - 800

€720 - 950

58 ♦

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

£600 - 800

€720 - 950

59 ♦

A vintage Bentley owner drivers' toolkit in leather toolbag, brown leather box-bag with interior base tray, containing various tools including five BSA spanners, nine other spanners, six box spanners, three King Dick adjustable spanners, a small hand-drill, two wooden-handled screwdrivers, a file and a chisel, three Dunlop tyre levers, two pairs of pliers, a Kayes oiler, two Tecalemit grease guns, and other tools, together with a Prima bottle jack and a Desmo foot-pump painted green.

(Qty)

£600 - 800

€720 - 950

60 †

A Birglow 'Auto-Signal' hand indicator, 1920s, with plastic 'hand' on articulating mount with bracket, and operating mechanism with control lever and cables, mounted on a wooden base.

£250 - 300

€300 - 360

61 ♦

A collection of various automobilia accessories,

including a selection of Rolls-Royce tools, a pair of Rolls-Royce tappet covers, a Desmo foot pump painted black, a Pye radio, a Rolls-Royce wheel fitted with tyre, a pair of wing guards painted blue, a Pyrene extinguisher, oil pump in a wooden case and various other sundry items.

(Qty)

£300 - 400

€360 - 480



65



70

62

A pair Lucas P100L electric headlamps, re-nickelled and restored but unassembled, the main cases still wrapped in bubble from the restorers, with assorted parts, screws and bolts, sold as viewed.

(Qty)

£200 - 300

€240 - 360

63†

A Veteran eight trumpet bulb horn, French, circa 1910,

nickel-plated, with three valves, complete with bulb, approximately 75cm long overall.

£1,500 - 2,000

€1,800 - 2,400

64†

A rare sixteen trumpet bulb horn, French, circa 1910,

nickel-plated, with sixteen graduated trumpets and three valves, complete with bulb, 68cm long overall.

£3,000 - 4,000

€3,600 - 4,800

65 ♦♦

A De Dion Bouton single cylinder engine, circa 1903,

unknown Hp, stamped '13250' to each half of crankcase, fitted with a chain driven starting handle which turns flywheel and operates piston with some compression, Bosch magneto, Senspray carburettor, clutch assembly with handle, oil pump and reservoir, mounted as a stationary engine in a steel frame.

£1,500 - 2,000

€1,800 - 2,400

66 ♦

A selection of Jaguar C-Type spares, comprising inlet manifold, silencer, water thermostat housing, a pair of exhaust manifolds, a pair of exhaust system turns, scintilla magneto and other parts, together with a Bentley Continental Sports Saloon handbook, some light workshop wear and Delage Light SIX type DR. 15.7 and 18.2Hp instruction book, some damp staining.

(Qty)

£300 - 400

€360 - 480

67

A Bugatti Type 35B alloy wheel, 8-spoke wheel, used condition, cast with integral 330mm brake drum stamped 1006, with lining, 52.5cm diameter overall.

£400 - 500

€480 - 600

68

A Vintage Bentley steering wheel

four spoke wheel with celluloid coating and cord-wrapped rim, complete with mounting plate and collar, 48cm diameter.

£200 - 300

€240 - 360

69

Two Ferrari Daytona bumpers, right side front and rear bumpers, used condition with some pitting to chrome plating, each with rubber trim, 50cm long.

(2)

£250 - 350

€300 - 420

70

A good collection of European motoring club badges,

enamelled, comprising large pre-War Reale Automobile Club d'Italia full member's badge, three boxed variants for the Royal Automobile Club of Sweden (1 x standard member's badge painted, 1 x 10 year membership and 1 x 20 year membership), two different Kiralyi Magyar Automobil Club badges, Automobile Club of Switzerland, Touring Club Switzerland, Royal Automobile Club of Hainaut, Touring Club of Belgium with 60th Anniversary mount, and an Ulster Automobile Club badge

(Qty)

£500 - 700

€600 - 840

71

Assorted RAC associate members badge enamel centres,

including twelve Wharfedale AC, twelve Western Indian AA, five Lancashire, three SW Lincs MC, eight large and three small Junior car Club enamel centres, together with assorted Union Jack centres, various other RAC related lapel and cap badges and eight TT Supporters Club and Ben badges on original cards from 1968-70, 1972-74 and two for 1977.

(Qty)

£500 - 700

€600 - 840

72

A scarce 'Suidafrika' AA committee member's badge, circa 1960,

numbered 93715, chrome plated, together with matching numbered backplate fitted with committee flag depicting a leaping Springbok, 17cm high.

(2)

£500 - 700

€600 - 840



76



73



72



77



75



76

A Bahamas Automobile Club enamelled badge, pre-1952, chrome plated with enamel in six colours, 14cm high.

£500 - 700

€600 - 840

77

A rare Nassau Bahamas enamel car badge, chrome plated brass enamelled in six colours, 14cm high, some wear to mounting tab.

£800 - 1,200

€950 - 1,400

74

A good collection of RAC badges including four county and club centres, the RAC Associate enamel centres comprising Civil Service, Junior Car Club, Wharfedale AC and Leicestershire AC (damaged), together with a quantity of enamel and plastic centred examples of RAC member's and Associate member's badges, some loose centres for fitting to badges, assorted badge surrounds, and some new/old stock badges in original boxes, various conditions, together with a Spanish Real Automovil Club and other badges.

(Qty)

£500 - 700

€600 - 840

75

A good collection of international motoring club badges,

comprising rare enamelled Hong Kong Motor Sports Club badge by Lee Ling Ming Metal Works Limited, with original box, an RAC Associate Member's badge with Hong Kong AA painted centre and L352 numbered backing plate, a rare RAC Associate Member's badge with Natal Automobile Club enamelled centre, some damage around the base, other badges for the Aruba Sportscar Club, Automovil Club de Chile, painted Automovil Club de Coasta Rica and two similarly decorated badges for The Ghana Motor Club and The Gold Coast Motor Club, both with some damage to the enamel.

(9)

£600 - 800

€720 - 950

78†

A fine sterling silver and enamel St Christopher dashboard plaque, 1936, hallmarked Birmingham by Turner & Simpson, in two-tone yellow champlevé and white enamel with central depiction of the Patron Saint of Travellers, 6.5cm wide.

£800 - 1,000

€950 - 1,200

79†

A Royal Automobile Club Full Member's brass car badge, by Elkington & Co, circa 1909,

hollow-cast brass, numbered B604, with singled-winged Mercury figures and base stamped 'Elkington & Co.Ltd 22 Regent St S.W.', with Registered Design number 513135 to side, surmounted with Royal Crown and with rectangular enamelled Union Flag centre motif to front and right-facing profile of King Edward VII on copper disc to reverse, 17.5cm high, with mounting stud, mounted on a turned wooden display base.

£2,000 - 3,000

€2,400 - 3,600

80

A replica Minerva mascot, after a design by Pierre de Soete, stamped 'P.d.S.' under base of neck, nickelled hollow-cast bronze, depicting the head of the Roman goddess, 14cm high.

£150 - 250

€180 - 300



78

73

A fine and rare Royal Automobile Club of Jordan 'Competitions' badge, chrome plated wheel under clear enamel and 'golden' crown, 9.5cm diameter, with mounting bracket, with original box.

(Qty)

£500 - 700

€600 - 840

This rare badge is only issued to club member's that have participated in international motorsport events.



102



96



86



110



95



84

81
A Minerva mascot, by Pierre de Soete, Belgian, 1920s, signed to left side of base, nickelled hollow-cast bronze, depicting the head of the Roman goddess, 14.5cm high, mounted on a marble base.
£200 - 400
€240 - 480

82
An Alsatian Dog mascot by Charles Paillet, produced by A E LeJeune, 1920s, signed 'AEL' and 'Copyright' to rear of base, nickelled bronze with patination, 13.5cm high.
£200 - 300
€240 - 360

83
A replica Bentley Winged 'B' mascot, chromed, to suit 1933 3.5 Litre prototype, 6.5cm high, mounted on a turned wooden base.
£250 - 300
€300 - 360

84
A 'Sonia' Winged Head mascot by Elge, French, 1930s, chrome plated, signed and stamped 'Elge', one wing-tip repaired, as sold by French motor accessory retailers Loiseau and Cie, mounted together with a small domed Moto-Meter and a pair of chromed wings on a radiator cap, 14cm wide.
£280 - 350
€330 - 420

85
A 'La Fuite' mascot by A Caron, French, 1920s, signed to right side of base, nickelled bronze mascot depicting a female nude in flight, 20cm long, mounted on a radiator cap.
£300 - 500
€360 - 600

86
A replica Schneider Trophy Seaplane mascot, modelled on the winning Supermarine S6b, nickelled bronze, with rotating propeller, marked 'Rolls-Royce' under left float, 13.5cm long, 15cm wingspan, mounted on a stem above a black-painted turned wooden display base.
£300 - 500
€360 - 600

87
A Lincoln Greyhound mascot, American, circa 1930, manufactured by the Gorham Silver Co., marked 'Lincoln Motor Company' to side of base, depicting a running greyhound, plating worn, holes drilled to base and mounted to a wooden display plinth.
£300 - 500
€360 - 600



79



90



129



111



94



91



88



89



134



97

88
A 'Winged Egyptian' mascot by Marcel Bonnot, French, 1920s, stamped 'M.Bonnot' to rear of base, nickelled bronze, larger version of the mascot depicting a crouching winged Egyptian goddess, 18cm high, mounted on a radiator cap.
£300 - 400
€360 - 480

89
An 'Enigma' mascot by G Poitvin, French, 1920s, signed to right side of base and marked '(25) 3689 10' to left side of base, nickelled bronze mascot depicting a kneeling winged Egyptian goddess, 16.5cm high, mounted on a Bakelite radiator cap.
£300 - 400
€360 - 480

90
A St Christopher mascot, 1930s, chrome-plated, depicting the Patron Saint of Travellers carrying the Christ-child, 14cm high, mounted on a base.
£300 - 400
€360 - 480

91
A 'Humber Horse' mascot, British, nickelled bronze mascot depicting a rearing horse, after the original as used on Humber Imperial and Pullman models, some loss to plating to right side, 14cm long, mounted on a wooden base.
£300 - 400
€360 - 480

92
A 'Temptation' mascot by Maurice Milliere, French, 1920s, signed to base, nickelled bronze mascot depicting a provocatively dressed lady, 14cm high, mounted on a radiator cap.
£300 - 500
€360 - 600

93
A replica Schneider Trophy Seaplane mascot, chromed, marked 'Rolls-Royce' under right float, with propeller, 13cm long, mounted on a turned wooden base.
£300 - 400
€360 - 480

94
A replica 'Lovebirds' mascot, after an original design by Poitvin, cast metal, in the form of two turtle doves perched on a ring, 12.5cm high, mounted on a wooden display base.
£300 - 400
€360 - 480

95
A Chevrolet 'Quota Trophy' Spirit of St Louis airplane mascot, American, 1927, unsigned, nickel-plated zinc die-cast, modelled on Charles Lindbergh's Ryan 1927 Orteig Prize-winning 'first non-stop London-Paris flight' monoplane, with rotating propeller, supported by a goddess of victory, some cracking to casting, 15cm long, mounted to a black-painted wooden base.
£400 - 600
€480 - 720

These mascots were presented to Chevrolet sales staff for meeting sales targets.

96
A de Havilland Gypsy Moth mascot, British, 1930s, unsigned, chrome-plated mascot of the single engined bi-plane with rotating propeller, with red-painted fuselage and serial numbers 'G-ABAE' to wings, 15cm long, 17.5cm wingspan.
£400 - 600
€480 - 720

97
An Indian Scout mascot, by G Laplagne, French, 1920s, signed to base and marked 'deposee' to rear of base, nickelled bronze, depicting a kneeling Sioux Indian seeking a path, 10cm high, mounted to a Bakelite radiator cap.
£400 - 600
€480 - 720



99



98



87



81



80



100



92



105



85



103



123



120



101

98
A Minerva mascot, by Pierre de Soete, Belgian, early 1930s, signed 'P.de Soete' to left of base and stamped 227, nickel-plate hollow-cast bronze, a stylised depiction of the head of the Roman goddess, produced for Minerva 40hp 8-cylinder cars 1929-1934, lower section of base trimmed for mounting, 12cm high.
£400 - 600
€480 - 720

99
A Lion mascot by R Baudichon, French, circa 1922, signed to left side of base, hollow-cast alloy with remains of nickel plating, depicting a caricature of a lion with oversized head, old repair to tail, 18cm long, mounted on a bronze radiator cap.
£400 - 600
€480 - 720

100
An 'Ondine' mascot by Gregoire, French, 1920s, signed to left side of base and marked 'Ondine' to front, nickelled bronze mascot depicting a running female nude, crack to right arm, 14cm high, mounted on a radiator cap.
£400 - 600
€480 - 720

101
An Art Deco Eagle mascot, by P Rochard, 1920s, signed to left side of base, nickelled alloy mascot in the form of a stylised eagle, 16cm long, mounted on a black marble base.
£400 - 600
€480 - 720

102
An early Sea Bi-Plane mascot, unsigned, bronze, in the form of a World War I seaplane, with replaced propeller, 16cm long, 17cm wingspan, mounted on a stem above a bronze radiator cap.
£400 - 600
€480 - 720

103
A Stork mascot by A Villiers, French, 1920s, signed to left side of base, nickelled bronze, depicting a stork with wings spread, 24cm wingspan, mounted on a Bakelite radiator cap.
£400 - 600
€480 - 720



104



109



112



108



93



114



113



83

104
An Egyptian Dancer mascot after Alonzo, signed 'Alonzo' to the base, nickel plated, 18.5cm high, mounted on marble display base.
£500 - 700
€600 - 840

105
An Art Deco 'Woman with Pheasant' mascot, French, 1920s, unsigned, unplated bronze mascot depicting a stylised female nude releasing a pheasant to flight, 14cm high, mounted to a Perspex base.
£500 - 700
€600 - 840

106
Two pre-War car mascots, comprising a mechanical lighthouse 'water level' indicator, 1930s, chrome plated cast metal with cork float chamber, in working order, 21cm long overall, and a 'Spirit of Triumph' mascot believed by Fentons of Islington after a design by Frederick Bazin, chrome plated, on a display base, 22cm high overall.
(2)
£500 - 700
€600 - 840

107
An Austin Chummy 'golfer' mascot, 1920s cold-painted cast metal figure with golf ball head, mounted on a Bakelite Austin radiator cap, some wear and cracking to cap, 16cm high overall.
£500 - 600
€600 - 720

108
A 'Torch Bearer' mascot by F Bazin, French, 1920s, stamped F Bazin to the base, nickel plated bronze, 16.5cm high, mounted on a wooden display base.
£500 - 600
€600 - 720

109
A fine Automobiles Gregoire Egyptian Archer mascot by M Guiraud Riviere, French, circa 1920, signed, nickel-plated bronze, 15cm high, arrow repaired, mounted on a bronze hubcap.
£500 - 600
€600 - 720

110
A Bi-Plane mascot by A J Ogilvie, Australian, 1920s, nickel-plated bronze, in the form of a single-engine bi-plane, with rotating propeller and articulating rudder, marked 'A.J.Ogilvie Maker Sydney Reg. No. 2576' to right tail-plane, mounted with stem above a black-painted turned wooden display base.
£500 - 700
€600 - 840

111
A rare 'Four Aces' mascot, cast alloy, in the form of a hand holding four 'Ace' playing cards for each suit, 10cm high, mounted to a radiator cap and with wooden display base.
£500 - 700
€600 - 840

112†
A 'Victory' draped nude mascot, nickel-silvered bronze, in the form of a standing female holding aloft a victory wreath, 18cm high, mounted on a turned wooden base.
£500 - 600
€600 - 720

113

A replica Rolls-Royce early Ghost Spirit of Ecstasy mascot, marked 'Charles Sykes' and 'Rolls-Royce Limited. Feb. 6th 1911' round the base, plated metal, 18cm high, on a turned wooden base.
£500 - 700
€600 - 840

114

A replica Whisper mascot for Rolls-Royce, after an original design by Charles Sykes, marked 'Charles Sykes' to right side of base, plated metal mascot depicting a draped female with her dress flowing behind her, 16cm high, mounted on a turned wooden base.
£500 - 700
€600 - 840

115

A 'Robert' mascot by Hassall and five BARC lapel badges 1908 and 1910, the mascot signed nickel plated bronze body and helmet with spring mounted glazed ceramic head, 11cm high, on a turned wooden base, the badges comprising 1908 - boxed set of one member's and two guest's badges, set number 430 and 1910 one member's and one guest's badges from set number 724.
(Qty)
£600 - 800
€720 - 950



115

This mascot was purchased from Brooks auction 23 February 1999. See lot number 112 in Brooks catalogue number 94 for the sale conducted at Olympia 2.

116

A Sopwith-type Bi-Plane mascot, British, 1920s, unsigned, nickelled bronze mascot in the form of a British fighter plane, with rotating propeller, 19.5cm wingspan, mounted on a stem on a black rubber base.
£600 - 800
€720 - 950

117

Two mascots for Rolls-Royce and Bentley, comprising Late Ghost type mascot chrome plated 14.5cm high on modern cap and radiator neck, a forward leaning Winged B mounted on a radiator cap with a small flagpole, together with a modern towncap, a Bentley 4¼ litre instruction book, number V, wrap around cover, 8vo, some pages loose and a polished and painted bronze Merryweather plaque, mounted on a wooden base.
(5)
£600 - 800
€720 - 950



117

118

A rare 'Flying Eagle' mechanical car mascot, 1920s solid nickel with hinged spring mounted wings that rise up when the car travels at speed, 17cm long, mounted on a Keystone brand 'Liberty' dog-bone radiator cap.
£600 - 800
€720 - 950

119

A Supermarine Stranraer Flying Boat mascot, nickel-plated alloy, modelled on the twin-engined bi-plane design by R J Mitchell in 1937, with rotating propellers and cast RAF roundels to wings, 22cm wingspan, loosely mounted to a display mount stem (detached) with radiator cap base, above a turned wooden base.
£600 - 800
€720 - 950

120

A 'Zeus and Aegina' mascot, by A Delm, French 1920s, signed 'A Delm' to left side of base, nickelled bronze mascot depicting a large eagle carrying away a female nude, 22cm wingspan, mounted on a radiator cap.
£700 - 900
€840 - 1,100

Greek mythology tells how Zeus assumed the form of an eagle called Aquila, then seduced Aegina, and carried her away. Their children were Aiacos and Peleus, the father of Achilles.



118



121



106



106



107



133



122



124



126

121

A rare 'Liberty Twins' mechanical mascot by The Action Ornament Company of St. Paul, Minnesota, USA, 1930s, marked under the base, chrome plated moving figures that work when the propeller blades turn, original multi-bladed replaced with Standard Steel Propeller Company twin bladed propeller, mounted on a radiator cap, 20cm long overall.
£700 - 900
€840 - 1,100

122

A 'Leaping Panther' mascot by Jacques Cartier, French, 1920s, signed, nickel plated bronze, 12cm high, mounted on a radiator cap.
£800 - 1,200
€950 - 1,400

123

An 'Icarus' mascot by Colin George for Farman Cars, French, 1920s, nickelled silvered bronze, signed to rear of drapery, with all the foundry stampings from Contenot-Lelievre around the base and numbered '(28) 4395', wingspan 18cm, mounted on a bronze wheel hub.
£800 - 1,200
€950 - 1,400

124

A 'Lucifer Golfing Society' car mascot, British, 1921, unsigned, nickelled bronze, depicting a pipe-smoking devil in plus-fours with golf club over his shoulder and caddy of clubs at his feet, engraved 'Lucifer Golfing Society' around the base, 11cm high, mounted on an early radiator cap.
£800 - 1,200
€950 - 1,400

125

A Goddess of Aviation mascot, by Henri Molins, French, 1920s, signed to base, nickelled bronze mascot depicting an allegorical draped goddess holding aloft an early airplane, 22cm high, mounted with a Boyce Moto Meter above a radiator cap on a brass base.
£800 - 1,200
€950 - 1,400

126

A fine 'Alsation Dog' mascot by Jaques Cartier, French, circa 1925, signed, nickel-plated hollow-cast bronze, 17cm high, base recently drilled and fitted with new threaded bolt, mounted on a Berliet hub-cap drilled for mounting.
£800 - 1,200
€950 - 1,400

127

A fine and rare 'Running Mercury' mascot by Sasportas Speranza, French, 1920s, signed, nickel plated bronze, depicting the fleet footed messenger of the Gods, 18cm long, mounted on a bronze Renault hub cap.
£800 - 1,200
€950 - 1,400



127



130



131

128
A replica Breves Galleries illuminating glass mascot display base, modern manufacture, nickel plated with splitting to fit larger sized Lalique mascots, inside diameter of mount approximately 68mm.

£200 - 300

€240 - 360

129
An 'Owl' mascot by Edouard Marcel Sandoz, French, circa 1910, signed 'Ed.M.Sandoz' to left side of base and with Susse Freres foundry mark to right side of base, bronze mascot with dark patination, 11cm high, mounted on a black-painted wooden display base.

£1,000 - 1,500

€1,200 - 1,800

130
A finely detailed Indian Chief's Head mascot, French, 1920s, nickel-plated bronze, hollow cast, 13cm high, mounted on a wood and metal tiered display base.

£1,000 - 1,200

€1,200 - 1,400

131
A rare Archer mascot, by Kovats, French, 1920s, signed, nickel-plated bronze, 17cm high, mounted on a marble display base.

£1,000 - 1,200

€1,200 - 1,400

132†
An India Cord Tyres Owl mascot, British, 1920s, hollow cast, nickel plated, advertising the Scottish company's products, finely detailed mascot of a winking owl perched on a motorcar tyre, 12.5cm high, mounted on a turned wooden display base.

£1,000 - 1,500

€1,200 - 1,800



132



116



136



125



119



135

133

A rare 'Gallopings Horses' mechanical mascot by The Action Ornament Company of St. Paul, Minnesota, USA, 1920s, stamped under the mounting bracket, nickel plated, horses race when four cup wind turbine rotates, some old repairs, mounted on bracket with a Midget Boyce Motometer mounted on a period radiator cap, 17cm high.
£1,000 - 1,500
€1,200 - 1,800

134

A rare Steyr Automobiles 'Egyptian Princess' mascot by Weber & Ruhl, Austrian, 1930, marked 'Weber Ruhl' to front of base, hollow cast chrome-plated brass mascot depicting a seated Egyptian female in regal pose, with integral radiator cap, 17cm high overall.
£1,500 - 2,000
€1,800 - 2,400

This type of mascot was originally used on the Styer 45 Taxi.

135

A Pharaoh's Head mascot, by Sasportas, for Auto-Omnia, French, 1922, nickel-plated bronze, rear of base cut, part of signature missing, stamped 'Auto-Omnia', 12cm high, mounted on a period radiator cap.
£1,500 - 2,000
€1,800 - 2,400

136

A Bleriot Monoplane mascot, French, circa 1907, unsigned, bronze mascot in the form of the early radial-engined aircraft, with rotating propeller and rolling undercarriage, marked 'Deposee' to propeller hub, 23cm long, mounted on a stem to a bronze, wheel hub.
£1,500 - 2,000
€1,800 - 2,400



137

137
A 'Sanglier' mascot in dark topaz glass, by Rene Lalique, introduced 3rd October 1929, moulded 'R.Lalique' between legs to right side and engraved 'France No.1157' under base, in the form of a wild boar, minor chips to snout and front and rear of mane, 9cm long, mounted within a later Breves Galleries mount, on a turned wooden base.
£1,000 - 1,500
€1,200 - 1,800

138
A Butterfly mascot in opalescent glass, by Sabino, French, 1930s, moulded 'Sabino Paris' under rear wing, a stylised depiction of the butterfly with closed wings, 15.5cm high.
£300 - 400
€360 - 480

139
A Butterfly mascot in opalescent glass, by Sabino, French, 1930s, engraved 'Sabino Paris' under base, a stylised depiction of the butterfly with open wings, 15cm high.
£300 - 400
€360 - 480



138



139



140

140

A post-War 'Chrysis' glass mascot, by Lalique,

in frosted glass, engraved 'Lalique ® France' under base, depicting a backward-leaning female nude with her hair flowing behind her, minor surface chip to abdomen, 18cm long.

£600 - 800

€720 - 950



141

141

A 'Coq Nain' glass mascot by Rene Lalique, French, introduced 10th February 1928, pre-War example in clear glass, moulded signature R. LALIQUE FRANCE to the base, 20.5cm high, some pin-prick air bubbles, moulding marks to tail, rubbing to claws and other wear on feathers.

£600 - 800

€720 - 950

142

A 'St Christopher' glass mascot by Rene Lalique, French, introduced 1st March 1928, in clear glass, with deep impressed moulded mark 'R.Lalique France' with early double-tailed Q, 11.5cm high.
£700 - 900
€840 - 1,100



142

143

A 'Tete d'Aigle' (Eagle's Head) glass mascot, by Rene Lalique, French, introduced 14th March 1928, faintly moulded 'R Lalique' and 'France' to either side of neck, in clear and frosted glass, 14cm long, offered together with a black display base.
(2)
£800 - 1,200
€950 - 1,400



143



144

144†

A 'Coq Nain' mascot in dark topaz glass, by Rene Lalique, introduced 10th February 1928, with moulded signature 'R.Lalique' to right side of base and moulded and overscribed 'France' to left side and further etched 'No.1135' to rear of base, in the form of a standing cockerel in topaz glass with deep scarlet centre, minor chip and restoration to tip of beak, 20.5cm high.
£1,000 - 1,500
€1,200 - 1,800



145

145

A 'Tete d'Epervier' mascot in opalescent glass, by Rene Lalique, introduced 21st January 1928, moulded 'Lalique' with double-tailed 'Q' and 'France' to side of base, in the form of a hawk's head, with internal moulding blemish and surface scratches to right side, mounted within a Breves Galleries illuminating mount with wiring socket, on a turned wooden display base.
£1,000 - 1,500
€1,200 - 1,800

146
 A fine 'Tete de Paon' (Peacock's Head)
 mascot by Rene Lalique, French, introduced
 3rd February 1928,
 intaglio moulded 'R.Lalique' with double-tailed
 'Q' to right side of base, in clear and satin glass,
 18cm high, fitted within a nickelled mount on
 an ebonised Lalique display base, acid etched
 'R.Lalique France' to side of base.
 £1,500 - 2,500
 €1,800 - 3,000



146

147
 A 'Tete de Coq' glass mascot by René
 Lalique, introduced 3 February 1928,
 clear glass with impressed mark 'Lalique, France'
 (with double tailed Q) around the neck, 18cm
 high.
 £1,500 - 2,000
 €1,800 - 2,400



147



148

148

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

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

£1,500 - 2,000

€1,800 - 2,400



149

149

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, minor chips to right knee and surface scratches to right thigh, 18cm long, together with a black circular display base.

(2)

£1,500 - 2,000

€1,800 - 2,400



151, 153

150

A fine 'Tete de Belier' (Ram's Head) glass mascot by René Lalique, French, introduced 3rd February 1928, intaglio moulded 'R.Lalique France' and with double-tailed 'Q', to right side of neck, in clear and satin glass, 12cm long, mounted within a chromed base and offered with a steel display base.

(2)

£2,500 - 3,500

€3,000 - 4,200

151

A 'Grand Libellule,' Large Dragonfly glass mascot by René Lalique, France, introduced 23rd May 1928, catalogue number 1145, clear and frosted glass with moulded signature to side section above base, also etched R Lalique France to side of outstretched lower body, slight grinding down to tip of tail, chips and some loss to base, 21cm high, together with a large Breves Galleries illuminating base.

(2)

£2,500 - 3,000

€3,000 - 3,600



150

152†

A 'Perche' mascot in opalescent glass by René Lalique, introduced 20th April 1929, with both moulded and wheel-cut signatures 'R.Lalique France' to left side, in the form of a perch, 16cm long.

£3,000 - 4,000

€3,600 - 4,800

153

A rare 'Epsom' glass mascot by René Lalique, French, introduced 5 June 1929, frosted glass, moulded signature R Lalique France to the neck, catalogue number 1153, chips and loss to neck and base, 18cm long, together with a large Breves Galleries illuminating base.

(2)

£5,000 - 7,000

€6,000 - 8,400



153

154†

A fine 'Naiade' mascot in opalescent glass by Rene Lalique, introduced 1920, a larger version of the mascot, moulded signature 'R.Lalique' by tail fin, in the form of a mermaid with flowing hair holding a seashell to her ear, 13cm high.

£5,000 - 6,000

€6,000 - 7,200



155†

A fine 'Pintade' glass mascot, by Rene Lalique, introduced 28th September 1929, with wheel-cut signature 'R.Lalique France' to rear, in clear and frosted glass with subtle grey hue, in the form of a Guinea Hen, 15cm long.
£7,000 - 8,000
€8,400 - 9,500



156†

A fine and rare double-mane 'Longchamps' glass mascot, by Rene Lalique, introduced 12th June 1929, unsigned, in clear and satin glass, in the form of a horse's head, 12cm high.

£7,000 - 8,000

€8,400 - 9,500



157

A fine 'Vitesse' mascot by Rene Lalique, French, introduced 17th September 1929, moulded 'R.Lalique' with double-tailed 'Q' and 'France' to either side of base, in satin glass, in the form of a forward-leaning female nude running her hands through her hair, 18.5cm high, offered together with a circular display base.

(2)

£7,000 - 9,000

€8,400 - 11,000



158

A fine and rare 'Victoire' glass mascot by René Lalique, French, introduced 18th April 1928,

moulded 'R.Lalique' with double-tailed 'Q' to left side of base and 'France' to right side, also known as 'Spirit of the Wind', measuring 26cm long, some air bubbles to neck and tip of hair, fitted within a correct Breves Galleries of Knightsbridge nickelled radiator mount with socket for electrical illumination with red tint cellulose filter, the whole mounted to a black circular steel display base.

£8,000 - 10,000

€9,500 - 12,000





160



166

159
Three 1:43 scale 'Ayrton Senna Tribute' F1 models, by Howard Kirkham, three resin models of Senna's 1986 JPS Lotus, 1987 Lotus Honda and 1989 McLaren, mounted together within a glazed display case, the case 31cm wide.
£100 - 150
€120 - 180

160Ω
A rare 1:12 scale model of a 1930 8 Litre Bentley by Fulgurex, Swiss, 1972, model number 12531, very well detailed metal model of this classic racing car, 40cm long, 16cm wide, 12cm high, mounted in a mirror-based glazed wooden display case, top panel cracked, together with certificate, catalogue of models, a sales letter, instructions to convert the model into a rolling chassis display, a Fulgurex envelope and two Fulgurex prints of the 8 Litre Bentley.
(Qty)
£3,200 - 4,000
€3,800 - 4,800

161
A 1:24 scale '2010 McLaren F1 Team' diorama of three models, a 'one-off' diorama by Howard Kirkham, with handbuilt resin models of the two McLaren MP4-25s as driven by Hamilton and Button and another of the 'spare' car being worked on by the crew, mounted together with engraved brass plaque within a glazed display case signed by the model-maker in gold marker, the case 46cm wide.
£100 - 150
€120 - 180



167



162
A 1:6 scale model of a Niki Lauda's Ferrari 312 T2 by Polistil for the Toschi Distillery, plastic construction, 68cm long, removable centre section allows access to interior space, originally fitted with bottle of maraschino cherries and a jar of pickled walnuts, now missing.
£300 - 400
€360 - 480

163
A pair of 1:24 scale 2010 Ferrari F1 '800th start' models, two handbuilt resin models by Howard Kirkham, of the 2010 Ferrari F10s as driven by Alonso and Massa at the 2010 Turkish GP, both in Rosso Corsa '800' race liveries celebrating the 800th Grand Prix starts for Ferrari, each 21cm long and mounted together with engraved brass plaque within a glazed display case.
£100 - 150
€120 - 180

164
A 1:20 scale 2009 Kimi Raikkonen Ferrari F1 'pit-stop' diorama, a 'one-off' handbuilt diorama by Howard Kirkham, featuring a resin model of the Spa Ferrari F60 in Rosso Corsa race livery, being worked on by pit-crew outside the garage, mounted within a glazed display case with brass plaques, and signed by the model-maker in gold marker to case, the case 45cm wide.
£100 - 150
€120 - 180

165
A Benetton F1 Momo steering wheel, three-spoke wheel with black suede grip, 28cm diameter, mounted on a wooden display stand.
£200 - 300
€240 - 360

166 ◇
A set of 'Grand Prix de Dieppe 1908' reproduction Michelin ceramic tiles, limited edition (41/100) produced by the Khachadourian Gallery, London in the 1980s, 24 glazed ceramic tiles combining to form an approximately 72 x 104cm decorative panel depicting Lautenschlager with co-driver in the Grand Prix Mercedes.
(24)
£600 - 800
€720 - 950

167 ◇◇
William McMillan RA M DF (1887-1977): Hon Charles Rolls & Sir Henry Royce, hollow cast bronze busts depicting; Rolls, signed, 66cm high, on inscribed marble plinth; Royce, signed and dated 1934, on inscribed marble plinth, 68cm high, both mounted on wheeled wooden pedestals, (bust of Rolls detached from base).
£2,000 - 3,000
€2,400 - 3,600



168

168
A Rolls-Royce radiator decanter by Ruddspeed, chromed, complete with enamel badge and cap, 19.5cm high.
£250 - 350
€300 - 420



169

169†
A Rolls-Royce radiator sterling silver inkwell, by Saunders and Sheppard, 1929, hallmarked London, in the form of a radiator head with Spirit of Ecstasy mascot, the lid opening to inkwell reservoir (replaced), 15cm wide.
£2,000 - 2,500
€2,400 - 3,000

170†
A cased set of 36 sterling silver commemorative motoring ingots, by John Pinches Ltd, released in the mid-1970s by the Beaulieu National Motor Museum, each ingot, weighing approximately 68gms, struck with image of a classic road or race car from 1898 to 1938, all contained within a wooden presentation case with key, 41cm wide, together with a complete set of 36 corresponding information cards relating to each ingot.
£2,000 - 2,500
€2,400 - 3,000



170

179



173

174

175



180



175



176

171

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

£80 - 120
€100 - 140

172

Assorted Rolls-Royce automobilia, comprising a watercolour painting on board by Anthony Joseph Wells depicting a Silver Ghost, 28 x 39cm, framed, items mounted with miniature Spirit of Ecstasy figures comprising penholder, ashtray, and letter opener, a decanter, three books and three RREC badges. (Qty)

£250 - 300
€300 - 360

173 ♦

A rare Louis Vuitton running board mounted tool box, circa 1910, mahogany dovetail construction, brass lock and catch with Louis Vuitton rivets to each end, the lid with brass trim opening to separated interior, evidence of some compartment dividers removed and later additions to inside of lid, some damage to rear of interior, measuring 100 x 30 x 33cm overall.

£600 - 800
€720 - 950

174

A Louis Vuitton soft-sided case, 1970s, monogrammed leather, with side-opening curved zip, monogrammed 'J.T.D.', retailed by Saks Fifth Avenue, labelled internally 'Louis Vuitton, Paris, France, Manufactured by The French Co., USA, Under Special License', lacking key, some wear in places, 33 x 53cm x 20cm.

£500 - 600
€600 - 720

175

A Louis Vuitton vanity case, 1970s, monogrammed leather, with two internal compartments and leather strapping, and a small removable jewellery case, with padlock and keys, 25 x 35 x 21cm.

£1,000 - 1,200
€1,200 - 1,400

176†

An Edwardian cased set of Bartholomew's road maps for England & Wales, brown pigskin case by Edward Stanford with nickelled catches, containing a full set of 37 linen backed maps, a leather-bound Contour Road book by Gall & Inglis and complete with measuring wheel housed in the lid, the case 39cm wide.

£1,000 - 1,500
€1,200 - 1,800

177†

A leather-cased gentleman's vanity case with sterling silver accessories, by Harrods, 1924, black leather case with handle, gilt locks and catches, opening to grey watered silk lined interior fitted with six bottles and jars with hallmarked silver caps by T & F Perry of London, leather documents wallet with two bone-handled writing implements, and manicure set with ebony handled accoutrements, and jewellery box, with silver handled mirror, clothes and shoe brushes housed behind straps in the lid, the case 49cm wide with canvas cover, both monogrammed 'A.B.', and with two keys.
£1,000 - 1,500
€1,200 - 1,800

178 ◇

A set of three leather graduated cases, comprising one larger and two smaller cases with sloped fronts in honey leather with leather handles and chromed locks, each with tan watered silk lined interiors with straps and pockets, some water staining to interiors in places, the smaller cases 39 x 46 x 13cm, the larger 81 x 54 x 13cm.

(3)

£400 - 600

€480 - 720

179† ◇◇

A Louis Vuitton steamer trunk, circa 1910, LV monogram canvas covering with metal edging and wooden battens, black painted LV handles to each end and LV lock and catches, the beige canvas interior with quilted interior to lid, bearing label and numbered 139684, with lift-out canvas tray (tear to one corner) with straps and compartments with lid to left side, complete with two original keys, exterior worn with travel labels and destination details painted in white to lid, 100 x 53 x 29cm.

£700 - 900

€840 - 1,100

180 ◇◇

A Louis Vuitton steamer trunk, circa 1910, LV monogram canvas covering with leather edging and wooden battens, black painted LV handles to each end and LV catches, central lock a later replacement, opening to reveal beige canvas interior with quilted interior to lid, bearing label and numbered 145296, with lift-out 'cage' with Louis Vuitton branded canvas straps, some wear to exterior and personalised name 'R.Biskind' painted in white to each end, 81 x 51 x 58cm.

£1,800 - 2,400

€2,100 - 2,900

181† YΦ

A fine and specially commissioned Victorian leather cased travelling drinks/sandwich set for two persons, by Asprey of Bond St, black leather square case with four leather flaps opening out to reveal interior fitted with a pair of leather-covered drinks flasks with integral plated cups with gilt-washed interiors, a plated drinking cup, small glass bottle, and condiments container, a pair of collapsible silver-plated sandwich boxes with gilt wash interiors, two circular plates, and a circular leather panel fitted with folding knives and forks with ivory handles,

many pieces marked Asprey and monogrammed 'P.H.', specially commissioned for a Mrs Washington Hibbert of 12 Hill Street, and marked as such in gilt tooling to leather flaps, some wear commensurate with age, and two leather straps recent replacements by Asprey, the case 19cm wide.

£3,000 - 4,000

€3,600 - 4,800

Important Notice to bidders:

This lot contains or is made of ivory and in February 2014 the United States Government announced the intention to ban the import of any ivory into the USA.



177



181



182

182†

A fine leather-cased travelling cocktail set for six persons, by James Dixon & Sons, circa 1910,

pigskin case with carrying strap, opening to reveal fitted interior with central electro-plated Britannia Metal cocktail shaker containing six stacking drinking cups, surrounded by three curved hip-flasks with maker's marking to the bases, the case 20cm high overall.

£3,000 - 4,000

€3,600 - 4,800

183† ◇

A fine cased 'En Route' picnic set for four persons, by Drew & Sons, circa 1909,

black leather-cloth case, with riveted brass reinforced edges, brass handles, lock and catches, and lid with foot tread, with fall-front opening to reveal red leather-cloth lined interior with wicker framework, fitted with centrally stacked wicker-handled kettle, burner and saucepan, two glass drinks bottles with cups, seven food tins of assorted sizes, enamel tea-cups with wicker handles and accompanying saucers, with rectangular enamel plates housed behind leather straps in the lid, and cutlery fitted into the fall-front, the case measuring 49 x 26 x 34cm.

£15,000 - 18,000

€18,000 - 21,000



183



188

184•

A quantity of mainly 1950s cycling brochures, including Triumph, Raleigh and Phillips, in good order, some duplicates or multiples, together with an issue of The Scottish Cyclist dated March 9th 1904, an early cycling postcard, a John Player cigarette card album, and a quantity of photocopies of assorted late 19th/early 20th Century cycle brochures and spares lists.
(Qty)

£150 - 200

€180 - 240



185



186

185

An 'Ariel Cycles & Motors' double-sided enamel sign, in red and blue on white enamel, some fading, 45 x 50cm.

£250 - 300

€300 - 360

186

A 'Humber Cycles' shaped enamel sign, by Wildman & Meguyer of Birmingham, single sided, in white and black on red enamel, some chips and weathering, 49 x 60cm.

£300 - 400

€360 - 480

187

A Rudge-Whitworth Bicycles enamel sign, made in Germany, in four-colour enamel and featuring the Red Hand logo and 'Johnny Rudge' character, 62 x 45cm.

£500 - 700

€600 - 840

188 ♦♦

A solid tyred safety bicycle, circa 1889, diamond frame with curved top tube and down tube, 1 inch pitch Abingdon Patent chain with direct drive to rear hub, lacking chain guard but retaining fixing bracket, adjustable slotted cranks, white rubber block pedals (over-painted black), the bottom bracket with chain tension adjustment, stamped '796' to underside, curved handlebars with turned wooden grips, sprung spoon brake to front wheel, sprung suspension between headstock and curved front forks, rubber plug foot rests to front forks (white rubber now overpainted black, dried and one missing), 30inch diameter radially spoked front and rear wheels, front and rear mudguards, sprung leather saddle on adjustable bracket with some repairs and patching to the leather, the front bracket mounted with later Lucas Silver King oil illuminated bicycle lamp, dated 5 29.

£1,000 - 1,300

€1,200 - 1,600



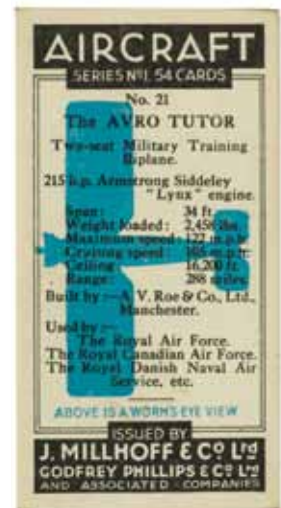
187



189



191



192



192



192

189 ◇

A 1:15 scale flying model of a North American P-51 'Mustang', finished in green with red panels, checker board nose and rudder, 71cm wingspan, fitted with Russian MDS engine numbered 00051970, with control solenoids but lacking radio control receiver, used.

£250 - 350

€300 - 420

190

A British South American Airways poster, late 1940s, after artwork by Charles Shepherd (British, b.1892), marked Shep in lower right corner, printed in blue and yellow on white paper, 96 x 59cm, framed and glazed.

£300 - 400

€360 - 480

British Latin American Air Lines were a company founded in 1944 and renamed as British South American Airways late in 1945. The company's first commercial flight was in a Avro Lancastrian called 'Star Light' from Heathrow to South America on 1 January 1946. BSAA was nationalised and state-run by the British Overseas Airways Corporation on 1 August 1946, and the name BSAA disappeared from use when the company fully merged with BOAC on 1 January 1950, to become the South American Division of BOAC.

191

Three painted aircraft profiles, comprising a deHavilland DH 112 Venom, three views cut-out on paper mounted on foam board 69 x 61cm, 6 cut-out views of the B-26 Marauder 'Mild and Bitter', the first British based bomber of World War II to reach 100 successful sorties with no loss or injury to crew, 62 x 58cm, framed and glazed, and World Speed Record Holder Fairey Delta 2 number WG774, 7 x 40cm, framed and glazed.

(3)

£100 - 150

€120 - 180

On 10 March 1956 the Fairey Delta 2 broke the World Air Speed Record, raising it to 1,132 mph (1,811 km/h) or Mach 1.73, an increase of some 300 mph (480 km/h) over the previous record, and thus becoming the first aircraft to exceed 1,000 mph (1,600 km/h) in level flight.

192

A rare set of J. Millhoff & Co Ltd 'Aircraft' cigarette cards, early 1930s,

fifty four cards, with rare blue back 'worm's-eye view', display mounted, with glazed front and rear in two frames.

(2)

£200 - 300

€240 - 360

193

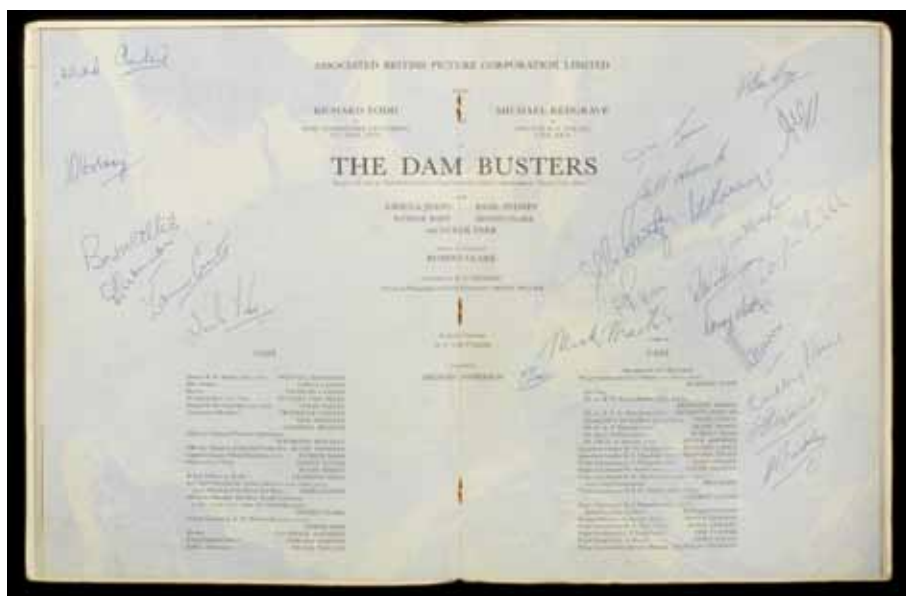
A rare Doncaster Aviation Meeting 1909 official souvenir programme, together with aviator signed related ephemera

printed covers and eight page sleeve with list of aviators, together with two contemporary aviation postcards signed S.F. Cody, Schreck, Blon, Roger Sommer, Camille etc; a 1909 'Aviation in England' programme with aviation related advertising and related aviation press cuttings. (7)

£300 - 500

€360 - 600

The Doncaster Aviation Meeting held on October 15th to 25th 1909, was the first official flying meeting in England.



194

194
A rare autographed programme for the Repeat World Premiere of the film 'The Dam Busters', 17th May 1955, the first page signed by Richard Todd, the centrefold signed by Leonard Cheshire, Barnes Wallis, Lawrence Curtis, Neville Duke, and 'Operation Chastise' crew members Harold Hobday (Navigator, Lancaster AJ-N), David Shannon (Pilot, AJ-L), Ken Brown (Pilot, AJ-F), Bill Howarth (Front Gunner, AJ-W), Joe McCarthy (Pilot, AJ-T), Bill Townsend (Pilot, AJ-O), Percy Pigeon (Wireless Operator, AJ-W), Mick Martin (Pilot, AJ-P), Frank Tees (Rear Gunner, AJ-C), Don Maclean (Navigator, AJ-T), Raymond Wilkinson (Rear Gunner, AJ-O), Douglas Webb (Front Gunner, AJ-O), Danny Walker (Navigator, AJ-L), Dudley Heal (Navigator, AJ-F), Frank Appleby (Flight Engineer, AJ-W), Jack Buckley (Rear Gunner, AJ-L) and three others, the inside front cover with Royal Enclosure ticket taped in, programme 8¾ x 11¼ inches (22.3 x 28.5cm) closed
£500 - 600
€600 - 720

This charity screening was held on the twelfth anniversary of the Dams Raid at the Empire Cinema, Leicester Square. Charles Penley, whose name is on the ticket, was the General Manager of the Empire Theatre 1945-1958.

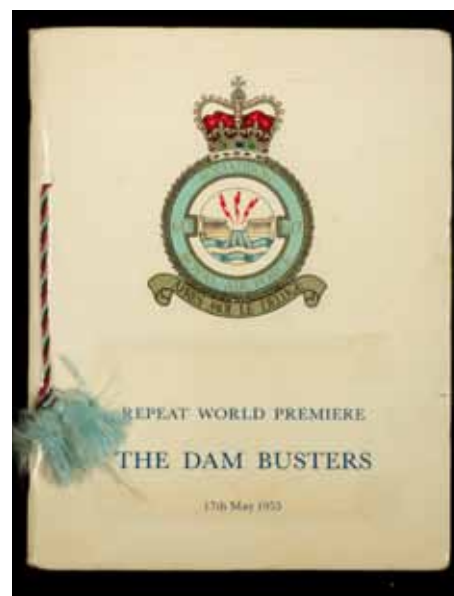
This lot is sold on behalf of Oxfam.

195•
Widfelt & Wegmann: Making for Sweden, 2 Volumes,
together with other aviation titles.
(Qty)
£300 - 500
€360 - 600

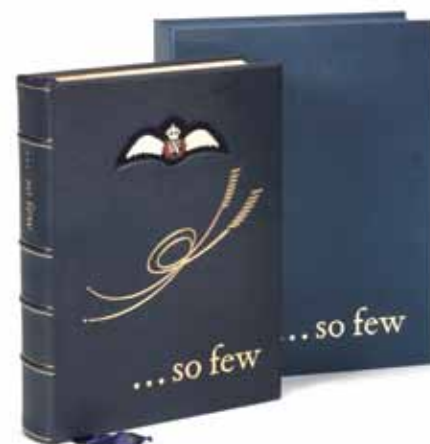
196•
So Few...
"Folio Dedicated to All Who Fought and Won the Battle of Britain 10th July - 31st October 1940", originally sold to benefit the Royal Air Force Benevolent Fund, 1990, number 201 of 401, leather bound, contains the signatures of 25 Battle of Britain pilots, in library, box cover, 4to, together with certificate, two letters relating to the presentation and the original packing box.
£500 - 700
€600 - 840

197 ◇
A Royal Aircraft Establishment armorial crest, formerly mounted on the gates at RAE Bedford, from 1954 onwards,
cast alloy with relief design, with painted finish, depicting Pterodactyl above a crowned helmet and shield, with scrolled Latin motto "Alis Aptas Scientia" (Wings with Knowledge), 70cm high.
£800 - 1,200
€950 - 1,400

198 ◇
A Gipsy twin bladed wooden propeller,
wooden laminated construction, the hub with 8 radial bolt-holes and marked 'DRG DH51 80/14 GIPSY II LHT D 64 P 5'6"' to one side and 'LP 258 IO 36' to the other side, and 'RS/7/38' to the front of hub, the blades painted in olive green with black leading edges and one blade bearing 'Reconditioned by Horden-Richmond Aircraft Ltd, Chesham' decal, 194cm long overall, together with metal cowling.
(2)
£500 - 600
€600 - 720



194



196



197



198

199

A twin bladed wooden aircraft propeller to fit 525Hp Rolls-Royce Kestrel IIs, 1936, painted black with beige tips and brass leading edges, the hub shaped to fit Hawker Fury MkI and Hawker Demon, with eight radial bolt holes and steel plate(detached), one blade applied with brass plaque stamped 'Watts B 411/4 - Kestrel IIS R.H. - D.10.75 P.12.13 - C 3710 44500 AUG 1936', measuring 330cm tip to tip and offered together with steel central hub and plate bracket for wall mounting.

(2)

£600 - 800

€720 - 950



199

200

An Avro Anson twin bladed wooden propeller for an Armstrong Siddeley Cheetah aero-engine, 10 May 1941, laminated wooden construction with painted tips and stamped 'ANSON DGR NO 000ISSI CHEETAH II 10 MAY XXXXI' on the hub, the front of the hub applied with a metal plate, eight mounting holes, drilled and filled with composite material, 224cm diameter, the front of each blade decorated with a 1938 London-Paris aviation scene.

£800 - 1,200

€950 - 1,400



200

The Armstrong Siddeley Cheetah was a seven-cylinder air-cooled aircraft radial engine of 834 cu in capacity, made from 1935-1948.

201

An Integral Propeller Company two bladed wooden propeller for a 120ps 6 cylinder Argus engine, German, circa 1915, made by the German subsidiary factory of the French Integrale Co and British Integral Propeller Co Ltd to Lucienne Chauvier's patented design under Deutsches Reich Patent, varnished laminated wooden construction, with remains of Integral DRP transfers and German Iron Cross transfers on front of each blade, the hub stamped 'INTEGRAL PROPELLER 88681 D245 8189 120PS ARGUS 6 CYL', 245cm diameter, six drilled mounting holes and 7.8cm diameter central hole.

£800 - 1,200

€950 - 1,400



201

The 6 Cylinder Argus 120ps ASII is an in-line liquid cooled aero engine, the majority of which were fitted to Albatros BIIa, Gotha LE1, LE2, Halberstadt DII, DIII, DV and Jeanin Taube aircraft, all scout types, used as fighting scouts or for reconnaissance or training purposes in the early part of WWI.



202

202 ◇◇

A World War I propeller from a Royal Aircraft Factory SE5, circa 1917, wooden two bladed laminate construction, 240cm long (7 feet 10 inches), the fabric covered tips painted drab orange, the hub stamped 'DG 28086, D 7 10, HP 150 H Suiza, SE5, G77 N84 4097', stamped with AID broadarrow marks (Aeronautical Inspection Department), and marked with a letter 'A' and military broadarrow mark, the central hub painted red and green, with traces of red on the propeller tips, some marks to painted surface.
£1,100 - 1,300
€1,300 - 1,600

203 ◇◇

An Airco DH4 four bladed wooden aircraft propeller to fit Rolls-Royce Eagle, 1916-1918, wooden laminates with brass reinforced leading edges and tips, the hub with eight radial bolt holes with bolts and branded to the side in two places, 'G688N85 AB665 LH D3040P3040 275HP ROLLS ROYCE', measuring 308cm tip to tip.
£1,800 - 2,200
€2,100 - 2,600

The Rolls-Royce Eagle aero engine was an air cooled V12, three versions of the engine produced 275Hp, the Eagle V used 1916-17 with a high-lift camshaft, 100 built at Derby, the Eagle VI 1917 first use of twin spark plugs, 300 built at Derby and the Eagle VII 1917-18, 200 built at Derby.

204 ◇◇

A rare Scott 'Flying Squirrel' light aero-engine to fit Flying Flea aircraft, 1935, 16/34 bhp, Mk A2S, engine number 5033, 652cc, two-cylinder engine with bore 73mm and stroke 78mm, providing 16bhp at 3,200 rpm and 34bhp at 5,200 rpm, inspection cap missing, complete with Amal side-draught carburettor and BTH magneto, lacking cap, mounted in a metal display stand.
£1,200 - 1,500
€1,400 - 1,800





Motor Cars

2pm

Images of each lot can be found at:
www.bonhams.com/21899





301

1966 Reliant Regal Van 'Only Fools and Horses' Replica

Registration no. DHV 939D

Chassis no. 664921

Engine no. 105971

Ranking alongside Inspector Morse's Jaguar Mk2 and Jim Bergerac's Triumph Roadster, the Reliant Regal owned by Trotter's Independent Trading – aka Derek 'Del Boy' Trotter and his younger brother Rodney – is one of the most readily recognised vehicles on British television. The grubby yellow Reliant is one of the stars of the hit TV series 'Only Fools and Horses', co-starring with David Jason (Del Boy) and Nicholas Lyndhurst (Rodney). Immensely popular, writer John Sullivan's award-winning 'Only Fools and Horses' ran from 1981 to 1991, with subsequent Christmas Specials, and holds the UK sitcom single-episode record for the most viewers (24.3 million in 1996). Representing an opportunity to acquire a vehicle with considerable promotional potential, this detailed replica of the Trotter's Traders Reliant Regal is registered only one digit later than the original ('DHV 938D') which was displayed in the 'Cars and Stars' museum in Keswick prior to its closure. According to the accompanying V5 registration document, the Reliant has had only two former keepers. Described as in generally good condition, it is MoT'd until January 2015 and will have been driven to the sale.

£3,000 - 5,000

€3,600 - 6,000

No Reserve



302

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

Registration no. 8910 NE

Chassis no. 860485

Engine no. R5362-9

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. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time. This early E-Type coupé's accompanying old-style continuation logbook, issued in 1968, lists three owners prior to the current vendor, who has owned the car since 1973. The Last MoT'd in 1975/76 (certificate available), since when it has been off the road in dry storage, '8910 NE' has covered a believed-genuine 85,970 miles from new and is presented in 'barn find' condition, ripe for sympathetic restoration. The E-Type retains its original Carmen Red colour scheme and toolbox (within the spare wheel) and is said to have suffered no accident damage apart from some superficial dents. Offered without reserve and sold strictly as viewed, the car comes with a quantity of spares to include front and rear bumpers and headlight glass, bowls and chrome surrounds.

£12,000 - 16,000

€14,000 - 19,000

No Reserve

303

1963 Jaguar E-Type 'Series 1' 3.8-Litre Coupé Project

Registration no. 231 HEW

Chassis no. 860977

Engine no. R8574-9

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. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150. With a claimed 265bhp available E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. This early E-Type coupé has been in the current vendor's possession since 1976. Last MoT'd in 1976/77, since when it has been off the road in dry storage, '231 HEW' has covered a believed-genuine 75,765 miles from new and is presented in 'barn find' condition, ripe for sympathetic restoration. The E-Type retains its original yellow colour scheme and toolbox (within the spare wheel) and is said to have suffered no accident damage apart from some superficial dents. Offered without reserve and sold strictly as viewed, the car comes with two expired MoTs and an old-style V5 registration document.

£12,000 - 16,000

€14,000 - 19,000

No Reserve



304

1990 BMW 325i Convertible

Registration no. XO1 7195

Chassis no. WBABB22030EC15578

Engine no. 21194758

'Convertibles based on existing saloon models are always difficult to engineer and do not usually sell in very great numbers. BMW started from scratch to ensure a high quality end-product and the main criticism of the 325i Convertible would seem to be the amount of time a potential customer has to wait to take delivery of what is surely destined to be a classic of its kind.' – *Autocar*. Offering a combination of high performance, exquisite style and full four-seater convenience, the 325i was an instant success and, as *Autocar* predicted, has since become recognised as a modern classic. An automatic transmission model finished in Calypso Red metallic with blue leather interior, this exceptionally original 325i Convertible is understood to have spent a long time on Cyprus where it was kept garaged; hence the lack of rust, crack-free dashboard and still bright paintwork. The car was sold by its lady owner to a new owner in the UK, who dry stored it, before passing to the current vendor. We are advised by the latter that he has written to the previous lady owner and expects to have further details of the car's early history by time of sale. Described as in generally excellent condition, with very good bodywork and paint, only 51,000 miles from new, this stylish soft-top comes with sundry bills, current road fund licence, MoT to February 2015 and V5C registration document.

£4,000 - 6,000

€4,800 - 7,200

No Reserve





305

1985 Mercedes-Benz 380SL Convertible

Registration no. B767 EOC

Chassis no. 1070452A026409

Launched in 1980, the 380SL convertible and 380SLC coupé retained the Type 107 bodysell first introduced in 1971/72 in virtually unchanged form apart from the addition of a front spoiler. The newcomers supplanted the outgoing '350' models and were produced alongside the outwardly similar 280 and 500SL/SLCs. Power unit was an enlarged (to 3,818cc) and improved version of the existing 3.5-litre overhead-cam V8, though after little more than a year the 380SL was re-engined with a longer-stroke, 3,839cc V8 in the interests of better fuel economy and reduced emissions. The running gear followed Mercedes-Benz's established pattern, comprising all-independent suspension and four-wheel disc brakes, while the new four-speed automatic transmission was standard equipment. Top speed was in excess of 130mph. Superbly constructed, elegantly styled and supremely well equipped, Mercedes-Benz's top-of-the-range 'SL' coupés and cabriolets have long been recognised as symbols of wealth and prestige, attracting a distinguished and discerning clientele. The 380SL convertible offered here was first owned by the vendor's titled grandmother. Sold to a garage, it was immediately repurchased by the current owner who could not bare to see the car leave the family. It has been used as a second car, covering relatively few miles since acquisition (the current odometer reading is circa 59,000). Regularly maintained, 'B767 EOC' benefits from an engine rebuild carried out in 2013 (bill on file) and is described as in generally good condition. The car is offered with sundry invoices, current MoT/tax and V5C registration document. A later stereo system is the only notified deviation from factory specification.

£4,000 - 6,000

€4,800 - 7,200

No Reserve



306

1989 Jaguar XJ-S HE V12 Coupé

Registration no. G180 VHK

Chassis no. TBA

Engine no. TBA

Conceived as a comfortable and long-legged Grand Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S debuted at the 1976 Frankfurt Motor Show as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s, the USA's expected ban on open cars having failed to materialise. One of the most important developments in the evolution of the V12-powered XJ-S was the introduction of the HE (High Efficiency) engine in 1981. Incorporating a new design of cylinder head, this more fuel-efficient unit enabled the top-of-the-range XJ-S to meet tighter worldwide emissions legislation. An automatic transmission model, this V12-engined XJ-S HE coupé was supplied new via Grange Motors of Brentwood to a Mr T Coe. The current vendor purchased the Jaguar at auction in June 2013, at which time it was being offered from long-term ownership of 22 years having covered only 58,000 miles from new. 'G180 VHK' is finished in blue with cream leather interior and is described as in generally very good/excellent condition, benefiting from a recent service and a new air conditioning compressor. Currently taxed and MoT'd, the car comes with full Jaguar service history from new and a massive history file that also contains the original order form and bill of sale together with current V5C and all old tax discs and MoT certificates from new.

£5,000 - 7,000

€6,000 - 8,500

307

Left-hand drive

1971 Citroën DS20 Saloon

Registration no. AKE 64J

Chassis no. 8000850

Engine no. 0561018857

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. Imported in 1998, this left-hand drive DS20 benefits from long-term ongoing restoration and is described as in generally very good condition. Bills for parts purchased and work carried out are available and the car also comes with current road fund licence, MoT to January 2015 and V5C registration document.

£8,000 - 10,000

€9,700 - 12,000



308

Left-hand drive

1979 Porsche 928 Coupé

Registration no. SAZ 5826

Chassis no. 9289201892

Imported from one of the USA's dryer states in 1988, this early Porsche 928 was acquired by the immediately preceding owner in January 2011 and later that same year underwent full restoration by leading UK marque specialist Paul Anderson to bring it up to its current high standard. The car has had a complete re-spray in its original colour of black metallic (Porsche paint code 708). All windows were removed during restoration and a new windscreen and rubbers fitted. The electrical system has been fully overhauled to ensure that everything works as Porsche intended, while the US-specification headlamps have been changed for European versions. The leather interior (an optional extra at the time of manufacture) remains very original and exudes a lovely patina. Reconditioned, including a top-end overhaul, new water pump and new cam belt, the 4.5-litre V8 engine is to European (240bhp) specification, replacing the less powerful, catalyst-equipped US version. Complementing the engine is the sought-after five-speed manual gearbox, which is in fine order with good synchromesh on all gears. The brakes are nearly new and the suspension is said to be excellent with optional Bilstein shock absorbers all round. The alloy wheels have been professionally refurbished and powder coated to ensure a long-lasting finish. The current vendor purchased the Porsche at Bonhams' sale at the RAF Museum, Hendon in April 2012 (Lot 323) since when it has covered only a relative handful of miles. Along with its original Driver's Manual and Maintenance Book, 'SAZ 5826' comes with a substantial folder of service history detailing work undertaken since the car entered the UK. Bills for servicing alone total over £10,000 and those relating to the restoration are on file also together with every UK MoT certificate. Representing a superb, value-for-money alternative to the equivalent Grand Tourers from Mercedes-Benz, Jaguar or Aston Martin, this recently restored 928 is offered with current road fund licence, MoT to August 2014 and V5C registration document.

£5,000 - 7,000

€6,000 - 8,500





309

1967 Mercedes-Benz 250SL Convertible

Registration no. GTJ 250F

Chassis no. 1130422004662

Engine no. 1299822002425



'Every driver who has more than a purely utilitarian interest in automobiles should drive a Mercedes-Benz 250SL at least once in his life. The car is an almost perfect yardstick against which to measure any other car. There are cars with better acceleration, cars with better brakes, cars with better roadholding. But there is no car we can think of that has such a remarkable good balance of performance, safety and comfort, and has them in such an absolutely civilised structure.' - *Car & Driver*.

First produced late in 1966, the 250SL used the same bodyshell as the 230SL that had founded this spectacularly successful sports car dynasty, and which it replaced. Minor improvements were made to the interior, but the major differences were the new 2.5-litre six-cylinder engine - as fitted to the 250SE - and disc brakes instead of drums at the rear. The new car's top speed of around 120mph remained the same but the larger engine significantly improved flexibility and responsiveness. The 250SL was built for just one full production year before being superseded by the 280SL and is thus one of the rarest of the family. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their era and are highly sought after today.

This right-hand drive 250SL affords the convenience of four-speed automatic transmission and is finished in white with red leather interior. 'GTJ 250F' was purchased by the current vendor in 1987. Previously light brown, the car was repainted red in the early 1990s and repainted again circa 2005, while the interior was re-upholstered and fitted with new carpets and door cards in 2012. The original convertible hood is retained and the car also comes with its original hardtop. A new front grille was fitted in 2011. While in the enthusiast vendor's hands the Mercedes has been service by local garages in London; well maintained, it has been used sparingly, covering on average only some 3,000 miles annually.

Described as in generally very good condition, starting instantly and running well, the car is offered with sundry restoration invoices, current MoT/tax, V5 registration document and its original handbook, service history, Blaupunkt radio manual and guarantee. Ready to enjoy, this is a timeless classic and iconic motor car that still represents great value for money today.

£20,000 - 30,000

€24,000 - 36,000



310

Left-hand drive

1962 Chevrolet Corvette Roadster

Registration no. CSK 327

Chassis no. 208675101569



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on Harley Earl's EX-122 show car of 1952, the Corvette made use of existing GM running gear, suitably modified, and a shortened chassis frame around which was wrapped striking glassfibre coachwork. A novelty at the time, glassfibre construction kept tooling costs down to a level commensurate with low-volume production and enabled the 'Vette to go from design to introduction in less than two years. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six. Unusually for a sports car there was automatic transmission: GM's two-speed Powerglide.

The Corvette in its second (1956-onwards) incarnation evolved slowly, acquiring a four-headlight front end for '58 and a restyled 'duck tail' rear, before gaining a quartet of tail lights and an enlarged trunk for '61. The 'Vette was face-lifted and improved annually, with more and more options becoming part of the car's standard inventory in the process; in 1962 a stock Corvette came with an electric clock, rev counter, heater/de-froster, seat belts, windshield washer and outside rear-view mirror. Major chassis engineering changes were few but included a new rear anti-roll bar and aluminium radiator.

The big news for '62 was the introduction of a 327ci (5.4-litre) V8 engine with maximum outputs ranging from 250bhp to 360bhp on fuel injection. Equipped with the latter (RPO 582) unit, the Corvette was a genuine 140mph car. Chevrolet totally redesigned the Corvette as the 'Sting Ray' for 1963, making the '62 model one of the more collectible.

Fitted with the front grille from an earlier-series car, preferred by a previous owner, this restored '62 Corvette was purchased by the current vendor at Brooks' sale at Ascot Racecourse in July 1995 (Lot 540) having been imported from the USA. Since acquisition, 'CSK 327' has been well maintained by the vendor's in-house mechanic, works carried out having included a complete rebuild of the suspension. Finished in black/white with black vinyl interior, the car is offered with current MoT and V5 registration document. Sounding superb and ready to enjoy, this iconic 1962 Corvette is perfect for European touring.

£30,000 - 40,000

€36,000 - 48,000



311

Circa 15,000 miles from new
1987 Lamborghini LM 002 '4x4'

Registration no. D149 ELN

Chassis no. ZA9L00000HLA12054

One of the most exciting and exclusive off-road vehicles ever conceived, the Lamborghini LM 002 resulted from the marriage of the Countach QV supercar's 5.2-litre V12 to a functionally - some would say brutally - styled '4x4', the union resulting in scintillating performance and a top speed in the region of 125mph (200km/h).

This state-of-the-art engine drove through a five-speed ZF heavy-duty transmission and two-speed reduction gearbox offering a choice of ten speeds and two- or four-wheel drive. Mounted on a tubular steel chassis, the distinctive five-door body was hand made in glassfibre (wings, bonnet, roof) and aluminium (doors) and the LM 002 came equipped in a manner one would expect from one of the world's foremost supercar manufacturers, with sumptuous leather-trimmed interior and air conditioning as standard.

The LM 002 resulted from a series of stillborn off-road prototypes originally conceived with military use in mind and was first announced in the autumn of 1985, with deliveries commencing the following year. Customers could specify their own level of equipment ranging from luxurious opulence and one end of the scale to Spartan functionality at the other. To cope with the desert terrain that was assumed to be the LM 002's natural home, Pirelli was commissioned to develop special tyres and came up with the 'Scorpion', a design available in two different tread patterns (mixed use and sand only) that could be run virtually flat.

It was only natural that such an 'over the top' vehicle would attract wealthy high-profile customers, and the first LM 002 is reputed to have been sold to HRH King Hassan of Morocco. Formula 1 World Champion the late Ayrton Senna was another high-profile owner, commissioning an LM 002 complete with estate car-type rear enclosure.



In the USA the vehicle became known as the 'Rambo Lambo' for obvious reasons. Derivatives included the LM 003, a diesel-powered military model that never got past the prototype stage, and the LM 004, which used Lamborghini's 7.2-litre V12 engine intended for powerboats.

One of only 328 LM 002s produced between 1986 and 1992, this example first belonged to Italian racing driver Mario Ricci. An active competitor in Italian national and international sports car races from around 1949 to 1956, Ricci took part in the Mille Miglia, Targa Florio and Carrera Panamericana, achieving his best result in the latter in 1953 when he shared a Ferrari 375MM with Umberto Maglioli and Forese Salvati, finishing 6th. Ricci owned a number of other Lamborghinis including a Countach, a Diablo and Senna-style LM 002, which he commissioned for use in his South African game park.

After Ricci's death in 2001, his two LM 002s were purchased by the current vendor, a family friend and Lamborghini collector, though it would be 2006 before the South African authorities agreed to them being exported. With so many cars in his collection, Ricci used each of them only infrequently, and this LM 002 has covered only 24,000 kilometres (approximately 14,900 miles) from new.

Accompanying paperwork consists of sundry invoices, current MoT certificate and V5C registration document. Ready to cruise the boulevards of St Tropez or the sands of the Sahara Desert, this original and un-restored represents a rare opportunity to acquire a fine example of the vehicle likely to retain its unofficial 'world's fastest off-roader' title well into the foreseeable future.

£80,000 - 120,000
€97,000 - 140,000



312

In current ownership for over 40 years

1966 Aston Martin DB6 Vantage Sports Saloon

Registration no. MRK 123D

Chassis no. DB6/2534/R

Engine no. 400/2515/V

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons, and thus considered by many to be the last 'real' Aston, the DB6 was introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows.

Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

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

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



Motor clearly appreciated the power and poise of their test Vantage: 'In an effortless way that few other cars can match, the DB6 makes an overall speed limit of 70mph look quite ridiculous. At its maximum speed of more than twice this, it is reassuringly stable, probably more so than many cars struggling to maintain their 70mph convoy speed. If you need to stop from high speed the brakes are outstandingly powerful, a point which really needs remembering if there is a less well endowed vehicle behind; and the handling in both wet and dry conditions is superior to all but a couple of the production two-seater sports cars we have tested.'

It is an irony that, having brought the original DB4 concept to perfection in the form of the DB6, Aston Martin chose to change direction with the larger DBS and successor V8-engined models. Today the accomplished DB6, despite being the most evolved and practical of the original DB family is also, somewhat paradoxically, the most affordable.

This DB6 Vantage was purchased privately from the previous owner in London in 1973 and thus has been in the current vendor's hands for over 40 years. Bare-metal re-sprayed in the early 1990s by ace 'chassis man' Barry Woods (photographs on file), the car has been off the road for the last ten years and will require mechanical re-commissioning prior to further use.

Only five miles have been covered since the last MoT certificate was issued in 1998, the current odometer reading being 427 miles (100,427 miles in actual fact). Finished in Silver Birch with black leather interior, the car is offered with V5 registration document, a quantity of expired MoTs and sundry restoration invoices from Post Vantage Engineers dating back to the 1990s, totalling some £13,000.

£90,000 - 120,000
€110,000 - 140,000

313
No Lot



314

The property of David Dimbleby
1972 Citroën DS21 EFI (see text) Pallas Saloon

Registration no. TNF 650K

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, a JVC audio system and fitment of carburettor in place of fuel injection. 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 Pallas is offered with current MoT/tax and V5C registration document.

£9,000 - 12,000

£11,000 - 14,000



315

Left-hand drive

1956 Ford Thunderbird Convertible with Removable Hardtop

Registration no. 889 XUV

Chassis no. P6FH 290051



Conceived to challenge Chevrolet's Corvette sports car, the classic Thunderbird convertible debuted in October 1954 for the 1955 model year and was one of the first models to feature Ford's new overhead-valve V8 engine. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, beating the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. Its success took Ford by surprise: 16,000 were sold in the first year when a total of only 10,000 had been expected, and the production run over three years exceeded 53,000. Despite its success, the original concept soon was abandoned and a larger - and slower - four-seat version introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight. Today the 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles.

This example has several desirable options such as Ford-O-Matic transmission and the factory hardtop. Purchased by the current vendor at Bonhams' Carmel, USA auction in August 2009 (Lot 203), the car was said to have had only three owners from new while the odometer reading of 79,350 miles was deemed correct. It underwent a frame-on restoration by marque specialists in 2002 when the original 312ci 215bhp Thunderbird Special V8 and Ford-O-Matic automatic transmission were rebuilt and the fuel and brake systems overhauled.

Early in 2009, the Thunderbird was refinished in Raven Black, followed by four coats of clear lacquer. The previous owner stated that there was no evidence of rust, filler or crash damage, and that all the body panels appeared original. The coral and white interior is mostly original, while some worn interior items have been replaced with authentic Ford parts. Other noteworthy features include faux wire wheel hubcaps (a 1956-only option) and a factory dress kit for the engine. In addition, this Thunderbird has been upgraded with professionally installed air conditioning and concealed ventilation fans for enhanced cockpit comfort, together with a four-core radiator, heavy-duty fan and auxiliary electric cooling fan.

After purchase, the vendor registered the car in the UK, had some minor problems sorted out and then shipped it to his home in the South of France. Used during summer months for local trips, including visits to Monte Carlo, this beautiful Thunderbird has been great fun to own and given much enjoyment. A fine example of this iconic American model, the car is offered with extensive history, a genuine owner's manual, current road fund licence, fresh MoT and V5C registration document.

£22,500 - 25,000

€27,000 - 30,000



316

***The ex-Jaguar Experimental Department/Lofty England/
The only E Type Jaguar fitted by the works with an overdrive from new
1967 Jaguar E-Type Series 1 4.2-Litre 2+2 Coupé***

Registration no. VYY 67E

Chassis no. 1E50706DN

Engine no. 7E51793-9

Although conceived and developed as an open sports car, the Jaguar E-Type debuted at the 1961 Geneva Salon in coupé form, causing a sensation with its instantly classic lines and 150mph top speed. Aerodynamically, the coupé was superior to the roadster and a more capable Grand Routier, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration.

Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 'family friendly' 2+2 coupé variant on a longer wheelbase. With the 2+2's increased length and additional rear seats came greater headroom, more luggage space and improved heating/ventilation. This longer wheelbase also brought with it the space to accommodate an automatic gearbox, the unit chosen being the tried and tested Borg-Warner Model 8.

Overdrive had been an option on the preceding 'XK' range of Jaguar sports cars and continued on its contemporary saloons but was never offered on the E-type, the experimental car presented here being the only known factory-built example. Its chassis number is '1E50706DN', the 'DN' suffix as always in Jaguar nomenclature indicating the presence of an overdrive. The accompanying Jaguar Heritage certificate records the first owner as 'Jaguar Cars Ltd Experimental Department for Mr England', the latter being the legendary Frank Raymond Wilton 'Lofty' England. 'Lofty' England had joined Jaguar from Alvis in 1946, taking the job of service manager.



His pre-war experience, following the completion of an apprenticeship at Daimler, had included spells as a race engineer working for Whitney Straight, ERA, Dick Seaman and the Siamese Princes Chula and Bira. When Jaguar began to exploit the competition potential of its new XK120 sports car, England's track record made him the logical choice for the crucial role of team manager. By the time the works effort was wound up at the end of the 1956 season, Jaguar had won the prestigious Le Mans 24-Hour Race four times, the '56 victory going to the D-Type entered by Écurie Écosse, which repeated the win the following year.

Returning to mainstream management, England was appointed assistant managing director in 1961 and eventually succeeded Sir William Lyons as Jaguar's Chairman and Chief Executive. He retired in 1974 and died in 1995 aged 83, having done more than anyone other than Lyons himself to determine Jaguar's policies and public image.

Manufactured in January 1967 and delivered in March of that same year, '1E50706DN' remained with Jaguar for the next couple of years before passing to its second owner, Keith Ballisat, in August 1969. Jaguar would not normally have sold an experimental car to a private owner but Keith Ballisat was no ordinary Joe. Competitions Manager with Shell Oils, he had previously enjoyed a successful career as a rally driver/navigator and circuit racer with experience of Formula Junior and Formula 2 single-seaters, and was one of the 'movers and shakers' in the motor racing world of the 1960s.

Formerly registered 'OMU 104E', the E-Type appears to have previously belonged to one N Brady, Esq, whose name is on a detailed invoice on file relating to its extensive restoration in 1986 by D W Autos of St Leonards on Sea, East Sussex. There is also an album of photographs recording the work. Described as in generally good condition, this unique Jaguar E-type is offered with V5 registration document and a fresh MoT.

£45,000 - 65,000
€54,000 - 78,000



317
Left-hand drive
1966 Ford Race Car Transporter
 Registration no. TRX 527D
 Chassis no. F35YE846234



This Ford race car transporter was originally purchased as part of a package deal when the owner wanted to buy a 'continuation model' Thunderbolt race car from the American tuning and racing preparation company, Holman & Moody, which during the 1960s, '70s and '80s built almost all of Ford's official competition cars in the USA. The idea was to present the race car on the back of the truck as a 'package' for historic racing. The truck was partially restored, repainted in Holman & Moody period-correct racing livery and then taken to the company's premises where it was finished.

At around this time the current vendor was looking for a period race transporter to support his historic touring car team and thought that this vehicle would make a great impression in the paddock. The original owner had begun to show signs of ill health and it is believed that he cancelled the order for the Holman & Moody race car for this reason. The current vendor approached the owner and bought the truck while it was still at Holman & Moody's factory in the USA. Sadly, the original owner later died.

Lee Holman completed the work on the truck and was paid for doing so by the current owner. The vehicle was then shipped to the UK where it was modified to meet MoT and DVLA roadworthiness requirements. Eventually, on 1st November 2010, the truck was registered in the UK as 'TRX 527D'. Since then it has rarely been used outside the owner's premises as the growth of the team to three cars meant that a larger transporter had to be purchased. Fewer than 500 miles have been covered since the vehicle's arrival in the UK in 2010. Registered as 'Private Light Goods', it can be driven without an HGV licence.

Left-hand drive, the truck is powered by a 5,768cc V8 engine while other noteworthy features include manual transmission, 'beaver tail' ramp bed, modern trailer winch and tow bar, modern radio and a security cut-out switch. Described as in generally good/very good condition, the vehicle is MoT'd and taxed to January 2015 and comes with V5C registration document. A guaranteed centre of attention in any historic motor sports paddock, this would be the ideal way to arrive at Goodwood with one's Falcon, Mustang or Galaxie on the back.

£14,000 - 18,000
€17,000 - 22,000



318
1954 Sunbeam Alpine MkIII Roadster
 Registration no. NMJ 770
 Chassis no. A350024100
 Engine no. A3500241



Aimed squarely at the North American market, the Sunbeam Alpine roadster was based on the existing Sunbeam-Talbot 90 saloon with styling input from Raymond Loewy. The 90's chassis and running gear were retained, the former suitably stiffened to compensate for the reduced rigidity of the open-topped bodyshell, while the front suspension was stiffened and the steering revised. To enhance the Alpine's sporting credentials, the 2,267cc four-cylinder overhead-valve engine received a power boost to 80bhp courtesy of a revised cylinder head.

Initially for export only, the new Alpine did not reach the UK market until the autumn of 1953, but before then the new model's launch had been enhanced by a blaze of publicity following successful record breaking attempts at Monthéry, France and Jabbeke in Belgium where Stirling Moss achieved a maximum speed of 120mph. Nevertheless, despite valuable exposure accruing from these exploits and numerous class wins in the Alpine rallies, the Alpine was unable to counter the price advantage enjoyed by its rivals and was dropped in 1955.

Sold new to one Kenneth Kirkland of Bracknell, this mechanically restored Sunbeam MkIII has had only three owners from new having been purchased from the second – J G Ody of Highbury – in May 1979. Since acquisition the car has been serviced annually by Maygrove Motors, London and is described as in generally very good condition mechanically, running very well and sounding healthy. It is estimated that around £7,000 has been spent on its refurbishment. A new convertible hood was fitted in the 1980s; the paintwork though is believed original and would benefit from attention. We are advised that the interior's seats and door cards are not original and that the car comes with a new white tonneau cover and new red carpets (not yet fitted).

Other noteworthy features include a correct radio, negative-earth electrics, concealed radio/cassette and period extras such as wing mirrors, auxiliary lights, whitewall tyres, wheel trims and badge bar. The car also comes complete with its original detachable side windows, starting handle, tool kit and workshop manual. It should be noted that the speedometer was changed in 1992 at 54,000 miles, since when fewer than 1,500 have been covered making the total from new less than 55,500 (old speedometer supplied). The extensive history file contains numerous MoT certificates verifying the recorded mileage. Taxed until December 2014 and MoT'd until 14th September, the car is offered with copy old-style logbook and a quantity of spare parts.

£14,000 - 18,000
£17,000 - 22,000



319

1994 Mercedes-Benz SL320 Convertible

Registration no. M739 XNK

Chassis no. WDB1290632F106387

Engine no. 10499122008200

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: the Type 129. Two new 24-valve Type 129 models arrived in 1992 - the SL280 and SL320 - powered by 193bhp 2.8- and 231bhp 3.2-litre sixes respectively, the latter boasting a 0-100km/h (62mph) time of 8.4 seconds and top speed of 150mph. 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. The Nappa leather-upholstered interior featured heated front seats, leather-covered steering wheel/gearshift and walnut or chestnut wood trim, while incorporating the very latest in automotive technology. Supplied via Lancaster Mercedes-Benz of Stratford, East London, this SL320 convertible has had only two former keepers, the first of whom is believed to have been Sir David Frost, who had his personal plate 'M1 DMF' on the car when it was new. The 'SL' comes with fully stamped service history and benefits from recent servicing by Highgate Motors in London. Only 62,000 miles have been covered from new and the car is presented in commensurately good condition. Accompanying documentation consists of the aforementioned service history, sundry invoices, MoT to February 2015 and V5C registration document. The original hardtop is included in the sale.

£5,500 - 7,000

€6,600 - 8,500



320

Circa 13,000 miles from new

1989 Jaguar XJ40 2.9-Litre Saloon

Registration no. G126 UMT

Chassis no. SAJJFALJ3AA588586

Jaguar grasped the nettle bravely in 1986 with the launch of an entirely new version of its immensely successful XJ6 saloon, code-named 'XJ40'. The new XJ's outward similarity to the old one masked a host of improvements: a simpler bodyshell constructed from fewer panels, new advanced anti-corrosion technology, increased passenger and luggage space, and revised suspension giving superior ride and handling. Two new six-cylinder engines replaced the long-running XK series; these were the 3.6-litre, 24-valve, twin-cam AJ6 already seen in the XJ-S and a more economical 2.9-litre single-cam unit. This particular XJ40 saloon was supplied new via Harvey Hudson (Jaguar) of Woodford to one Abdel Aziz Siraj Kaki and was registered to his business: Broome Motors trading as Woodstock Motors. Maintained by Woodstock from 1992 onwards, the Jaguar was only used during its owner's visits to the UK before being placed in long-term storage in 1999. The current owner purchased the Jaguar at auction in June 2013. Serviced by Kelly Corner Autos in June 2013, the car has covered a mere 12,986 miles from new and is described as in generally excellent condition. 'G126 UMT' retains its original radio/cassette player and comes complete with tool kit (unused), spare wheel, jack, touch-up paint, instruction manuals, service booklet and winter-use windscreen wiper (still packaged). The car is currently taxed, MoT'd to February 2015 and possesses a V5C registration document.

£3,000 - 5,000

€3,600 - 6,000

321

1989 Mini '30' Limited Edition Saloon

Registration no. G966 RGY

Chassis no. SAXXL2S1N20445285

Engine no. 99HE20117278

By the time the Mini celebrated its 30th anniversary it had already passed the remarkable production milestone of 5 million (achieved in 1986). Based on the Mini Mayfair and introduced in June 1989, the '30' was the most luxuriously equipped Mini Limited Edition model to date. Just two alternative paint schemes were offered - Cherry Red or black - featuring contrasting duo-tone coachlines and '1959-1989' decals and bonnet badge. Wheelarch extensions, door mirrors and sill covers were colour matched to the body, chrome finish being reinstated for the grille, bumpers and door handles, while Minilite-style alloy wheels (soon to feature on the Mini Cooper) were a particularly handsome addition to the package. The 998cc engine could now run on unleaded petrol, and a catalytic converter was available as an option. 3,000 cars were built for the UK market, the colour split being 2,000 in red, 1,000 in black. This Mini '30' benefits from parts supplied and fitted by the East Anglian Mini Centre, including new shock absorbers, brake shoes, brake cylinders, ball joints and electronic ignition, the latter being a sensible upgrade. 'G966 RGY' is finished in red livery with black half-leather interior and is described as in generally good condition having covered only 65,000 miles from new. Accompanying documentation consists of sundry invoices, MoT to March 2015 and V5C registration document.

£3,000 - 5,000

€3,600 - 6,000



322

1987 Daimler Double-Six Series III V12 Saloon

Registration no. E231 LUC

Chassis no. TBA

Engine no. TBA

Although introduced with XK six-cylinder power under the bonnet, it had always been Jaguar's intention that its XJ6 flagship would accommodate the new all-alloy V12 engine that had debuted in the E-Type sports car, and the resulting XJ12 duly appeared in July 1972. With a top speed of over 135mph courtesy of the 5.3-litre V12's 272bhp, the newcomer combined superlative high performance with a level of luxury unmatched by many a less-accommodating grand tourer costing several times as much. The name 'Double-Six' was chosen for the Daimler version, evoking memories of a great 12-cylinder model from the marque's past. Capable of wafting its occupants along at three-figure speeds in considerable luxury and almost complete silence, the Double-Six and its Jaguar equivalent remained in production until 1993, becoming the world's most successful twelve-cylinder saloons. Currently displaying a total of 49,578 miles on the odometer, this Double-Six Series III was supplied new to Travel Promotions Ltd, London in November 1987 and was retained by the company chairman for his personal use after retirement. The lady vendor's husband, effectively the car's second owner, purchased the Daimler in 2002. Regularly serviced and MoT'd - since acquisition by Maygrove Motors annually - the car benefits from the renewal of many parts and is described as in generally very good condition. Accompanying documentation consists of the original service booklet, current MoT/tax, V5C and expired MoT certificates verifying the recorded mileage. Viewing highly recommended.

£5,000 - 7,000

€6,000 - 8,500





323

The ex-Richard Ormonde Shuttleworth

1905 Wolseley 'Baby' X-type 5hp Two-seater Phaeton

Registration no. LC 9666

Chassis no. X22

Engine no. 23

1, Mrs Shuttleworth
London to Brighton
Veteran Car Run, 1931

2, LC 9666 in Kennings
Showroom 1960s'

Probably the rarest of all surviving Wolseley light cars, this 5hp X-type has an outstanding history that embraces ownership by one of the greatest pre-war British racing drivers, Richard Ormonde Shuttleworth, participation in a 1939 Brooklands motor race and also pre-war London to Brighton Runs, ownership by a noted Past President of The Veteran Car Club of Great Britain, Francis Hutton-Stott, and also the curious tale of a model that almost disappeared from Wolseley's own records.

The Wolseley Tool and Motor Co. had earned a fine reputation for their single and twin- cylinder models by 1905, their reputation having spread to all corners of The Empire, if not the world. It was not therefore surprising that they were commissioned that year by Birmingham Agents E & A Levetus & Co. to build a light car to the specific order of Indian Merchants Lalkaka & Co. of Calcutta. 52 cars were ordered and these were to have a 5hp engine placed amidships, driving through a two-speed gearbox with final drive by chain. Agent and customer had negotiated a keen price of just 105 guineas.

Records are sparse but it is believed that 52 cars were built to this exclusive order, of which only 12 were despatched to the merchant in India. For whatever reason the merchant cancelled the order at this point and Wolseley were left with 40 cars of a model which had not been advertised or marketed to the general public. Perhaps considered a little dated by 1905/6, and probably following some lengthy legal wrangle with the customer, the remaining X-type models were offered for sale in 1906 on the instructions of Wolseley by The Motor House of Euston Road, London, each car furnished with a full Wolseley guarantee. It is believed that this car, chassis no. X22, is one of those cars. Furthermore it is believed to be one of only two surviving models of the 'Baby' X-type, the other known car being one of the cars which reached India and was returned to the UK in pieces in the 1960s.

X22's remarkable history continues in 1929 or so when it was acquired at a sale at Earls Colne, Essex, for just fifteen shillings by the Shuttleworth family of Old Warden Park, Biggleswade, one of the earliest cars to form The Shuttleworth Collection, now maintained in memory of Richard Ormonde Shuttleworth (1909-1940), celebrated Grand Prix racing driver and veteran car enthusiast.



The car was to take part in the embryonic London to Brighton Run during the ownership of Mrs. Dorothy Shuttleworth and her son in 1930, 1931, 1933 and 1934. In 1935 the Shuttleworths were to exchange the Wolseley for a 1899 Marot Gardon quadricycle, X22 at that time passing into the ownership of Francis Hutton-Stott, a stalwart of the then comparatively recently formed Veteran Car Club, and later to be its President. Francis Hutton-Stott was to enter the car in a race for veteran cars in 1939 at the last motor race meeting at Brooklands before the outbreak of war. Driven by C. Lindsey Nicholson in that event, X22 recorded a respectable average speed of 21.49mph and a fastest lap of 22.71mph. In post war years X22 was dated 1905 by The Veteran Car Club dating committee and Certificate no. 121 was allocated but never issued.

X22 was subsequently owned by another VCC stalwart, Sam S.Kaye, and an O.Lee-Jones before passing into the motor car collection of motor dealers Kennings. It was sold by Kennings in 1970 at one of the celebrated Norman Cole sales at Alexandra Palace – listed then as four-cylinder model! Passing through two subsequent private owners – throughout this time maintaining its outstanding originality – X22 was acquired for restoration/preservation by veteran car driver and connoisseur, the late Peter Garner.

A nut and bolt restoration of this well used car was embarked upon with maintaining originality a high priority. This restoration was largely complete at the time of Peter's untimely death. His restoration team have subsequently completed the restoration and the car has been test driven in private grounds. It will no doubt require the usual running adjustments when tested on the open road.

X22 is presented in green livery with buttoned black leather upholstery and is equipped with Lucas 'King of the Road' No.724 oil sidelamps, brass rear view mirror, a Stepney wheel and tyre, new tyres and enjoys the benefit of a discreetly hidden electric self- starter. The original (unrestored) hood frame is offered with the car, as is a Swansea V5C registration document, a copy of a handbook for a similar period Wolseley, the 1970 Cole sale catalogue and a remarkable archive file containing much history of this rarest of rare Wolseley models.

£25,000 - 30,000
€30,000 - 36,000



324

**1925 Austin 20hp Drophead Coupé
Coachwork by Steve Penny Vintage Carriage Bodies**

Registration no. CD 9374

Chassis no. 3TT6852

Engine no. 5PL11902



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

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

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

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

£20,000 - 25,000

£24,000 - 30,000



325

Left-hand drive

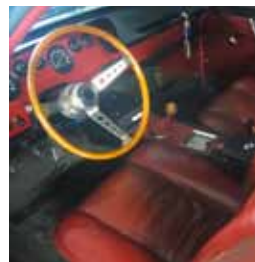
1967 OSI 20M TS Coupé

Coachwork by Carrozzeria Ghia

Registration no. CMU 927

Chassis no. EX54HB02648

Engine no. HB02648



OSI (Officine Stampaggi Industriali) was established in Turin in 1960 as a body-manufacturing offshoot of the Italian styling house Carrozzeria Ghia, its founders being Ghia president Luigi Segre and Arrigo Olivetti of the Fergat automotive components company. The company began by manufacturing the FIAT 2300 coupé and Innocenti S. Gradually asserting its independence, OSI began producing cars of its own based on Italian and other platforms. The best known and most successful of these was the Ford 20M TS coupé, which was based on Ford Germany's contemporary Taunus and first seen on OSI's stand at the 1966 Geneva Salon. Featuring four-seater coachwork designed by Ghia's director of styling, Sergio Sartorelli, some 2,000-or-so of the 2.3-litre Ford V6-powered coupés were built between 1966 and the end of 1967 when OSI ceased car production.

This example of one of the rarest of Italian sports cars was purchased at auction by the current owner in 2003. At that time it was reported that the car had recently benefited from considerable expenditure to bring it up to scratch including a £5,000 bodywork restoration by Marquis Cars and re-trimming the interior to original specification in red leather and black vinyl.

It had been fitted with a reconditioned 2.8-litre V6 from Burton Engines together with a new clutch and stainless steel exhaust system, while the front suspension and brakes had been refurbished also, returning the car to sound mechanical condition. Trips to France had been undertaken in 2000 and 2002, and the OSI had also featured in the November 2002 edition of *Classic & Sports Car* magazine.

After purchase the OSI was shipped to the current vendor's home in Japan where it was maintained and serviced by J Garage in 2002, 2006 and 2008. In 2010 the car was shipped back to Europe and since then it has been garaged at the owner's holiday home in Italy. Kept maintained but seldom driven, it was brought to the UK in the spring of 2014 and is described as in generally very good condition, ready to use and enjoy. Offered with SORN, V5C registration document and a good history file, 'CMU 927' represents a wonderful opportunity to acquire a rare and exclusive model from one of Italy's foremost styling houses, which thanks to its Ford components should be relatively easy to maintain, unlike other exotica.

£12,000 - 16,000

€14,000 - 19,000



326

1989 Porsche 911 Turbo SE 'Flat Nose' Cabriolet

Registration no. TBA

Chassis no. WPOZZZ93KS020243

Combining the turbocharged engine with open coachwork modified in competition style, the 911 Turbo SE 'flat nose' cabriolet is one of the rarest and most desirable of modern Porsches. Group 4 homologation rules, which required 400 road cars to be built, had spurred the development of 'Project 930' - the original 911 Turbo. In production from April 1975, the Turbo married a KKK turbocharger to the 3.0-litre RSR engine, in road trim a combination that delivered 260bhp for a top speed of 153mph. The Turbo's characteristic flared wheelarches and 'tea tray' rear spoiler had already been seen on the Carrera model, while the interior was the most luxurious yet seen in a 911, featuring leather upholstery, air conditioning and electric windows. The engine was enlarged to 3.3 litres for 1978, gaining an inter-cooler in the process; power increased to 300bhp and the top speed of what was the fastest-accelerating road car of its day went up to 160mph.

Porsche's first take on a 911 convertible had been the Targa model of 1965, a 'halfway-house' design chosen because of fears that a genuine soft top would not meet US Federal safety regulations, but by 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-litre form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar, while its speedily raised/lowered hood featured a detachable, zip-fastened rear window. The Cabriolet continued when the 'Carrera' name was applied to all 911 models, co-incidentally with the introduction of the 3.2-litre engine, from 1984, but it was not until 1987 that the ultimate Turbo/Cabriolet combination became an option.



The 911 Turbo's raison d'être - the racing 935 - had pioneered what would come to be known as the 'slant' or 'flat' nose, and this new look was soon in demand from 911 customers. Kremer Racing offered a conversion and this service was later taken up by the factory's own Customer Department to special order (Sonderwunschen) from 1981, becoming an official option only in 1986. The front wings were steel, incorporating cooling vents and pop-up headlamps (early examples had them in the air dam) while the rears had extra cooling intakes. There were different sills and along with the body modifications came an even more luxurious interior.

An ultra-rare variant of an already exclusive model, this right-hand drive, 911 Turbo SE 'flat nose' cabriolet had covered only 500 miles when it was acquired by the lady vendor, its third owner from new. Original and accident free, the car comes with full service history, there being 16 stamps in the service booklet from main agents and independent specialists, the most recent dated 14th August 2012 at 32,403 miles (the current odometer reading is 32,499 miles). Finished in White Pearl with matching black-trimmed leather interior, this ultimate 911 soft-top is presented in very good condition and offered with current MoT and V5 registration document.

£65,000 - 85,000

€78,000 - 100,000



327

One of only sixty built of which four are right-hand drive

2008 Ferrari 612 Sessanta Coupé

Coachwork by Pininfarina

Registration no. LJ57 WWA

Chassis no. ZFFJY54C000158230

Engine no. 127340

Introduced in 2007, the Sessanta was a limited edition variant of the already exclusive Ferrari 612 Scaglietti, which had debuted back in 2004. In naming its new four-seater Gran Turismo after Carrozzeria Scaglietti, Ferrari acknowledged the immense contribution made by its Maranello neighbour and close collaborator over the preceding 50 years. Founded by Sergio Scaglietti in 1951 and now a wholly-owned subsidiary, the company has been responsible for manufacturing many of Ferrari's most memorable cars.

The 612's design brief called for a car capable of accommodating four adults in comfort, rather than being merely a '2+2', without sacrificing any of the superlative driving dynamics expected by dedicated Ferraristi. The biggest Ferrari road car when introduced, the 612 Scaglietti afforded increased rear-seat knee room, almost 3" more headroom and considerably greater luggage space than its 456M forebear, courtesy of a wheelbase lengthened by all of 13.8".

Research had shown that acceleration improved markedly if a more rearwards weight bias could be achieved, the target figures for the 612's front/rear split being 45/55 percent compared to the 456's 57/43. Meeting this requirement, which involved moving the engine back, while maintaining adequate interior space could only be achieved by means of an extended wheelbase, hence the generous stretch.

In styling the 612, Pininfarina paid homage to one of its most famous past creations – the fabulous 375MM commissioned by renowned Italian filmmaker Roberto Rossellini for his wife, Ingrid Bergman and first seen at the Paris Salon in 1954 – the long nose and scalloped sides of which find echoes in the Scaglietti. While the styling might have been 'retro', the underlying structure was all innovation. Normally, increasing a car's size results in a proportionate gain in weight, yet the 612 Scaglietti weighs less than the smaller 456M and is 54 percent stiffer in torsion. The 'secret' lies in the 612's lightweight aluminium chassis, a mixture of extrusions, castings and panels, which replaces the traditional sheet-steel monocoque.



No content with merely shedding weight as a means of boosting performance, the 612 featured an improved version of the 575M Maranello's 5,748cc 65-degree V12 engine producing 540bhp and 434lb/ft of torque. The optional F1A transmission too underwent significant improvement, incorporating extra synchronisation cones for swifter changes, while manual/automatic, 1st and reverse gears could now be selected using a gate on the centre console, rather than only by means of the steering-wheel paddles.

The 612 Scaglietti had active damping and adaptive suspension, its steering wheel-mounted controls enabling selection of either 'Normal' or 'Sport' modes while the integrated Electronic Stability and Traction Control System (CST) was a Ferrari first. Lighter, more powerful and endowed with superior suspension and brakes, the 612 Scaglietti lapped around six seconds quicker around Ferrari's Fiorano test track than the 456M. Its top speed? 196mph.

'The interior of the 612 Scaglietti is stylishly fashioned with a focus on comfort and practicality,' said Ferrari. 'The dominant materials are stitched handcrafted leather, and aluminium. This is a sporting, sophisticated interior that reflects the 612's high-tech soul and old-world pedigree.' Dual-zone climate control and a specially developed nine-speaker Bose digital sound system were among the host of desirable standard features.

The Sessanta (Sixty) variant was created to commemorate 60 years of Ferrari production with, appropriately, only 60 being built. Enhancements to the standard specification included 19" forged aluminium wheels, an 'electrochromic' glass sunroof and '612 Sessanta' badges both inside and out. What was also enhanced was the price, which in the USA was a whopping \$424,000, or approximately £254,400 at today's rate of exchange.

First registered on 1st February 2008, the Sessanta offered here is one of only four right-hand drive cars delivered to the UK. 'LJ57 WWA' is currently in the hands of only its second owner, has covered a mere 46,339 miles from new and comes with full Ferrari service history. There are four stamps in the service booklet, the most recent dated 18th February 2014, while in December 2013 the Sessanta was fitted with a new clutch. Finished in two-tone blue/silver grey with charcoal leather interior, this most exclusive and beautiful of modern Ferraris is offered with the aforementioned service history, current road fund licence, MoT to February 2015 and V5C registration document.

£80,000 - 100,000
£97,000 - 120,000



328

Left-hand drive

1993 Mercedes-Benz 300CE Convertible

Registration no. J330 ESO

Chassis no. WDB1240611B894328

Engine no. 10498012045165

Produced between 1987 and 1993, the 300CE was built in limited numbers in the traditional manner of classic Mercedes-Benz coupés, being one of the very best specified and most luxuriously equipped models in the range. Outwardly similar to the 200CE Coupé, the 300CE was powered by a Type M103 2,960cc single-overhead-camshaft six producing 188bhp, an output good enough for a top speed in excess of 140mph in the case of the manual transmission version. Anti-lock brakes were standard on the larger 'CE', which was also available with the optional DOHC, 24-valve M104 power unit. A 300CE Convertible, equipped from the start with the 24-valve engine, was an addition to the range for 1992. A Type 104-engined 24-valve model, this left-hand drive 300CE was imported from Spain in June 2103. The car is finished in blue/black with black leather interior, while other noteworthy features include automatic transmission, heated front seats, air conditioning, AMG steering wheel, AMG alloy road wheels and a recent new convertible hood. Described as in generally very good condition and driving very well, this exclusive and desirable Mercedes-Benz soft-top is offered with MoT to March 2015 and V5C registration document. A total of 127,000 kilometres (approximately 78,900 miles) is currently displayed on the odometer.

£5,000 - 7,000

€6,000 - 8,500



329

1977 Rolls-Royce Silver Shadow II Saloon

Registration no. RIL 467

Chassis no. SRH32190

Engine no. 32190

'To most people, a Rolls-Royce is the ultimate status symbol: you can aspire to nothing higher. Until you drive or even ride in one it is difficult to appreciate how much lies behind the name. There are quieter cars, there are quicker cars but none cossets its occupants in quite the same manner, none insulates them from the outside world quite so effectively, to the point where rush-hour traffic jams, inclement weather and the other irritations of day-to-day living no longer seem to matter. On top of all this is the immeasurable pleasure offered by sheer unadulterated luxury of the sort that stems only from the use of the very best materials by the very best craftsmen. That is what the Silver Shadow is about.' - *Motor*. Thirty-plus years after the last example left the Crewe factory, the Rolls-Royce Silver Shadow remains an imposing and highly desirable motor car. Incorporating all the 'Series II' improvements, the most significant of which were power-assisted rack-and-pinion steering and split-level air conditioning, the example offered here has had only three owners from new and currently displays a total of 110,000 miles on the odometer. Finished in Mason's Black over white with black leather interior, the car is described as in generally good condition. Benefiting from a recently fitted exhaust system, and interior leather refurbishment, RIL 467 is offered with current road fund licence, MoT to March 2015, Swansea V5 document and bills totaling some £30,000.

£6,000 - 8,000

€7,200 - 9,700



330

1965 Ford Zodiac MkIII Saloon

Registration no. NVW 285C

Chassis no. BA64SE27824

Engine no. TBA

Introduced in 1954, the Zodiac completed Ford's line-up of large saloons that had debuted at the 1950 Motor Show in the form of the all-new Consul and Zephyr Six, *The Autocar* remarking that the newcomers combined 'typically Ford low-cost motoring with new luxury and performance.' The trio was totally redesigned for 1956, emerging in 'MkII' guise larger than before and benefiting from bigger engines, in the Zephyr/Zodiac's case a 2,553cc six that delivered 85bhp. With the introduction of the MkIII Zephyr/Zodiac for 1962, the Consul disappeared, its place being taken by the four-cylinder Zephyr 4. The Zephyr 6 and Zodiac retained their predecessors' engine, which in the Zodiac's case now produced 109bhp making it Dagenham's first genuine 100mph car. A six-light body and quad-headlamp front end differentiated the Zodiac from the Zephyrs, and in Executive form the model came with just about every conceivable extra. This restored MkIII Zodiac has won various concours awards, including 'Best in Show' at Mildenhall in 2011, and is described as in generally very good condition. An automatic transmission model finished in red with improved white vinyl interior, the car is offered with old-style logbook, current road fund licence, MoT to 22nd July 2014, V5C registration document and most expired MoT certificates dating back to 2002.

£5,000 - 7,000

€6,000 - 8,500



331

1983 Rolls-Royce Silver Spirit Saloon

Registration no. RYK 545Y

Chassis no. SCAZS0000DCH07681

'Unlike the Shadow which, while cossetting you in luxury and comfort, required a good deal of concentration to drive quickly, the Spirit is endowed with enough feel and response, matched with stability, to make driving on all types of road a real pleasure,' - *Motor*.

Based on the Silver Shadow II, the Silver Spirit and its long-wheelbase counterpart, the Silver Spur, were announced in the autumn of 1980. While the power unit remained Rolls-Royce's familiar and dependable 6,750cc V8, significant improvements were made to self-levelling rear suspension and the styling too came in for revision, with a lower waist line, increased glass area and a more modern angular look. Inside, the Crewe firm's exemplary standards of equipment and finish were maintained, the most noticeable change being the adoption of separate rear seats and the re-instatement of folding picnic tables. Despite its outward adherence to tradition, Rolls-Royce was not above equipping its new Silver Spirit with the latest in electronic advances, as the US's *Automobile* magazine noted in 1986: 'The Silver Spirit is also a paradigm of effortless motoring. The driver must still choose the direction, accelerate and brake, but the more mundane jobs are all handled by electronic servants. The magic push-button world comprises seat adjustment, windows, exterior mirrors, door and trunk locks, gas filler cap, aerial and even the gear selector lever. This microchip kingdom on wheels is highlighted by the unique bi-level air conditioning system, which consists of two independent upper and lower units and is very effective indeed.' We are advised that this Silver Spirit has had effectively one owner, a consortium, as evidenced by two registered keepers at the same address. Finished in green with beige leather interior, 'RYK 454Y' comes with service bills totaling £14,852 and is described by the vendor as in generally good condition, currently displaying a total of circa 49,000 miles on the odometer. The car is offered with MoT to June 2014 and Swansea V5C document.

£8,000 - 10,000

€9,700 - 12,000





332

Left-hand drive

1963 Jaguar E-Type 3.8-Litre 'Series 1' Coupé

Registration no. DBV 203B

Chassis no. 889736

Engine no. RA4829-94

The current vendor purchased this left-hand drive E-Type coupé in Vancouver, Canada in 1989. At that time he was proprietor of a garage specialising in the repair, servicing and restoration of - mainly - British sports cars. Realising that he was too busy to restore the E-type, he placed it in storage for the next three years. An extended visit to the UK on family business, followed by the redevelopment of his business premises, meant that the car had to be moved to alternative accommodation at vintage vehicle specialists False Creek Automotive, where it remained for a further two years.

Eventually, the owner had the car shipped to the UK where it was stored for another three-or-so years. By this time he had acquired a workshop with comprehensive restoration facilities, but pressure of other work slowed the progress of the E-Type's rebuild, which took the best part of ten years to complete.

The accompanying Jaguar Daimler Heritage Trust certificate reveals that the E-Type was manufactured on 30th December 1963 and despatched to Jaguar Cars, New York on 15th January 1964. The colour scheme is recorded as Opalescent Silver Grey with black interior trim, while the first owner is listed as one J D Onerem of Dayton, Ohio. A major in the US Army Airforce during WW2, J D Onerem was a celebrated test pilot who flew prototypes of some of his country's most advanced aircraft, including the Lockheed P38 Lightning and North American P51-H Mustang. The appeal of a fast, state-of-the-art sports car like the E-Type to a man with such a background is obvious.

After restoration the vendor contacted former owner Allan A Rodriguez, who wrote back to say that he had bought the car, which had been repainted yellow, from Jaguar dealer Orange Motors in Miami around 1970 (letter on file). He also states that it had been prepared for racing and had competed at Daytona, Sebring and other well-known circuits in the USA.



Indeed, indications that the car had been raced were found during restoration, including damage to the underside consistent with hitting the kerbs on a racetrack. In addition, the car had been fitted with wide, 72-spoke wire wheels and rear wheel spacers, while the engine had been balanced (probably blueprinted) and fitted with a lightweight competition flywheel.

It would appear that the E-Type had not been in regular use since 1970. The letter from Rodriguez states he did not use it very much, due the number of cars he owned, and the immediately preceding owner did not use it either (documents show he did not own the car for long - and it needed work). In storage for lengthy periods after 1970, the E-Type currently displays a total of only 28,971 miles on the odometer.

Presented in generally excellent condition, it has been totally restored to the highest standard, the process being well documented by photographs, receipts and the vendor's own lengthy summary of works carried out and upgrades incorporated (close inspection recommended).

We are advised that since the rebuild's completion the car has been driven only to the annual MoT inspection (all certificates available). Offered with current road fund licence, MoT to March 2015 and V5 registration document, 'DBV 203B' represents a wonderful opportunity to acquire a matching-numbers E-Type presented in beautiful condition, which has covered only a minimal mileage since a thorough and most painstaking restoration.

£50,000 - 60,000
€60,000 - 72,000



333

Circa 3,800 miles from new
1990 ERA Mini Turbo Sports Saloon

Registration no. G745 KCL
 Chassis no. SAXXL2S1T20435264
 Engine no. 12HD26104266



Not so much a conversion, more a thorough re-engineering, this Mini Turbo is the product of ERA, a division of the Jack Knight Group. The name ERA has an august lineage dating back to 1934 when English Racing Automobiles produced its first A-Type single-seater voiturette racing car. Based on the 'White Riley' and despite the fact that only 17 were built of all types, the ERA kept British colours flying throughout the 1930s. The name later came to stand for Engineering Research and Application, a company increasingly involved with Zenith and Solex carburettors which passed into the control of Jack Knight in the mid-1980s. Shortly afterwards, in 1989, the ERA Mini Turbo was announced.

About as far away in concept from the Spartan 1959 original as is possible to get, the ERA Mini boasts a specification rivalling that of many current range-topping models twice its size and has performance to match courtesy of its 1,275cc turbo-charged engine. ERA badges adorn the five spoke alloy wheels and a smart matt finish black radiator grille indicates special performance. Flared wheel arches, a deep chin spoiler, twin spot-lamps and bonnet 'power bulge' were included in the specification, as was a Garrett T3 turbocharger which gave the car its name. Add tinted windows and lowered suspension and you have an exciting power package which, when new, attracted a hefty price tag.

ERA Mini car number 'R1040', this example was purchased by the immediately preceding owner at Bonhams' sale at the RAF Museum, Hendon on 25th February 2002 (Lot 528). At time of purchase the vehicle had covered a mere 900 miles from new and a further 1,600-or-so had been added to the total when it was offered for sale at Bonhams' Olympia auction in December 2005 (Lot 674). Purchased there by the current vendor, the car has been serviced and MoT'd annually since acquisition and currently displays a total of 3,800 miles on the odometer. 'G745 KCL' is finished in British Racing Green with silver roof and grey leather interior, and is presented in effectively 'as new' condition.

Accompanying documentation consists of the original paperwork, service booklet, owner's manual, brochure, dealers list, current MoT/tax, V5C registration document and an excellent history file containing all bills for work carried out and expired MoTs verifying the recorded mileage. The car also comes with an original publicity T-shirt, key fob and two sets of keys. The addition of silver bonnet stripes is the only notified deviation from factory specification.

£14,000 - 18,000
€17,000 - 22,000



334
1953 Sunbeam Alpine Roadster
 Registration no. PNG 360
 Chassis no. D3013839HR0
 Engine no. D3013839



Aimed squarely at the North American market, the Sunbeam Alpine roadster was based on the existing Sunbeam-Talbot 90 saloon with styling input from Raymond Loewy. The 90's chassis and running gear were retained, the former suitably stiffened to compensate for the reduced rigidity of the open-topped bodyshell, while the front suspension was stiffened and the steering revised. To enhance the Alpine's sporting credentials, the 2,267cc four-cylinder overhead-valve engine received a power boost to 80bhp courtesy of a revised cylinder head. Initially for export only, the new Alpine did not reach the UK market until the autumn of 1953, but before then the new model's launch had been enhanced by a blaze of publicity following successful record breaking attempts at Monthéry, France and Jabbeke in Belgium where Stirling Moss achieved a maximum speed of 120mph. Nevertheless, despite valuable exposure accruing from these exploits and numerous class wins in the Alpine rallies, the Alpine was unable to counter the price advantage enjoyed by its rivals and was dropped in 1955.

First registered on 12th November 1953, this very early Alpine roadster was first owned by one R V Thompson who appears to have kept the car for the next 36 years before selling it to a Joseph Whitehead in March 1989.

Restored circa 1995, the car was next owned by Jim Cox of London, who bought it in 1997, followed by his wife Joanna Thompson in 2009. The current vendor purchased the Alpine from Ms Thompson in April 2010 and mechanically refurbished it at a cost of in excess of £3,000. Serviced and MoT'd annually since acquisition, most recently in September 2013, the Alpine comes with an extensive history file containing numerous expired MoTs together with bills for parts, maintenance and re-commissioning. Finished in Burgundy with black leather interior, the latter boasting a correct radio and new carpets, 'PNG 360' currently displays a total of 72,000 miles on the odometer and is described as in generally good condition, with very good mechanicals.

Other noteworthy features include negative-earth electrics, concealed radio/cassette and period extras such as wing mirrors, auxiliary lights, whitewall tyres, wheel trims and badge bar. The car also comes complete with its original detachable side windows, starting handle, tool kit and workshop manual. In addition to the history file's aforementioned contents 'PNG 360' is offered with an old-style logbook, current road fund licence, MoT to September 2015 and V5C registration document. The provision of a four-speed/overdrive floor-change gearbox is the only notified deviation from factory specification.

£14,000 - 18,000
€17,000 - 22,000



335

Left-hand drive

1967 Jaguar E-Type 4.2-Litre Series 2 Roadster

Registration no. EHJ 194H

Chassis no. 1R 10748

'As a high-performance touring car there are few machines to equal the E-Type, and none at all in its price bracket. Effortless is the correct word to describe it, for it is a real mile-eater and also one of the least fatiguing cars to drive... In addition, it carries prestige value, for it is regarded by the most discriminating customers as the best buy in its category which it possible to acquire.' – *Autosport*, 21st August 1964.

Although written more than 40 years ago, Gregor Grant's summary of the E-Type's appeal has lost none of its relevance, despite the model's inevitable evolution from frontline production sports car to collectible modern classic. Conceived and developed as an open roadster, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form.

The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The design owed much to that of the racing D-Type, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150.

Grant's road test was published in August 1964, only two months ahead of the E-Type's first significant upgrade, which saw it re-launched with the 4.2-litre version of the peerless XK 'six'. Along with the bigger, torquier engine came a more user-friendly gearbox, with synchromesh on first gear, and a superior Lockheed brake servo.



Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved flexibility.

Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" (229mm) longer wheelbase. In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

Today, the E-Types graceful lines live on in modern Jaguar sports cars and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

A left-hand drive export model manufactured in September 1969, this E-Type roadster was imported into the UK from the USA by the current vendor in 1990. The car was then restored and in April 1995 was registered in this country for the first time. Described as in generally very good condition, it is offered with importation paperwork, Jaguar Cars statement of build, five expired MoT certificates, V5C registration document, MoT to February 2015 and a photographic record of the restoration. The car also benefits from a conversion to run on unleaded fuel.

£50,000 - 70,000
€60,000 - 85,000



336 1934 Lagonda Rapier Tourer

Registration no. CZ 7070

Chassis no. R11284

Engine no. D3032

Lagonda returned, briefly, to the manufacture of light cars in 1934 with the introduction of the Rapier, which was heralded by *The Autocar* as 'a thoroughly worthwhile newcomer among small sports-type cars'. The work of Tim Ashcroft (engine) and Charles King (chassis), the design had been on the drawing board for almost a year before it appeared in prototype form at the 1933 Olympia Motor Exhibition. In production from the late Spring of 1934, the Rapier was reminiscent of a baby 2-Litre in appearance and was most often seen with four-seat tourer coachwork by Abbott. The car's most notable feature was its gem of an engine: a four-cylinder, twin-overhead-camshaft unit displacing 1,104cc and producing 45bhp on twin SUs.

A sturdy chassis frame, ENV four-speed pre-selector transmission and 13" diameter Girling brakes completed the mechanical picture. King's chassis using channel-section side members and tubular cross members, with semi elliptic suspension and rod operated, Girling drum brakes. The overall package was a success, delivering a car that has excellent handling, braking and performance, and one that more than holds its own on today's roads. For its engine size the Rapier was in a class of its own, revving comfortably to 5,500rpm, turning in impressive acceleration figures and a top speed of around 75mph. With such a specification the model was necessarily expensive to produce; sales were disappointing and in 1935 manufacturing rights passed to Tim Ashcroft and his partners who set up Rapier Cars Limited in Hammersmith, West London where production continued. A further 46 Rapiers were completed before production ceased in 1936/7.



First registered on 31st December 1934, 'CZ 7070' was previously owned by well known Lagonda Rapier Register member Mr Harold Fox of Buckinghamshire (1990-2002) followed by Mr Alan Croft of Surrey (2002 onwards). The car has benefited from ongoing maintenance and considerable refurbishment over the course of the last 30-plus years, as evidence by numerous invoices on file. Works carried out include an engine and gearbox rebuild by I & J Macdonald (Morgan distributors Rapier specialists in Durham) in 1994/95 and a bare metal re-spray by Metcalfe & Rosedale of Bedfordshire in 2000. The repaint involved five coats of primer and five of topcoat, prior to which parts of the ash body frame had been replaced and new front wings and running boards fabricated.

At the same time the interior was re-trimmed in Connolly hide and Wilton carpeting, and some re-chroming carried out. Other components overhauled include the starter motor, dynamo, carburettors and magneto (the latter most recently in 2013) while the wiring has been replaced and an original Brooklands-style steering wheel fitted. Weather equipment consists of a double duck hood and full tonneau. Described as in generally excellent condition, the car is offered with the aforementioned invoices, old-style buff logbook, technical data, instruction book, a quantity of expired MoT certificates, current road fund licence, V5C registration document and in excess of 100 Lagonda Register magazines.

£35,000 - 45,000
€42,000 - 54,000



337

1968 Daimler V8 250 MkII Sports Saloon

Registration no. UML 445F

Chassis no. P1K2089BW

Engine no. 7K2145



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

First seen in the rapid, if controversially styled, SP250 sports car, the 2.5-litre version was judged superior to Jaguar's 2.4-litre XK six, and so the opportunity arose to create an medium sized, upmarket model based on the Mk2 saloon, something Daimler's leading distributor, Stratstone, had been crying out for. The job was made relatively easy by the V8's compact nature and the generously sized Jaguar engine bay. (A similar exercise was undertaken with the 4.5-litre unit, which was installed in a Jaguar MkX prototype, but despite the Daimler engine's superiority the latter was introduced with the 3.8-litre XK six).

Launched in 1962 as the '2½-Litre V8' (later 'V8 250'), the new Daimler came with Borg Warner automatic transmission as standard. More refined than the equivalent Jaguar, the Daimler turned out to be a fine performer to boot, its 110mph top speed exceeding that of an overdrive-equipped, 2.4-litre Mk2 by a wide margin. *Autocar's* S C H Davis, a former Daimler apprentice, declared 'This is not a Jaguar with a Daimler radiator grille and name plate. It can stand on its own.' Not surprisingly, the V8 was soon outselling its Jaguar rival and in due course became the most successful Daimler of all time with more than 17,600 sold up to the end of production in 1969.

This rust-free example is offered fresh from a professional repaint completed earlier this year by I N Auto Restorations of Lingfield, Surrey (see photographic record and receipt on file). Finished in British Racing Green with immaculate original light green leather interior, the latter retaining its original radio, 'UML 445F' is described as in generally excellent condition having covered a genuine 65,846 miles from new. The car is offered with current MoT certificate and V5 registration document.

£14,000 - 18,000

€17,000 - 22,000



338

1987 Ferrari 412GT Coupé

Registration no. A3 NSA

Chassis no. ZFFYD24C000067495



Produced between 1985 and 1989, the Ferrari 412 was the final glorious flowering of the '400' series of luxurious four-seaters that had commenced with the introduction of the 365GT/4 2+2 in 1972. Representing evolution rather than revolution, the 412 debuted at the Geneva Motor Show in 1985, replacing the 400GT. The latter's quad-cam V12 engine was enlarged to 4.9 litres for the 412, which also gained anti-lock brakes, a revised interior and bumpers colour co-ordinated with the bodywork, while an improved front air dam and raised boot deck further reduced the already low co-efficient of drag. By the time production ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year.

The 400GT had been the first Ferrari to offer automatic transmission as an option, a decision vindicated by the fact that more than two-thirds of customers took up the option, including the purchaser of the car offered here. Right-hand drive chassis number '67495' was originally supplied by Maranello Concessionaires and sold new via Stratstone's of Wilmslow, who maintained it until 1991 as evidenced by nine stamped entries in the accompanying service booklet. Thereafter the car was maintained by Maranello, there being seven services recorded between 1991 and 1998, followed by Forza 288 in 1999. It is understood that servicing continued, although no invoices are available.

The current vendor purchased the Ferrari at Bonhams' Goodwood Festival of Speed sale in July 2007 (Lot 437), the odometer reading at time of MoT testing in April of that year being recorded as 86,135 miles. Since acquisition, this peerless Grande Routière has been used for touring in Europe and the UK, just as its maker intended, covering some 11,000-or-so miles in the last seven years (the current odometer reading is 97,873 miles). The car has been serviced regularly, receiving new prop shaft bearings and tyres in 2008 and being professionally repainted by I N Auto Restorations of Lingfield, Surrey in 2013/14 (receipt on file) while the interior has been re-carpeted and the front seats re-trimmed.

Finished in silver with cream leather interior, the latter equipped with two-stage air conditioning, 'A3 NSA' is described as in generally excellent condition, with all electrics working. The car is offered with its factory-supplied owner's wallet and instruction books, sundry invoices, spare keys, a quantity of expired MoT certificates, V5C registration document, current MoT and a photographic record of the recent repaint

£22,000 - 28,000

€27,000 - 34,000



339

1924 Alvis 12/50hp SB Deluxe Tourer

Coachwork by Cross & Ellis

Registration no. HU 249
Chassis no. 2902 & 5333
Engine no. 3747

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

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

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

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



Car number '8231', the early example offered here carries 4/5-seat tourer coachwork by Cross & Ellis. Founded in Coventry in 1919, Cross & Ellis supplied bodies under contract to the local motor industry, enjoying a long, though sometimes troubled, relationship with close neighbours Alvis. Indeed, the four-door tourer bodies on the Speed Twenty-Five chassis are regarded as among its finest work.

A copy of its factory Car Record on file shows that this 12/50, car number '8231', was despatched to Messrs Bristol Motor Co. Ltd on 2nd June 1924 fitted with engine number '3257' (the current unit '3747' is a replacement). The car's history between 1924 and 1958 is not known, although the Bristol Record Office file indicates that there were probably but five owners during that period. In 1958 the previous owner acquired the car from a Mr Warrington of Hanworth in Middlesex, as evidenced by the copy of an old-style buff log book issued in 1957. A certified copy of The Car Record supplied by the Alvis Car & Engineering Co. Ltd. quotes a Frame Number of 2902, which is stamped on the front offside dumb-iron, although the Chassis Number shown of the log book and subsequent V5'S gives a different number, which may be found on the rear nearside chassis member.

However, as explained in the Peter Hull and Norman Johnson 'bible' "*The Alvis Car*", it was the custom to stamp more than one number on the chassis at the time and the system of numbering changed several times in the 1920's, with some of these numbers apparently not being recorded. Cross & Ellis body number 2124 is stamped on the woodwork and the Car Number is also shown on the supplied copy of the Bristol Record Office file referred to above, which also confirms the long-term previous ownership.

HU 249 was restored by the previous owner in the 1990's and the car was exercised regularly during that ownership, as part of a large collection. It is now being offered for sale for only the second time in more than fifty-five years, as a result of a change in ambition on the part of the current owner. Described as in generally excellent condition, and 'on the button'. The car is offered with the aforementioned documentation, sundry invoices and current road fund licence as well as a tailored cover. A fast Vintage-era sports car affording the benefit of four-wheel brakes, a rare feature in its day.

£40,000 - 50,000
€48,000 - 60,000



340 **Single family ownership since 1976** **1924 Rolls-Royce 20hp Tourer**

Registration no. WC 111

Chassis no. GDK37

Engine no. G1124

This 20hp Rolls-Royce, chassis number 'GDK37', was sold to the coachbuilder Rippon Brothers on 24th October 1924 and in December of that same year was delivered to its first owner, Mrs E M Cordeux, wife of the late Dr R H Cordeaux of Bunny Hall, Nottingham. The original registration was 'R 160'. Following Mrs Cordeux's death, the Bunny Hall estate was sold in 1942 and the next record of this car dates from 1970 when it was offered for sale at E J Brooks' auction in Monte Carlo. At that time it was described as having undergone extensive mechanical restoration and had been fitted with a saloon body by Charlesworth. The registration had been changed to 'GX 7321'. Subsequently the car was associated with one D S Johnson and next with R-REC member J A G Burchall of Theydon Bois, Essex from December 1974, by which time 'R 160' was back on it.

In December 1975 the Rolls-Royce passed to the next owner, Daniel T Brown, and in October 1976 was purchased at auction by Hermione, Lady Colwyn. However, by this time the car, now with open tourer coachwork, had acquired the chassis plate of 'GDK12' and been reregistered 'CT 6866'. It has remained in the same family ever since.

Daughter of the grandson of the 3rd Baronet Hoare of Annabella, County Cork, the formidable Hermione pioneered the development of women's ice hockey in the 1920s and was a member of the Oxford Gliding Club in the 1930s. While in her ownership the Twenty appeared in the 1981 ITV mini series 'Winston Churchill – The Wilderness Years', starring Robert Hardy as Britain's wartime leader. It also appeared in the 1985/86 London Weekend Television drama series 'Mapp and Lucia' starring (respectively) Prunella Scales and Geraldine McEwan, serving as Lucia's car in all episodes (photographs on file). From the late 1980s into the early 1990s the Rolls-Royce was kept garaged and mechanically maintained but not used on the road as a result of Lady Colwyn's ill health and subsequent death.



At around that time a third party applied for the registration 'CT 6866' and the confused identity of the car came to light. Subsequent investigation re-established its identity as 'GDK37' to the satisfaction of the DVLA, and an age related registration 'WC 111' and new registration document was issued. Details of the investigation are on file. Why the chassis plate had been changed will almost certainly never be known. Prospective purchasers should note that it is still on the car. On Lady Colwyn's death the Twenty was inherited by the vendor, who fortunately has sound mechanical experience of both cars and motorcycles and thus has been able to carry out routine maintenance and make minor repairs. More demanding tasks have been entrusted to specialists including an engine top-end rebuild by Taylors Garage and overhaul of the Autovac by Brian Thompson in May/July 2002. A new heavy-duty battery was fitted and the spark plugs changed in 2013. The car is currently MoT'd and taxed.

Embodying the spirit of its time, this handsome Rolls-Royce 20hp open tourer is finished in grey with maroon interior and matching coach lines, and will certainly turn heads at any Vintage gathering. The commodious rear luggage is trunk is French and possibly older than the car, while the engine, 'G1124', is original and still in good running order. In the loving care of only two families for 56 of its 90 years, 'GDK37' is offered with copies of original build sheets, summarised history, sundry service/repair invoices, V5 registration document and signed mileage statements verifying that the car has covered approximately 16,500 miles since 1977.
£20,000 - 30,000
€24,000 - 36,000



341

1977 Porsche 911SC 3.0-Litre Targa Coupé

Registration no. WRK 776S

Chassis no. 9118310685

Engine no. 6361497



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356, and is still in production today, half a century later. Two years after the original coupé's introduction, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian Targa Florio long-distance classic - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowable in the boot.

For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way.

The much loved and instantly recognisable Targa bowed out at the end of the 1990s when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999. It might have been gone but the Targa had not been forgotten, as evidenced by the model's reappearance in Porsche's 2014 line-up.

The Targa offered here dates from November 1977, by which time rationalisation had seen the 911 range reduced to the SC and Turbo, the normally aspirated 3.0-litre SC having 180bhp at its disposal, an output good enough for a top speed of around 140mph. A desirable manual transmission example finished in Petrol Blue metallic with black pinstriped cloth interior, 'WRK 776S' currently displays a total of 90,000 miles on the odometer and is described as in generally good condition. The accompanying service booklet and bills detail maintenance throughout its life with main agents and independent specialists, and the car also comes with MoT to March 2015 and V5C document.

£20,000 - 22,000

€24,000 - 27,000



342

1992 Lancia Delta HF Integrale Evoluzione Hatchback

Registration no. J515 CNO

Chassis no. ZLA831AB000569487

Engine no. 139960



The development programme aimed at transforming the boxy-shaped, Giugiaro-designed Delta hatchback into a competitive rally car had been necessitated by the banning of the Group B supercars at the end of 1986. Having experimented with a system combining both a conventional (Volumex) supercharger and a turbo on their Delta S4 Group B rally car, Lancia eventually opted for turbo-charging alone for the less exotic Group A Delta HF. Already a fine handling car courtesy of its tuned suspension, the Delta HF moved up a class with the introduction of a state-of-the-art four-wheel-drive transmission incorporating Ferguson viscous couplings and a Torsen differential.

Badged as the 'Delta HF 4WD' on its introduction in 1986, the model retained the Volumex blower initially before switching to a straightforward turbo when transformed into the legendary Integrale in 1987. The latter would prove a supremely capable rally car yet in road trim remained a thoroughly practical family hatchback. Integrale performance was boosted further by the introduction of a 16-valve cylinder head for the 2.0-litre four-cylinder engine in 1989, maximum power increasing to 200bhp and top speed to 220km/h (137mph).

Homologated to maintain the works rally team's competitive edge, the first Evoluzione models were manufactured towards the end of 1991, incorporating wider front and rear track, appropriately altered bodywork and an engine re-mapped to produce 210bhp among many other detail improvements. Although the model was sold officially in the UK, the Integrale was only ever available with left-hand drive.

One of the final Evoluzione models completed before the introduction of the catalyst equipped Evoluzione II, the example offered here remained in its first owner's possession until August 2013 and has covered only 41,000-or-so miles from new. Noteworthy features include the optional air conditioning and full leather interior. Recently serviced and re-commissioned, the car is described as in generally good condition and offered with old-style logbook, current MoT/tax and V5C registration document.

£25,000 - 28,000

€30,000 - 34,000



343

1936 Bentley 4¼-Litre Drophead Coupé

Coachwork by H Horsfield & Sons

Registration no. DGW 549

Chassis no. B162HK

Engine no. J5BZ

By the end of the 1930s the 'Derby' Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3.5-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes.

The Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles, including this one, which was completed with four-door, four-light sports saloon coachwork.

Rediscovered as a 'barn find' in the early 1990s, the Bentley was in receipt of a total rebuild, the entire car being dismantled, the chassis overhauled and the engine rebuilt. The body was beyond repair and the craftsmen at H Horsfield & Sons were commissioned to design and build what is claimed to be a unique three-position drophead coupé coachwork. We are advised that it is an extremely weather tight design that works well in all conditions and can be put up or down swiftly by one person. In 1999, to make the car more motorway friendly, an overdrive was fitted giving 70mph at 2,500rpm



'DGW 549' was acquired by the current vendor in 2007, since when the rear hubs have been replaced, the dynamo overhauled and the regulator replaced with a modern equivalent of period appearance. In addition a 40 amp race alternator has been fitted, running off the prop shaft and completely invisible from the outside. This allows the car to be driven with two sets of headlights on simultaneously, and one does not have to worry if the dynamo stops working. Extra halogen headlights have been fitted to act as the main dipping lights, giving modern levels of lighting, and can be used in conjunction with the excellent original Lucas P100s to give more illumination than those of a modern car.

The vendor has also replaced the ball joints, long steering arm and pivot pins, and got the automatic lubrication system to work properly, while the cylinder head was replaced with a new Fiennes Engineering unit in 2009. Top-down driving is facilitated by the mohair tonneau cover, which is very well made and fits snugly. The roof is excellent whether it be in the fully up, fully down or three-quarter position. It is said to be weatherproof and effective at high speed.

One of the silencers has been removed and exhaust pipe's bore size increased, giving more power, higher revs and a much nicer sound. The ignition uses a modern coil, but the original system has been retained.

There are three-point safety harnesses for the front seats, which can be clipped in and out of their anchors in a few seconds.

Described as extremely reliable and robust, 'DGW 549' has been developed with a view to being competitive and reliable in classic and historic rallying competitions. Its recent results include 4th overall in Hero's Summer Rally (2011); 10th in the Flying Scotsman (2012); 12th in the Flying Scotsman (2013); and 2nd overall in the Classic Rally Tours 'Beaujolais Rally' (2013). The car is offered with sundry restoration invoices, current road fund licence, MoT to September 2014 and V5C registration document.

£70,000 - 90,000
€85,000 - 110,000



344

**One of ten Nelson Mandela 'Democracy Cars'
2004 BMW 318i Sports Saloon**

Registration no. RX55 BUO

Chassis no. WBAET760XBNA91035



A once-in-a-lifetime opportunity for the BMW collector, the very special 318i offered here is one of the exclusive limited edition run of only ten 'Democracy Cars' built by the German manufacturer in 2004 to commemorate ten years of democracy in South Africa. In 1994 Nelson Mandela had become South Africa's first fully democratically elected president, and to mark the tenth anniversary of this historic event BMW South Africa and its employees donated their resources and time to build these special cars, while many of BMW's parts suppliers assisted the project by donating components.

Ex-president Mandela personally signed the interior of every one, and each was issued with an authenticating plaque. They were intended as fund raising vehicles to be auctioned across the world for the benefit of various charities, the principal recipient being the Nelson Mandela Children's Fund.

Individual Democracy Cars were exported to Australia, Canada, Germany, New Zealand, the UK and the USA, the remainder being sold in South Africa. The example offered here is the UK Democracy Car, donated by BMW UK, which was auctioned at Madame Tussaud's in London in June 2005, selling to an anonymous bidder for £38,000. The proceeds of the 'Put Yourself in My Shoes' auction were split between the Nelson Mandela Children's Fund and the UK children's charities Norwood and Shine.

The current vendor bought the BMW from its original purchaser, a friend of his, in 2006. A manual transmission model finished in silver with black leather interior, 'RX55 BUO' has been maintained by BMW North Oxford and comes with full service history, complete book pack, spare key, torch, etc. Currently displaying a total of 46,000 miles on the odometer, the car is described as in generally very good condition and offered with current MoT/tax and V5C registration document.

£3,000 - 5,000

€3,600 - 6,000

No Reserve



345

1986 Ferrari 412GT Coupé

Registration no. C442 VPL

Chassis no. ZFFWA19C000061389



Produced between 1985 and 1989, the Ferrari 412 was the final glorious flowering of the '400' series of luxurious four-seaters that had commenced with the introduction of the 365GT/4 2+2 in 1972. Representing evolution rather than revolution, the 412 debuted at the Geneva Motor Show in 1985, replacing the 400GT. The latter's quad-cam V12 engine was enlarged to 4.9-litres for the 412, which also gained anti-lock brakes, a revised interior and bumpers colour co-ordinated with the bodywork, while an improved front air dam and raised boot deck further reduced the already low co-efficient of drag. By the time production ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year.

The 400GT had been the first Ferrari to offer automatic transmission as an option, a decision vindicated by the fact that more than two-thirds of customers took up the option, including the original purchaser of the car offered here.

First registered in the UK in May 1986, right-hand drive chassis number '61389' was acquired by the present (lady) owner in 1991 and since acquisition has been taxed every year, used regularly and serviced by specialists. 'C442 VPL' has appeared often at Ferrari Owners' Club events and in 2003 won 2nd prize at their annual concours. Finished in its original livery of black metallic with cream leather interior, the latter equipped with two-stage air conditioning, the car has covered some 76,700 miles from new and is described as in generally very good condition.

One of the most comprehensive we have seen, the accompanying history file contains every MoT certificate and a vast quantity of service and maintenance invoices accumulated over the years. Last serviced in 2013, the car comes complete with its original jack, spare wheel, leather wallet, handbook, current road fund licence, MoT to November 2014 and V5 registration document. Reliable and trouble free, this well cared for 412GT represents a relatively affordable way of experiencing the pleasures of driving a splendid V12-engined Ferrari in the company of one's family or friends.

£14,000 - 18,000

€17,000 - 22,000



346

1990 Lancia Delta HF Integrale Hatchback

Registration no. G460 ORY

Chassis no. ZLA831AB000507454

Engine no. 1053410



'Between 1987 and 1992, the Integrale utterly dominated its branch of motor sport, winning 46 rallies and six consecutive constructors' championships outright. And to keep the rally car at the sharp end of the results table, the road car went through a number of iterations, each more potent than the last.' – *Octane magazine*, June 2012.

The development programme aimed at transforming the boxy-shaped, Giugiaro-designed Delta hatchback into a competitive rally car had been necessitated by the banning of the Group B supercars at the end of 1986. Having experimented with a system combining both a conventional (Volumex) supercharger and a turbo on their Delta S4 Group B rally car, Lancia eventually opted for turbo-charging alone for the less exotic Group A Delta HF. Already a fine handling car courtesy of its tuned suspension, the Delta HF moved up a class with the introduction of a state-of-the-art four-wheel-drive transmission incorporating Ferguson viscous couplings and a Torsen differential.

Badged as the 'Delta HF 4WD' on its introduction in 1986, the model retained the Volumex blower initially before switching to a straightforward turbo when transformed into the legendary Integrale in 1987. The latter would prove a supremely capable rally car yet in road trim remained a thoroughly practical family hatchback. Integrale performance was boosted further by the introduction of a 16-valve cylinder head for the 2.0-litre four-cylinder engine in 1989, maximum power increasing to 200bhp and top speed to 220km/h (137mph). Although the Integrale was sold officially in the UK, it was only ever available with left-hand drive.

This 16-valve example of one of the most iconic and sought after cars of its era remained in its first owner's possession until September 2013 and has covered some 70,000 miles from new. Recently serviced and re-commissioned, the car is described as in generally good condition and offered with old-style logbook, current MoT/tax and V5C registration document.

£20,000 - 22,000

€24,000 - 27,000



347 N

Left-hand drive

Agusta 1100 D2 Autocarro Motorcycle Transporter

Chassis no. 1001022



Unlikely as it may seem, this charming light commercial vehicle was manufactured by the legendary MV Agusta. One of the most iconic marques in motorcycling history, thanks mainly to an unprecedented record of Grand Prix racing success throughout the 1950s and 1960s, MV Agusta (Meccanica Verghera Agusta) started out as an offshoot of the Agusta aviation company. The latter had been founded in 1923 by one of Italy's pioneer aviators, Count Giovanni Agusta, who first flew in 1907.

When demand for its traditional product line vanished at the end of WW2, Agusta turned to motorcycle manufacturing as a means of keeping its factory and workforce occupied. In the immediate aftermath of war, what Italy needed was cheap, basic transport for the masses, which meant mopeds, lightweight motorcycles and scooters, almost all of them two-stroke powered. Even MV could not ignore the economic facts of life.

Although best known for its large-capacity four-cylinder four-strokes, MV Agusta built lightweights throughout its manufacturing career and in its early days listed small two-strokes and even a scooter. Indeed, one of the marque's earliest Grand Prix results – 5th place in the Dutch 125 round in 1950 – was achieved by a two-stroke.

The company even adapted one of its motorcycles to serve as a three-wheeled delivery truck - a motocarro - the first of these lightweight commercials appearing in 1954. Four-wheeled autocarro commercials followed. These were powered by a variety of MV-built engines, the largest of which was a 1,079cc twin-cylinder diesel. Producing 27bhp, the latter powered the 1100 D2 model, which arrived in 1957 and lasted in production into the early 1960s. Why MV bothered with this market is a mystery, as there was never any chance of them competing successfully with FIAT. It is estimated that only some 2,000 1100 D2s were made.

This restored example has a flat rear bed adapted to carry three motorcycles. Offered from an exclusive Italian private collection, the vehicle is described as in generally good condition and comes with Italian registration papers. The prefect way to take your collection of MVs to the next meeting.

£14,000 - 18,000

€17,000 - 22,000



348 N
Left-hand drive
1970 FIAT 500L TV Gianni Saloon
 Chassis no. 2449121



Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The original FIAT 500 remains as popular today as it ever was, and recently was voted 'Sexiest Car' by the readers of *Top Gear* magazine.

This FIAT 500 incorporates various performance enhancing products made by Gianni. Founded in 1920 by the Gianni brothers - Attilio and Domenico - as a garage, the company began tuning the little FIAT 500 Topolino in the 1930s and secured 12 world speed records with one of its modified cars. In the early 1960s the original company closed, the brothers going their separate ways to found new enterprises.

Attilio's new design company lasted only until 1971 but that founded by Domenico - Gianni Automobili SpA - survives today as part of the FIAT Group. In 1963 Gianni Automobili began modifying cars and selling tuning kits. That same year it introduced its own modified version of the baby FIAT - the 500TV - and throughout the decade and into the 1970s Gianni-tuned cars battled with those of its rival Abarth on the racetracks of Europe. In 1966 Maurizio Zanetti became Italian Champion driving a Gianni-tuned FIAT 500. In more recent years Gianni has specialised in the production of limited-edition versions of FIAT production models.

This attractive Gianni-modified FIAT 500 is being offered from an exclusive Italian collection, its home in recent years, and is finished in white with a contrasting dark red interior. The accompanying Estratto Cronologico records the first two owners as residents of Tivoli near Rome.

£10,000 - 14,000
€12,000 - 17,000



349 N

Left-hand drive

1978 FIAT 238 1st Series Minibus

Chassis no. 0192643

Engine no. 131.000



FIAT'S first commercial vehicle arrived in 1903, only a few years after the company had been established in Turin. Production of that first model, a 24hp truck, was on a small scale but from 1906 its 18/24hp successor was made in large numbers. The military's requirements during World War One necessitated a significant increase in the output of vehicles of all types, with FIAT commercials being supplied to the armies of most of the European Allies. Before then, FIAT had introduced its first light commercial with a proper van body, the Tipo 1F, which was based on the Tipo 1 passenger car chassis. Ideal for local deliveries, it was favoured by the UK's General Post Office, forerunner of Royal Mail. FIAT's light vans continued to be based on passenger cars, the most successful of the immediately post-WW2 era being the 1100 ALR, derived from the 1100 saloon.

Successor to the FIAT 1100T, the 238 was introduced in 1967 and produced in various versions - van, truck, chassis cab, minibus and ambulance - with engines of either 1,197cc or 1,438cc. Top speed was around 105km/h (65mph).

The 238's mechanical underpinnings were sourced from the Autobianchi Primula, which is notable as the FIAT Group's first passenger car to feature front-wheel drive and a transverse engine. Produced in collaboration with Citroën, a Tipo 242 van arrived in 1974 boasting a larger petrol engine and a diesel option. However, such was the 238's popularity that it was made available with 242's larger engine and kept in production until 1983, being replaced by the first of the Ducato series.

An example of the rare and desirable nine-seat minibus variant, this FIAT 238 is finished in grey/blue with blue/beige interior and is described as in very good condition both inside and out. We are advised that the vehicle was used as transport by the nuns of an Italian convent before finding a new home in an exclusive Italian private collection in recent years. An interesting alternative to the more common Volkswagen Type 2, this charming FIAT minibus is offered with Italian libretto and Certificato di Proprieta.

£15,000 - 18,000

€18,000 - 22,000



350 N
Left-hand drive
1967 Ford Mustang Hardtop Coupé
 Chassis no. 7T01A210807



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

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

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

Finished in blue metallic with black interior, this Mustang hardtop coupé has automatic transmission and the 289ci (4,727cc) Challenger V8 engine equipped with the four-barrel carburettor and producing around 225bhp. Interestingly, this Mustang was delivered new to a customer in the Sicilian capital Palermo and remained in Sicily most of its life before being acquired by the vendor, a noted Italian collector. Recently repainted, the car is described as in generally good condition and offered with Italian libretto, Certificato di Proprieta and ASI homologation papers.

£18,000 - 23,000
€22,000 - 28,000



351 N

Left-hand drive

1962 Jaguar Mk2 3.8-Litre Saloon

Chassis no. 221667



'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. Its immediate predecessor - the Mk1 - had been introduced in 1956 and is of historic significance, being the Coventry firm's first unitary construction saloon car. It was replaced in October 1959 by the closely related, albeit extensively revised, Mk2.

The latter offered better all-round visibility courtesy of larger windows, while the Mk1's rear wheel spats disappeared and the rear track was widened, which improved both roll-resistance and stability. The dashboard was redesigned with the speedometer and rev counter relocated in front of the driver, the six toggle switches and four minor gauges being set across the centre.

Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4 and 3.8-litre XK engines, provided the discerning, string-back-gloved, enthusiast driver with one of the finest sports saloons available in the 1960s. In its ultimate, 3.8-litre, overdrive-equipped form, the Mk2 could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards. Although there was a slight performance penalty with the optional Borg-Warner automatic transmission installed, the '3.8' in this form was an increasingly popular choice, particularly in the North American market.

Representing the Jaguar Mk2 in its ultimate 3.8-litre/overdrive configuration, this left-hand drive example was delivered new to one Edmund McLaughlin in Rome and has resided in Italy all its life. It was acquired for the vendor's private collection approximately four years ago. Comprehensively restored some three years ago with new wood, beige leather interior and dark red metallic paintwork, the car is described as in generally very good condition and offered with Italian libretto and Certificato di Proprieta.

£25,000 - 30,000

€30,000 - 36,000



352 N
Left-hand drive
1950 Morgan 4/4 Sports
 Chassis no. 478821



After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeler car at Olympia in 1910, coincidentally with an upsurge of interest in cyclecars. Of simple construction with front-mounted motorcycle engine and two-speed chain transmission, the Morgan was light, fast and economical to run. V-twin engines from a wide variety of manufacturers were employed, though those from J A Prestwich predominated.

The first production four-wheeled Morgan - the 4/4 - appeared in December 1935 when H F S Morgan completed the London-Exeter Trial in one. The newcomer inherited its sliding-pillar front suspension, simple cross-braced steel chassis and long bonnet, short tail looks from the three-wheelers. It was powered by a 1,122cc, inlet-over-exhaust, Coventry Climax 'four' that transmitted its 34bhp to the Salisbury back axle via a centre-mounted four-speed Meadows gearbox (a Moss 'box was used later).

There was also a smaller-bore, 1,098cc competition version available that made the car eligible for the sports car racing's 1,100cc class; one such specially prepared 4/4, driven by private entrant Prudence Fawcett, finished 2nd in class and 13th overall at Le Mans in 1938. Four-seater and two-seater drophead coupé versions of the 4/4 were added to the range in 1938. A special Standard-built 1,267cc overhead-valve engine was introduced for the 1939 season and would continue to power the 4/4 up to 1950 when it was superseded by the larger and more powerful Standard Vanguard-engined Plus 4. When the 4/4 returned to the range in 1955 it would be powered by Ford's 1,172cc sidevalve engine.

Dating from Morgan's 'flat radiator' period, the left-hand drive 4/4 offered here was imported into Italy last year and comes with its old Peruvian title deed and EU customs papers confirming duties paid. The car is finished blue with black interior and is described as in generally very good condition.
£30,000 - 40,000
€36,000 - 48,000



353 N

1918 Bianchi Tipo 12 Roadster (see text)

Chassis no. 16977

Engine no. 16977



Originally a bicycle manufacturer and arguably best known as a maker of fine racing motorcycles, Edoardo Bianchi built his first automobile around 1900. Like many of his contemporaries, Bianchi used the ubiquitous De Dion-Bouton engine for his early efforts. By 1907 sales had grown sufficiently to justify the building of a factory dedicated to car production, and by 1910 Bianchi lay second in the Italian motor industry's manufacturing league table, albeit some distance behind FIAT. Antonio Santoni became Bianchi's chief designer in 1909, replacing Antonio Merosi who had been responsible for its early cars. Shaft drive gradually became the norm, commencing with the smaller models.

Bianchi began to sell its products abroad, including in the UK, but the home market remained its most important and throughout the 1920s the firm was usually Italy's third-largest producer behind FIAT and Lancia. A wide variety of models was manufactured over the next 20 years, though by 1940 Bianchi was concentrating on motorcycles and commercial vehicles. Car manufacture resumed in 1957 when Bianchi joined partners FIAT and Pirelli to form Autobianchi.

The car offered here is an example of Bianchi's Tipo 12, the model that the company concentrated on when civilian production recommenced at the end of WWI. Its 1.7-litre four-cylinder fixed-head sidevalve engine produced around 25bhp, which was good enough to propel the relatively light Tipo 12 to a top speed of circa 75km/h (approximately 47mph). Right-hand drive, like many Italian cars of the period, the Bianchi boasts racing style open two-seater coachwork and is finished in blue with black leather upholstery.

This rare and attractive car has formed part of an exclusive Italian private collection for the last 10 years and is described by the vendor as in good working order, having benefited from a recent service by the collection's in-house mechanics. It is offered with a dating certificate/data sheet issued by the 'Registro FIAT Italiano'. It should be noted that the latter describes the car as a Tipo 18; however, other authorities maintain that the Tipo 18, which had an engine with a detachable cylinder head, was not introduced until 1923.

£40,000 - 50,000

€48,000 - 60,000



354 N
1928 Ansaldo Tipo 14 Sports
 Chassis no. 140301



One of Italy's largest engineering conglomerates, Ansaldo was founded in 1853 by a group of Genoese businessmen headed by Giovanni Ansaldo. The company concentrated on the manufacture of railway components before expanding into shipbuilding and general mechanical engineering.

By the start of WWI Ansaldo was also producing aircraft and aero engines. Needing to find a use for its Turin aero engine factory after the war's end, the company added motor manufacturing to its already bulging portfolio. Production of an advanced light car - the Tipo 4 - commenced in 1919. Designed by Ansaldo's chief engineer, Guido Soria, it was powered by an overhead-camshaft four-cylinder engine displacing 1,847cc and featured an American-style central gearchange to the three-speed gearbox. In 1923 Ansaldo introduced four-wheel brakes to the range and launched its first six-cylinder model, the 1,990cc 6AN.

The latter's four-speed gearbox and coil ignition had become features of the four-cylinder range by 1928. Ansaldo seemed to have established itself in the motoring marketplace when the group was broken up on Mussolini's orders in 1927, the car division being sold to Macchi and the aircraft division to FIAT. Soria found employment elsewhere but had left designs for two luxury cars on the drawing board, which appeared after he left. Car production declined and eventually fizzled out during the early 1930s, though the Ansaldo name subsequently appeared on Viberti-built trolleybuses. Ansaldo production averaged between 1,000 and 2,000 units annually throughout the 1920s, a mere fraction of FIAT's output, and today survivors of this short-lived make are rare.

The four-cylinder Ansaldo offered here features two-seater race-style coachwork, wooden spoke wheels, cycle wings and two rear-mounted spare tyres. Offered from an exclusive Italian collection, the car is described as in good working order and comes with an Italian libretto and Certificato di Proprieta.

£45,000 - 55,000
€54,000 - 66,000



355

**1994 Rolls-Royce Silver Spur III Limousine
Coachwork by H J Mulliner, Park Ward**

Registration no. L312 HYP

Chassis no. SCAZW0C4RCH80121

Engine no. 810231410MNKR



Typically Rolls-Royce in so far as it represented evolution rather than revolution, the Silver Spirit and long-wheelbase Silver Spur were based on the preceding Silver Shadow II, to which they bore a distinct family resemblance, and were introduced in 1980. By now all cars, regardless of final destination, came with a Bosch fuel-injected V8 engine in three-way catalysed 'California' specification capable of meeting all current emissions targets. The long-wheelbase Silver Spur turned out to be a major success for Rolls-Royce, and by 1985 accounted for almost the same number of sales as the shorter Silver Spirit despite being around 20% more expensive.

The Spirit/Spur had gained anti-lock brakes as standard equipment by the time the further-improved Series II arrived in 1990, the principal other advance being electronically controlled adaptive suspension damping. Longer than the standard saloon by 24", Rolls-Royce's Touring Limousine was introduced on the Silver Spur II platform and continued on the Silver Spur III when that improved model was launched in 1993. Built to the highest standards, as one would expect of a top-of-the-range Rolls-Royce, a mere 91 of these elegant automobiles were produced by H J Mulliner, Park Ward Ltd - Rolls-Royce's specialist coachbuilding division - between 1991 and 1994.

The Silver Spur III limousine offered here was supplied in May 1994 by Mead of Birmingham to a high ranking official connected with a foreign royal family. It was subsequently maintained by Mead and other Rolls-Royce main agents and specialists until 2004 when purchased by renowned marque specialists Frank Dale & Stepsons. The latter subsequently supplied the car to a customer based abroad who used it when in London on business. FD&S also serviced, maintained and stored the car for him during the ensuing eight years until present day. 'L312 HYP' has covered fewer than 5,000 miles while in the care of FD&S, the total mileage now standing at circa 42,000.

As one might imagine, the car has a number of special features including sunroof, central division, television and video, picnic tables, an Asprey clock and separate air conditioning and stereo systems in the rear compartment. Its condition is correctly described as excellent; indeed, a better 18-year-old Rolls-Royce would be hard to find. Maintained regardless of cost, the car is offered with service history, current road fund licence, MoT to April 2015 and V5C registration document.

£30,000 - 35,000

€36,000 - 42,000



356

1977 Rolls-Royce Silver Shadow II Saloon

Registration no. YGY 202S

Chassis no. SRH31971

Engine no. 31971



'To most people, a Rolls-Royce is the ultimate status symbol: you can aspire to nothing higher. Until you drive or even ride in one, it is difficult to appreciate how much lies behind the name. There are quieter cars, there are quicker cars but none cossets its occupants in quite the same manner, none insulates them from the outside world quite so effectively, to the point where rush-hour traffic jams, inclement weather and the other irritations of day-to-day living no longer seem to matter. On top of all this is the immeasurable pleasure offered by sheer unadulterated luxury of the sort that stems only from the use of the very best materials by the very best craftsmen. That is what the Silver Shadow is about.' - *Motor*.

Introduced in 1965, the Silver Shadow represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction of the body/chassis. All-round independent suspension and power-operated four-wheel disc brakes appeared for the first time on a Rolls-Royce, and production cars boasted a roof-line 4" lower than that of the preceding Silver Cloud II. The latter's well-tried, 6.2-litre V8 continued in the Shadow until the need to maintain power while meeting US emissions targets saw it enlarged to 6,750cc in 1970. Notable developments prior to that had included the adoption of GM400 automatic transmission and air conditioning as standard equipment.

Almost a quarter of a century after the last example left the Crewe factory, the Rolls-Royce Silver Shadow - one of this illustrious British company's most successful models ever - remains an imposing and highly desirable motor car. Incorporating all the 'Series II' improvements, the most significant of which were power-assisted rack-and-pinion steering and split-level air conditioning, that offered here is a very good example of the marque.

This particular Shadow II was completed in August of 1977 and purchased in 1980 by the second and most recent private owner, who kept the car until very recently when it was acquired by renowned marque specialists Frank Dale & Stepsons. 'YGY 202S' has travelled only 45,000 miles from new and is finished in the very 1970s colour scheme of nutmeg over walnut with tan leather interior. It comes complete with its original books and tools. Offered with MoT to April 2015 and V5C registration document, this low-mileage Shadow II represents a real taste of 1970s motoring, Rolls-Royce style.

£12,000 - 16,000

€14,000 - 19,000



357 N

**1994 Range Rover Vogue LSE V8 4.3 Auto Stretch Limousine
Coachwork by Townley**

Registration no. L23 PWT

Chassis no. SALLHBM33MA648288

Engine no. N0D09761B



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.

Ever since its arrival, the Range Rover has attracted the attention of specialist firms offering upgrades and conversions. The stretch limousine offered here is the work of one of the best known, Townley Cross Country Vehicles Ltd, which in its day was responsible for converting several hundred, many of them tailored to the specific requirements of wealthy Middle Eastern clients. Taking nine months to build, this example was originally commissioned by the Sultan of Brunei for his younger brother, Prince Jefri, and reputedly cost around £135,000. Townley stretched the chassis and body by 40", incorporating two additional fixed Range Rover doors in the centre and a roof raised by 8".

They also installed a laminated sunroof together with darkened windows and a one-piece opening tailgate. Interior features include a full electric centre division with glass panel; three rear seats (two electrically operated); full air conditioning; stereo/CD player and two remote control 8" television monitors with VHS recorder. The exterior was painted in Rolls-Royce Masons Black and the interior trimmed in black-piped Oxblood Connolly hide with Wilton carpeting and burr walnut embellishment.

In June 2000 'L23 PWT' enjoyed its own '15 minutes of fame' when it was used to ferry World Heavyweight Boxing Champion Mike Tyson around Glasgow when he fought at Hampden Park (press cuttings on file). At that time it was reported that the car had covered 10,000 miles from new and was being offered for sale by the Glasgow Car Company. At receipt on file dated November 2001 records the purchaser (from Waterside Classics) as one Tom Shanks of Netherley, Stonehaven. The vehicle passed the current owner in Denmark in January 2008. Accompanying documentation consists of copies of Townley specification sheets, warranty agreements, expired MoT (2008) and Danish registration papers.

£14,000 - 16,000

£17,000 - 19,000



358

The H.R. Owen Prototype

1987 Lancia Delta HF Turbo Cabriolet

Registration no. D89 HYK

Chassis no. ZLA831AB000377814

Engine no. 687932

Lancia had been part of the FIAT empire for ten years by the time the Delta was introduced in the autumn of 1979, and so the smart new five-door hatchback made use of the FIAT Strada's transverse engine/ front-wheel-drive power train. The platform and suspension though, were unique to the Delta, as was the attractive body by Ital Design. This was the era of the 'hot hatch' and high-performance versions were not long in coming, the Delta HF Turbo being a new introduction for 1984. Power output of the blown 1.6-litre twin-cam engine was 130bhp initially, rising to 140bhp in mid-1986 with the arrival of fuel injection, which was good enough for a top speed of over 120mph with 60mph attainable in around 8.5 seconds. The prototype of an intended limited production run that never materialised, this unique Delta was converted when new to cabriolet configuration by H R Owen of Berkeley Square, London W1. After serving as a demonstrator, 'D89 HYK' went to Lancia Ealing, remaining there until the former went into liquidation. The car was then sold to Charles Coutts from whom it was purchased by the lady vendor's husband in 1996. Since acquisition the Lancia has been regularly maintained and MoT'd annually by Maygrove Motors, there being numerous bills on file for works carried out. Described as in generally good condition, running very well, the car is offered with service history, current MoT/tax, V5C document and all expired MoT certificates from new confirming the recorded mileage of only 48,000.

£5,000 - 7,000

£6,000 - 8,500



359

1975 Ferrari 365GT4 2+2 Berlina

Coachwork by Pininfarina

Registration no. KKJ 453N

Chassis no. 18101

Engine no. 18101

'Most important was the double overhead cam engine. Like Rolls-Royce, no horsepower figure was quoted, but surely it was at least 320. More important was its massive amount of torque. Taken together with the turbine-like characteristics of the V12 engine, it mattered little which gear one was in or at what speed.' – Stanley Nowak on the 356GT4 2+2, '*Ferrari on the Road*'. Introduced towards the end of 1972, the 365GT4 2+2 was the biggest and best equipped four-seater Ferrari so far. Flagship of the Maranello range, it reaffirmed Ferrari's determination to compete with the world's finest luxury saloons. Based on the preceding 365GT 2+2, albeit lower, longer and wider, the newcomer was fitted with a four-cam version of the 4.4-litre V12 engine while retaining its predecessor's mechanical underpinnings. A total of only 524 had been completed by the time production ceased in 1976. This un-restored example of the ultimate Ferrari of its day was purchased by the current vendor in 1991 and last taxed for the road in 2009. Previously owned by noted collector Jack Henley, the car comes with the original purchase receipt showing that the first owner part-exchanged his Daytona for it. 'KKJ 453N' will be offered for sale freshly MoT'd/taxed and with its engine serviced. The bodywork is described as in generally good condition, as is the paintwork, although the latter and the interior would benefit from refurbishment. Offered with V5 registration document.

£10,000 - 15,000

£12,000 - 18,000

360

1988 Citroën 2CV Special Saloon

Registration no. F509 TRK

Chassis no. VF7AZKA00KA339566

Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favoured car of the environmentally concerned motorist. Although the original 375cc air-cooled flat-twin engine grew eventually to 602cc, the 2CV's performance remained relatively modest at around 110km/h flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. It was a sad day for many when the last French-built 2CV left the Levallois factory in 1988, although production continued in Portugal for two more years. A late example fitted with the 602cc engine, this right-hand drive 2CV Special was originally purchased in Jersey but has spent most of its life in France. Re-imported to the Channel Islands, it was purchased from the original owner a few years ago by the current vendor and imported into the UK. Duty and taxes have been paid and the vendor carried out all the necessary work to get the car through the MoT test required for UK registration. Described as in generally good condition, the car is offered with current MoT certificate and V5C registration document.

£3,000 - 5,000

€3,600 - 6,000



361

1931 Peugeot 201B Coupé with Dickey Seat

Chassis no. TBA

Engine no. TBA

Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transport in 1885 when it added cycle manufacture to its portfolio. The company is the second oldest motor manufacturer in the world, having commenced car production in 1889. New for 1929, Peugeot's new 201 was a 10hp car powered by 1,122cc sidevalve engine driving via a three-speed gearbox with worm drive rear axle. It was aimed very much at the new motorist and in mainland Europe sought the same market that in the UK was contested by 10hp models from Austin and Morris. Equipped initially with transverse leaf front springing and quarter ellipsics at the rear, the model gained independent front suspension in 1932, becoming the 201C, and a synchromesh gearbox from 1934. This particular Peugeot 201 has been in the vendor's possession for the last 40 years but has never been registered or used on the road in this country. Always kept in barn or garage storage, it is said to be in fundamentally sound condition, although the interior and electrics are obviously in need of attention. We are advised that the brakes work and that the dashboard instruments are in good condition, while the odometer reading of 42,744 kilometres (approximately 26,500 miles) is believed genuine. The original starting handle, wheel brace and plug spanner are with car, which is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£3,000 - 5,000

€3,600 - 6,000





362 **Multiple Concours Winner** **1947 Bentley MkVI 4 1/4-Litre Saloon** **Coachwork by Freestone & Webb**

Registration no. SMH 3

Chassis no. B80BH

Engine no. B40B

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork. In a break from the coachbuilt tradition this was made of pressed steel panels welded together. The new 'standard steel' body was available at first only on the MkVI Bentley, though customers could still opt for a coachbuilt alternative, such as the car offered here.

A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the MkVI (and Rolls-Royce Silver Dawn) measuring 10' exactly. Notable features were independent front suspension and hydraulic front brakes. Powering the range was a new 4,257cc six-cylinder engine featuring inlet-over-exhaust valve gear and breathing through a Stromberg carburettor (Rolls-Royce) or twin SU's (Bentley).

The Autocar magazine was highly impressed with their MkVI test car in the Spring of 1950. 'Perhaps the outstanding thought from extensive driving of the Bentley MkVI built by the world's premier car manufacturers, Rolls-Royce, is that it has no single predominant feature but gains its unique position from a combination of superbly matched qualities that raise it above the level of other cars.'

Years of painstaking research and development with mechanical perfection as the goal show their results unmistakably. Smoothness and quietness and sheer quality are in the superlative.' Despite the popularity of the 'standard steel' body, a coachbuilt alternative remained the preferred choice of many customers. Indeed, anyone desiring a soft-top Rolls-Royce or Bentley had no alternative but to commission one from an independent coachbuilder, there being no factory-built alternative at this time.



One of the early 4¼-litre models, the MkVI offered here carries unique semi-razor-edge saloon coachwork by Freestone & Webb of North London, one of the finest of all British coachbuilders and a firm associated with quality marques from its earliest days, particularly Rolls-Royce, Bentley and Mercedes-Benz. The Bentley is known to have belonged to a Mr S Baron White until 1954 then, for around eight months, by a Neville Hamwee. One J P Emons, the third owner, purchased the car in July 1995 and it is believed that it was he that took it to the USA.

Chassis number 'B80BH' was in a very sorry state when it was rediscovered in the USA many years later. It was, however, complete and was purchased and brought back to the UK by Malcolm Tucker, an ex-chairman of the Rolls-Royce Enthusiasts' Club. In collaboration with marque specialists Healey Brothers, Mr Tucker carried out a full 'body off' restoration in the mid/late 1990s, and on completion in 1999 the car was awarded an R-REC 'Certificate of Merit'. Too lengthy to reproduce here, a complete record of the works, photographs included, is on file.

The Bentley was purchased by the enthusiast vendor in 2001 and since then has benefited from a comprehensive engine rebuild carried out by RR&B Garages (all bills on file). Replaced in the course of the rebuild, the original cylinder block, which had been bored out to 4½ litres, is included in the sale together with a set of pistons. In 2009 the clutch and rear axle were rebuilt, all works being undertaken by RR&B. While in the vendor's care the MkVI has covered some 12,000 miles and won additional concours awards: P&A Wood 'Best Touring Car' at the R-REC annual rally in 2005 and the Bentley Drivers' Club's 'Best Patina' award for best coachbuilt MkVI or R Type in 2006 and 2012.

'SMH 3' is finished in two-tone Garnet/Bordeaux livery with a re-trimmed interior boasting light tan leather upholstery and red carpets. Described as in generally excellent condition, running well, the car is offered with aforementioned restoration/maintenance records, current road fund licence, MoT to April 2015 and V5C registration document. Front seat safety belts and Bentley-marked Talbot wheel trims, the latter fitted from new, are the only notified deviations from factory specification.

£50,000 - 70,000
€60,000 - 84,000



363

1960 Jaguar XK150 3.4-Litre Drophead Coupé

Registration no. 159 XUF

Chassis no. SABTVRO3857192157 (S836774DN)

Engine no. V7298-8

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 divided screen.

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, '2+2' coupé forms, the open two-seater version not appearing until the following year. Disc brakes apart, the chassis remained much as before, as did the 3.4-litre, XK, six-cylinder engine that produced 190bhp as 'standard' or 210bhp in 'Special Equipment' form when fitted with the 'B'-type cylinder head. The four-speed Moss gearbox continued, while overdrive and automatic transmission were options.

Originally a left-hand drive fixed-head coupé, this XK150 was rebuilt to a very high standard by a father-and-son team during the period 2000-2005, including a full engine rebuild, interior re-trim, new hood and lining, and new MWS wire wheels.



It is understood that the conversion from left- to right-hand drive and from fixed to drophead coupé configuration was undertaken at this time. As is sometimes the case with converted vehicles, the XK was given a new chassis number by the DVLA (see above) the original having been 'S836774DN'. Only 343 miles had been covered post restoration when the car was offered for sale at Bonhams' Olympia auction in December 2009 (Lot 563) where it was purchased by the current vendor. Since acquisition '159 XUF' has been well maintained and seen only light use, being stored as part of the owner's private collection.

The XK has recently been serviced and small items addressed, adjusting door shut lines, hood alignment and trim items.

Finished in Burgundy with cream leather interior, the car presents very well and affords a highly cost effective route to open XK150 motoring. Offered with Swansea V5 registration document and sundry paperwork.

£38,000 - 45,000
€46,000 - 54,000



364
1956 Bentley S-Series Continental Sports Saloon
Coachwork by H J Mulliner
Registration no. TBA
Chassis no. BC9BG
Engine no. BC9B



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. Unlike the ordinary, factory-bodied, 'standard steel' R-Type, the Continental was bodied in the traditional manner and first appeared with what many enthusiasts consider to be the model's definitive style of coachwork - the lightweight, wind tunnel-developed fastback of H J Mulliner.

The Continental's performance figures would have been considered excellent for an out-and-out sports car but for a full four/five seater saloon they were exceptional: a top speed of 120mph, 100mph achievable in third gear, 50mph reached in a little over 9 seconds and effortless cruising at the 'ton'.

Built for export only at first, the Continental was, once delivery charges and local taxes had been paid, almost certainly the most expensive car in the world as well as the fastest capable of carrying four adults and their luggage. 'The Bentley is a modern magic carpet which annihilates great distances and delivers the occupants well-nigh as fresh as when they started,' declared *Autocar*.

With the arrival of the final generation of six-cylinder cars - the all-new Silver Cloud and Bentley S-Type - the Continental lost some of its individuality but none of its exclusivity. Eulogising about the new S-Series cars, introduced in April 1955, *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. 'It brings Bentley back to the forefront of the world's fastest cars,' *Autocar* remarked of the H J Mulliner-styled aluminium-bodied fastback which, arguably, was the quickest four/five-seater saloon of its day. The S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms. The Continental version came with shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand 'change, manual transmission.

As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car, the designs produced by independent coachbuilders for the S1 Continental chassis being among the era's most stylish, although – arguably – none ever improved on H J Mulliner's sublime original.

Right-hand drive chassis number 'BC9BG' was specified with automatic transmission and delivered to its first owner, H Needler Esq of North Ferriby, East Yorkshire in September 1956. In March 1963 the Continental passed to its second private owner, one S B C Livesey of London W9, the only other owner listed on the chassis card.

It subsequently went to the USA having been purchased in this country via Frank Dale & Stepsons by Dr Rodney A Brown MD of Olympia, Washington State, who appears to have acquired it circa 1974. In a letter on file Dr Brown states (erroneously) that he was the car's second owner, the original having been 'Mr Ted Dexter, ex-professional soccer player'. Presumably this is a reference to Ted Dexter, the professional cricketer and captain of Sussex and England, who may well have been the previous owner but certainly not the first.



Dr Brown goes on to detail the many maintenance tasks undertaken during his ownership, which seems to have ended in the early 1980s.

The next recorded owner in the USA is one Philip C Brooks of Alexandria, Virginia, who sold the Bentley to the British marque specialists P & A Wood in December 1989. In a letter on file Mr Brooks states that 'the Bentley was a member of our family for several years and we are very fond of her...' In November 1994 the car was acquired by the current vendor via car brokers Shortbay Ltd of London SW6, Messrs P & A Wood being recorded on the related paperwork as the last owner.

While in the vendor's care the Continental has benefited from a restoration of paintwork and interior trim while seeing relatively little use, and in recent years has been carefully stored. Accompanying documentation consists of the aforementioned correspondence and copy chassis cards; copies of the H J Mulliner build sheets; and sundry service/maintenance invoices. It should be noted that the cherished registration '1950 GH' is being retained by the vendor.

Capable of transporting its occupants over vast distances in a high level of comfort, this wonderful Bentley Continental is a car worthy of any collection and will bring great pride to its next discerning owner.

£280,000 - 340,000

€340,000 - 410,000



365

The Olympia Motor Show

1935 Alvis 3½-Litre Speed Twenty SD Sports Saloon

Coachwork by Charlesworth

Registration no. WS 7223

Chassis no. 13011

Engine no. 13557

Engine no. 3747

1, 'WS 7223' is awoken
from its' slumber

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

Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511cc, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburettors, an output sufficient to propel the touring-bodied versions past 90mph.

The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. 'When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid it is of the rear wheels only and easily controlled,' observed *Motor Sport's* tester.

Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the Speed Twenty's chassis-only price of £600 meant that ownership was necessarily confined to wealthy connoisseurs. This particular Speed Twenty wears four-door sports saloon coachwork by the Coventry firm of Charlesworth, a company perhaps best known for its contract work for various of manufacturers, most notably Alvis, as well as bespoke designs on other high quality chassis.



'WS 7223' is an example of the 4th-series (SD) Speed Twenty with the all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. This particular car was displayed at the Olympia Motor Show in 1935, the chassis and wheels at that time being resplendent in chromium plating. The Alvis subsequently formed part of the Farr Museum Collection for many years before being purchased at auction in 1986 by Magnus Mansson of London SW1. While in Mr Mansson's ownership the Speed Twenty featured in an article in the *Alvis Owners' Club's Bulletin* in which its enthusiastic owner recounted his experiences of owning several of the Coventry firm's products (copy on file).

The car's next owner was Mr Stephen R Jones, who acquired it in 1993. On his death in 1996 the car passed to his executor, the current owner, now deceased. Correspondence on file states that the Alvis was in full working order and had been in (fairly) regular use up to the time of the preceding owner's passing in 1996, while the Charlesworth body was described as mostly original and the interior likewise.

Also on file is a list of works carried out (dated 1998), which mentions that the engine, drive train and brakes had been rebuilt circa 1987 and that 10,903 miles had been covered subsequently. The fitting of a stainless steel exhaust system (1993); re-coring the radiator (1994/95); and rebuilding the wheels (1995) are mentioned also. 'WS 7223' has had four different engines over the course of its life, one of them a 4.3-litre unit, and is currently fitted with the triple carburettor 3½-litre engine from a Speed Twenty-Five, endowing it with better-than-average performance (see documentation on file).

As well as the aforementioned paperwork, the history file contains a copy of the factory Car Record, two old auction catalogue descriptions, additional correspondence and an old-style V5 registration document. Kept garaged and not used since 1996, this handsome British post-Vintage thoroughbred will require re-commissioning before returning to the road.

£20,000 - 25,000
€24,000 - 30,000



366

1949 Bentley MkVI 4 1/4-Litre Countryman Shooting Brake

Coachwork by Harold Radford

Registration no. KLO 865

Chassis no. B441DZ

Engine no. B470D

'Perhaps the outstanding thought from extensive driving of the Bentley MkVI built by the world's premier car manufacturers, Rolls-Royce, is that it has no single predominant feature but gains its unique position from a combination of superbly matched qualities that raise it above the level of other cars.' - *The Autocar* magazine, April 1950.

Although Rolls-Royce retained a separate chassis for its immediately post-war models, the company broke with the coachbuilt tradition by introducing standard bodywork. The 'standard steel' body was available at first only on the MkVI Bentley - the equivalent Rolls-Royce Silver Dawn not arriving until 1949 - though customers could still opt for a coachbuilt alternative if they so desired. Other notable features were independent front suspension and hydraulic front brakes, while powering the range was a new 4,257cc (later 4,566cc) six-cylinder engine featuring inlet-over-exhaust valve gear.

Delivered on 5th July 1949, this MkVI features woodie-style shooting brake coachwork by Harold Radford Ltd. A West London motor dealer specialising in Rolls-Royce and Bentley cars, Harold Radford took the unusual step of setting up as a traditional coachbuilder in the late 1940s, a time when the demand for such products was declining. His first design was for a timber-framed estate car body on the Bentley MkVI chassis. Its manufacture sub-contracted to a small firm called Seary & McCready (later absorbed by Radford) this 'Countryman' model was an immediate success, winning the 1948 Concours d'Élegance at Cannes.

The standard Bentley MkVI chassis, radiator grille and bonnet were retained while the scuttle and floor pan were modified. This first version featured visible timber framing and electric front windows and rear blind. There were no rear seats, only a cavernous luggage space behind the front bench. 'A saloon car with exceptional smartness and unusually commodious luggage accommodation' was how its maker described the end result.



The rear seats, featuring a 50/50 split, were reinstated on subsequent cars. As one would expect of a coachbuilt, bespoke product, the eight shooting brakes built on the MkVI chassis exhibited detail differences. All had fixed rear windows at first but most were later modified to incorporate a more practical opening window giving better access to the luggage area. Being classed as a commercial vehicle, the Countryman avoided the swingeing 66.66% purchase tax then in force but still sold for £3,530 in 1948, the equivalent of approximately £109,000 at today's prices.

The Countryman was later refined, becoming in effect an early version of the 'hatchback' concept applied to the standard saloon body on Bentley and Rolls-Royce chassis as well as those of other prestigious makes. Radford exhibited in the coachbuilding section at the London Motor Show from 1951 to 1963, winning numerous awards, and in the 1960s began to reach a wider public with its luxurious Mini conversions. The firm was acquired by H R Owen in the early 1960s.

The last Radford shooting brake built on the MkVI chassis, 'B441DZ' was first owned by C P Bertoli, Esq of Chislehurst, Kent. The accompanying copy chassis cards list three subsequent owners, the last of whom, Fuller's Ltd, the well-known West London brewer, acquired the Bentley in November 1959. 'B441DZ' subsequently went to the USA where it belonged to the internationally acclaimed French-born interior designer Jean-Charles Moriniere. The current owner purchased the Bentley at auction in the USA in July 2010, at which time it was described as an older restoration that had been meticulously maintained.

Furthermore, it was said to be in remarkable condition, benefiting from refinishing of all the woodwork prior to its acquisition by the then owner in 2005. In professional storage since its return to the UK, the car is running well but will, of course, need re-commissioning following some four years of inactivity. All import taxes have been paid. The car is offered with copy chassis cards and V5 registration document. A wonderful opportunity to acquire an historic coachbuilt Bentley of exceptional practicality, ideal for picnics at Goodwood and other prestigious venues.

£70,000 - 90,000
€97,000 - 120,000



367

1926 Rolls-Royce Phantom I Landaulet de Ville

Coachwork by Maythorn & Son Ltd

Registration no. YR 799

Chassis no. 51 DC

Engine no. NS 35

Rolls-Royce's 'single model' policy had proved to be an outstanding success for the company but immediately after the end of The Great War the recession in the motor trade prompted the introduction of a smaller and cheaper 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, the advanced newcomer's arrival only serving to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

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

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



Rolls-Royce Enthusiasts' Club correspondence on file states that '51 DC' was ordered by Major J P Cohen, MP and delivered to him on 18th October 1926. The Phantom carries enclosed landaulet de ville coachwork by Maythorn & Son Ltd of Biggleswade, Bedfordshire, a long established carriage maker that had taken up car bodying in the early years of the 20th Century and would continue to do so until it went bankrupt in 1931.

The R-REC latter, dated 21st May 1990, states that at that time '51 DC' was the only known example of a landaulet de ville extant from this coachbuilder, commenting: 'The car was also unique in so far as all the bright parts were finished in pure silver plate.'

From 1929 onwards the Phantom was in the USA where the Sedan front opening section was replaced with a permanent hardtop, the work being carried out by the coachbuilder Fleetwood. The car returned to the UK in 1988 and the then owners – H R Limousines of Marlow, Buckinghamshire – succeeded in retrieving the original registration mark 'YR 799'.

Acquired by its current owner in the July 1989 R-REC Annual Rally auction at Althorpe Park. The Phantom benefits from a set of newly cast wheels, the originals having become unserviceable, and an interior re-trimmed by Alan Geater of Thatcham. The work was done in two stages beginning with the rear, which received a new roof lining and was re-trimmed in oatmeal Bedford cord, followed in March 2014 by the front, which was re-upholstered in brown leather.

Serviced by marque specialists Hoffmans of Henley (bills on file), 'YR 799' is described as in generally very good condition, its engine running well and silently, just as one would expect. The car is offered with the aforementioned R-REC correspondence, sundry restoration invoices, current road fund licence, V5C document and a quantity of expired MoT certificates for the period 1989-2012.

£55,000 - 70,000
€66,000 - 85,000



368
1927 Bentley 3-Litre Speed Model Tourer
Coachwork by Vanden Plas

Registration no. KW 1820

Chassis no. LT1591

Engine no. HT1628

With characteristic humility 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived.

From the humblest of beginnings in a mews garage off Baker Street, London in 1919 the Bentley rapidly achieved fame as an exciting fast touring car, well able to compete with the best of European and American sports cars in the tough world of motor sport in the 1920s. Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory.



W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change.

The pressed-steel chassis started off with a wheelbase of 9' 9½", then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced. In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis. Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'Sloper' carburetors, a higher compression ratio, different camshaft and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type 'box was adopted.

These engine changes increased maximum power from the standard 70 to 80bhp and raised top speed to an impressive 90mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) Andre Hartford shock absorbers. Bentley made approximately 1,600 3-Litre models, the majority of which was bodied by Vanden Plas with either open tourer or saloon coachwork.



The 3-Litre offered here started life with chassis number 'HT1628', the same number as its engine, which was originally fitted with coupé coachwork by H J Mulliner. Registered 'KW 1820', the Bentley was first owned by a Miss S Briggs. Michael Hay's authoritative work, *Bentley, The Vintage Years*, records the fact that 'HT1628' was rebuilt with chassis number 'BL1601' in November 1930 following an accident and fitted with four-seat coachwork by Vanden Plas. However, the frame currently in the car is from 'LT1591', another Speed Model dating from 1927.

Acquired in 1962 by Sir Claude Hagart-Alexander, the Bentley later passed into the ownership of the late Bobbie MacIntyre. The latter restored 'KW 1820' as near as possible to Bentley team car specification and adopted Birkin's racing colour scheme of red.

After completion the car took part in the 1986 Mille Miglia Retrospective and Bentley Drivers' Club Golden Jubilee Event at Buxton. In 1988 'KW 1820' was among the MacIntyre Collection cars sold at Sorn Castle, passing into the private ownership of an enthusiast, who kept the Bentley until it was offered for sale at Brooks' Earls Court auction in October 1997 (Lot 369).

At that time it was reported that 'KW 1820' has been used infrequently and undergone a programme of refurbishment including new paintwork immediately prior to the sale. Mechanical work had included the overhaul of the brakes, suspension and carburettors.



The present owner purchased the Bentley at the 1997 Brooks Earls Court sale and commenced its restoration in 1998. The car was completely stripped and the chassis and front axle sent to a specialist for checking. They were then shot blasted and powder coated, while all worn parts of the suspension and braking systems were replaced.

The engine was sent to a specialist for a full rebuild, the gearbox checked, and the radiator re-cored by Northampton radiators. Wings and running boards were replaced, the original body repaired and the old trim put back. A new wiring harness was fitted, the instruments rebuilt and a new Pierce windscreen installed. Fuel is now delivered via an electric pump, the Autovac being a dummy. In 2002 'KW 1820' completed the Bentley Drivers' Club's New Zealand Tour, covering a distance of 3,522 miles.

In 2004, it was decided to replace the gears with a constant mesh set, the work being undertaken by marque specialists Brinerton Engineering in Walsall. In 2011, a plate clutch conversion was fitted, replacing the original cone clutch.

All the old parts have been kept and the conversion is reversible. Now driving superbly, 'KW 1820' represents an exciting opportunity to acquire a sensibly updated and well-documented Vintage Bentley. The car is offered with V5 registration document, current MoT/tax and a detailed history file containing bills and restoration photographs.

£100,000 - 150,000
€120,000 - 180,000



369

***Left-hand drive, One of only two known survivors,
Circa 11,000 miles from new, Ex-Ford Motor Company press fleet
1978 Ford Escort RS2000 Series X Sports Saloon***

Registration no. YKO 512S

Chassis no. GCATUU72025

'With Series X kits you can add authentic Rallye Sport style and performance to your RS2000. You can specify more power, bigger brakes, stiffer suspension, lightweight alloy wheels, airdam, spoiler, wheel arches – with Series X you make as much or as little change as you like.' – Ford Motor Company.

It was the Escort that really put Ford on the rallying map, proving capable of winning World Championship events from 1968, when the Twin Cam model was the works' frontline rally car, right through to 1981 when Ari Vatanen became World Rally Champion driving an Escort RS. Ford customers could choose between GT and 1.6-litre Twin Cam or – later on – RS1600 and Mexico models. Manufactured at Ford's Advanced Vehicles Operations plant, the latter pair were closely related, the Mexico being, in effect, an RS1600 fitted with a 1.6-litre ohv 'Kent' engine in place of the RS1600's 16-valve Cosworth BDA.

Both models had shortcomings: the Mexico being not fast enough for many while the 'homologation special' RS1600, although very quick, was expensive to produce and required careful maintenance. The answer lay in a new model: the RS2000. Powered by the 2.0-litre single-overhead camshaft 'Pinto' engine, the RS2000 was a huge success, proving quicker than the Mexico and easier to live with than the RS1600.

For those who wanted more from their RS2000, Ford offered the 'Series X' kit of accessories, which offered improvements for the body, wheels, engine, transmission, rear axle, suspension, steering and brakes. Originally registered on the Continent as 'K-HJ 184', the left-hand drive car offered here is one of only two known survivors of five press-fleet RS2000s built by Ford to promote the Series X options available from Rallye Sport dealers. Not all the options went into each of the cars but between them they showcased everything that was available.



This particular RS2000 is fitted with Group 1 Zakspeed-type glassfibre wheelarches with three-piece front spoiler; Group 1 twin-carburettor engine assembly (150bhp); 7.5x13 RS alloy wheels shod with Pirelli CN36 tyres; 69-litre long range fuel tank; full Group 1 Bilstein suspension with anti-dive kit; 'quick' steering rack; Rocket (close-ratio) gear set; limited-slip differential; ventilated brake discs with heavy-duty pads; and a set of Scheel seats.

The car was sent to Germany for promotion, then Belgium and Luxembourg before ending up in a Belgian museum where it remained until 1991. It was then reregistered back in the UK and offered for sale by Oakfields in London. A Saudi Arabian prince purchased the Escort and kept it in his collection. This actual car featured in Ford RS2000 brochures published in Germany and Belgium (copies available) and is pictured in Graham Robson's book 'Ford Escort RS' (page 108, signed copy available). It remains in remarkably original condition; indeed, every PDI mark and quality control paint dab can clearly be seen on the underside.

In more recent times the Escort has competed in the Ford RS Owners' Club's 'Expert' concours class, winning its class at 14 shows during 2012/2013. It was the National Day winner both years; the overall Gold Cup winner in 2013; the Lakes Tour 'Car of the Show' in 2012 and 2013; overall 'Car of the Show' in 2012; and sponsors' 'Car of the Show' in 2012 and 2013.

Unique and stunning, it has covered only 17,776 kilometres (approximately 11,000 miles) from new and is described as 'concours' throughout. Many cars are so described but this one comes with the trophies to prove it. Offered with V5C registration document.

£40,000 - 45,000

€48,000 - 54,000



370

1975 Lancia Fulvia Rallye 1.3s 3rd Series Coupé

Registration no. NBO 836P

Chassis no. 818.631.072852



The introduction of the Fulvia saloon in 1963 maintained Lancia's reputation for innovation in automobile design. Designed by Antonio Fessia, the boxy-styled Appia replacement featured an all-new, narrow-angle, V4, overhead-camshaft engine; front wheel drive; independent front suspension by double wishbones; and disc brakes all round. A 2+2 coupé on a shorter wheelbase was launched in 1965. Though mechanically similar, the beautiful newcomer had all the visual presence its progenitor lacked and came with a 1,216cc engine producing 80bhp. In 1967 the model was up-rated with the 1,298cc, 85bhp engine, becoming the Fulvia Rallye 1.3, while the Rallye 1.3S had 92bhp on tap. Tuned, lightweight 'HF' versions provided increased performance and formed the basis of the works' highly successful rally programme that saw the Fulvia HF1600 secure Lancia's first Manufacturers' World Championship in 1972.

Dating from the penultimate year of production, the 3rd Series Fulvia coupé offered here represents the model's final development. This right-hand drive car was supplied in the UK and has had ten owners from new (full details in the comprehensive history file), the last three being Lancia Motor Club members and Club Lanciasport committee members, including the chairman. Its paint scheme pays homage to Sandro Munari's 1972 Monte Carlo Rally-winning Fulvia.

'NBO 836P' is famous in its own right, being the basis for the Fulvia that features in the DiRT3 rallying video game, as well as being driven by Jeremy Clarkson in BBC *Top Gear's* Lancia Special in which he enthused that it was 'a fantastic little car'. It has also featured at many shows.

Currently taxed, the car is described as in generally very good/excellent condition with 'A1' engine, the latter having been fully rebuilt by John Day of Day & Winter at Brands Hatch during the summer of 2012, since when some 2,000 miles have been covered. Noteworthy modifications include twin Dell'Orto DHLB35 carburettors; bolt-in half roll cage; baffled and foam filled alloy fuel tank; sealed aluminium bulkhead; Sabelt safety harnesses; HF wheelarch extensions; Carello spotlights; and Series 2 instruments (originals with car). The instruments were changed, probably, around 2006, the final recorded mileage being 71,547. The new odometer is believed to have recorded approximately 45,000 miles when fitted, making the total mileage from new circa 89,700. Accompanying documentation consists of a V5C registration document, MoT to January 2015 and the aforementioned history file containing numerous bills, a quantity of expired MoT certificates, and other paperwork. Spares with car include a steel bonnet, windscreen, rear seats, cylinder head, rocker gear, lights, original air box, etc.

£13,000 - 16,000

€16,000 - 19,000



371

**Constructed by Tim Hammond Engineering
1932 Ford Model A V8 Special Roadster**

Registration no. OFO 231

Chassis no. TBA



Constructed in 2003, the stunning Ford Model A roadster offered here is the work of one of the hot-rod movement's foremost practitioners, Tim Hammond. Its owner at that time was Terry Griffin, who had the car built from a painting depicting his ideal of the most beautiful hot-rod. The car is constructed around a scratch-built chassis fabricated to broadly Ford Model A pattern, which features a drop-out gearbox cross member; running board brackets welded to the chassis rails; and prop shaft hoops front and rear (necessitated by the aluminium floor pan). Suspension is by beam axle at the front and a custom-made independent system at the rear, while Wilwood disc brakes are fitted all round.

Scratch built at a cost of £8,000, the aluminium body is based on that of the 1932 Model A, lengthened by 3", featuring a Model T-style centre section and bulkhead; three-piece bonnet; and a 1927 rear end with custom trunk lid. The fenders and running boards are 1930s/40s European style and the dashboard is a custom made item.

Powering this unique vehicle is a new 'crate' 5.7-litre Chevrolet V8 engine producing 260bhp, which drives via a GM TH350 automatic transmission and Jaguar differential.

Noteworthy performance enhancing features include an Inglese Induction camshaft and inlet manifolds; four new Weber 40 IDF carburettors; Edelbrock high-volume fuel pump; Mallory distributor; MSD 8mm plug wires; Earls fuel fittings; and Moon rocker covers and breathers. The water pump, pulleys, alternator and bracket are aluminium, while the engine mounts are polished stainless steel. All 'dress up' items (plug lead holders, rocker cover bolts, cap heads and bolts) were manufactured in stainless steel by Tim Hammond Engineering. Invoices relating to the build come with the car, which possesses a current MoT certificate and V5C registration document.

Since completion, OFO 231' has featured in the hot-rod magazines *Street Machine* (August 2003), *Wheels* (February 2004) and *Chrome & Flames* (March 2005) and is now well known. Copies of the magazines are included in the sale together with build-in-progress photographs and the original painting that inspired the car. The current vendor has owned 'OFO 231' since 2005, by which time it had covered only 800 miles. Finished in black with green leather interior, this beautiful and unique Ford roadster has covered only 4,331 miles since construction and is presented in generally excellent condition. We are advised that it drives very well, even at speeds in excess of 100mph.

£25,000 - 30,000

€30,000 - 36,000



372

**Left-hand drive, Mille Miglia eligible
1953 FIAT 500C 'Topolino' Belvedere Estate Car**

Registration no. 667 YUH

Chassis no. 443805

Engine no. 448081



Better equipped than many cars twice its size, the FIAT 500 - soon nicknamed 'Topolino' (mouse) - brought a degree of refinement hitherto unknown to small cars when launched in 1936. Lockheed hydraulic brakes, independent front suspension and 12-volt electrics were all features while an engine mounted ahead of the front axle helped maximise cabin space for the two occupants. The 569cc, four-cylinder, sidevalve motor produced a modest 13bhp but as the Topolino weighed little more than half a ton it could nevertheless manage a respectable 50mph-plus under favourable conditions.

For most buyers though, the frugal (up-to-50mpg) fuel consumption would have been the major attraction. Introduced in 1946, the 500B featured a more powerful (16.5bhp) overhead-valve engine that would be carried over to the Topolino's final incarnation - the restyled 500C of 1949, which was the first FIAT model to offer a heating/de-misting system as standard.

At the same time as the 500B was introduced, a Giardiniera estate car (also known as the Belvedere) was added to the range, offering four-seat accommodation as well as increased luggage space. Equipped with the superior overhead-valve engine, these later Topolinos were genuine 60mph cars, though no less economical than their predecessors.

This Belvedere was imported from Sorrento, Italy by the current vendor, who advises us that the previous owner was a passionate enthusiast who only drove the car on dry sunny days. It is described as in 'A1' condition, only a little short of concours, and was featured recently in *Classic Cars* magazine (December 2012 edition). Noteworthy features include the bonnet badge and front grille - expensive extras and now very rare. A guaranteed head-turner at any gathering of classic motor cars, this charming Topolino Belvedere is offered with its old Italian logbook, FIAT GB dating certificate and V5C registration document. This model is listed as eligible for the 2014 Mille Miglia and thus represents a relatively inexpensive potential entry into this prestigious event.

£8,000 - 10,000

€9,600 - 12,000

373

Current ownership for 40 years

1958 Jaguar 'Mk1' 3.4-Litre Sports Saloon

Registration no. 66 HPG

Chassis no. S975234DN

Engine no. KF2647-8

Launched in 1955, the 'Mk1' (as it would be known after the Mk2's arrival) extended Jaguar's domination of the high-performance car market in Britain, slotting neatly into the Coventry firm's range alongside the big MkVIII saloon and the XK140 sports car. The medium size newcomer broke new ground for Jaguar, being its first model to employ unitary construction of the chassis/body. With 190bhp on tap, the 3.4-litre version was good for a top speed of 120mph and could reach 60mph in nine seconds, though if used to the full this outstanding performance severely taxed the drum brakes. All-round disc brakes were hurriedly announced as an option, becoming an almost universal fitting thereafter. Supplied new via Henlys in London, this un-restored example comes with JDHT certificate confirming matching numbers, including the original registration '66 HPG'. The car's original colour scheme was Pearl Grey with red leather interior, and although the body has been repainted, the latter remains original. '66 HPG' has been in the current owner's hands since 1974 and has covered approximately 115,000 miles from new. Recent works, carried out two years ago, include fitting a new clutch, sills and a stainless steel exhaust system. Driven to the sale, the car is offered with owner's manual, tool kit, old-style buff logbook, current road fund licence and V5 registration document.

£10,000 - 12,000

€12,000 - 14,000



374

1925 Morris 11.9hp Cowley Tourer

Registration no. OY 8668

Chassis no. 0107417

Engine no. TBA

Closely related to the existing Oxford, the cheaper Cowley used the American-built Continental engine at the time of its introduction in 1915, rather than the Oxford's expensive White & Poppe unit, before switching to one made by Hotchkiss' Coventry subsidiary in 1919. A close copy of the preceding Continental, the Hotchkiss engine was made in 1,495cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923. A reputation for quality and a drop in price saw the 'bullnose' Cowley established as Britain's most popular car by the early 1920s. The adoption of a flat radiator and an increase in engine capacity to 1,548cc were the biggest changes made for 1927, the mechanicals continuing much as before apart from a new semi-elliptically sprung chassis. All-steel bodies began to be phased in and four-wheel brakes became standard equipment after 1927. The current vendor has owned this Cowley for approximately the last 27 years, during which period it has never given any mechanical trouble and been great fun to drive. Carrying two-seat-plus-dickey coachwork, 'OY 8668' is a 1926 model first registered on 31st December 1925. Restored in the 1980s, it is described as in generally good condition having covered only a handful of miles since last Mot'd. The car is taxed until March 2015 and comes with V5C registration document.

£8,000 - 12,000

€9,600 - 14,000



The Dawson-Damer Collection
Ex-Gold Leaf Team Lotus / Graham Hill
1969 Lotus-Ford 49B
Chassis no. R8w

GOODWOOD FESTIVAL OF SPEED SALE

Entries invited

Friday 27 June, 2014



Contact

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ukcars@bonhams.com

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Bonhams is delighted to announce that its Goodwood Festival of Speed Sale will feature one of the most iconic Grand Prix racing cars of all time. Lotus-Ford 49B, Chassis R8, enjoyed a successful Tasman, Formula 1 and subsequent privateer career before being acquired by respected Lotus collector, the Hon. John Dawson-Damer. Further entries are now invited to this most prestigious of auctions.

Bonhams

*Ex-works Team, 1954 Mille Miglia,
Le Mans 24H, Silverstone winning*
1954 Ferrari 375-plus sports racing car
Chassis: 0384 AM



**1930 Invicta 4½-Litre S-Type
'Low Chassis' Drophead Coupé**
Coachwork by Corsica
£500,000 - 600,000



1949 Ferrari 166 Inter Coupé
Coachwork by Touring of Milan
£800,000 - 1,000,000

Aston Martin Works,
Newport Pagnell
Saturday 17 May 2014

Bonhams

THE ASTON MARTIN SALE



Bonhams 100% sold, £10 million 2013 Aston Martin Sale was a record for the Marque.

Aston Martin is now the fastest appreciating brand in the market, last year's price for a 1965 DB5 (£460,700) was over 10 times higher than the value achieved for this model in 2002.

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Our next Aston Martin Sale at the charismatic Newport Pagnell, home of Aston Martin Works, is on 17 May. If you would like to consign a car for sale please call the department.

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1965 Aston Martin DB5 Saloon
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*The ex-George Brough, London-Edinburgh Trial,
single family ownership since 1961
1939 Brough Superior 990cc SS100
£140,000 - 180,000*

Bonhams



Ex-Phil Vare, Isle of Man Senior TT, Works
1929 Scott 596cc Racing Motorcycle
£23,000 - 28,000



Property of a deceased's estate
1951 Vincent 998cc Rapide
£20,000 - 25,000



1975 Bimota 970cc HB1
£55,000 - 65,000

The Spring Stafford Sale

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Sunday 27 April 2014
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Catalogue now online**

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The Summer Classic Sale

Collectors Motor Cars, Motorcycles and Memorabilia
In association with the VMCC Banbury Run

Saturday 7 June 2014
Woodstock, Oxfordshire
Entries now invited

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Greenwich Concours d'Elegance Auction

Sunday 1 June
Greenwich, CT



For further information, please contact:
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*Single owner since 1978,
fewer than 16,500km from new
1975 Lamborghini Countach LP400
'Periscopica'*

Photo credit: Jasen Delgado

*Ex-Team Roosevelt,
1959 Sebring 12 Hours entry
1959 Fiat-Abarth 750 Record Monza
Zagato Bialbero*

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The Auction of the Estate of Dr. Ralph W.E. Cox Jr.

Saturday 10 May
NASW Aviation Museum
Rio Grande, New Jersey

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

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equaling 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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones 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.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

•, †, *, G, Ω, α see clause 8, VAT, for details.

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 or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

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.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms govern the *Contract for Sale* of the *Lot* by the *Seller* to the *Buyer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.
- 1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.
- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

- 2.1 The *Seller* undertakes to you that:
- 2.1.1 the *Seller* is the owner of the *Lot* or is duly authorised to sell the *Lot* by the owner;
- 2.1.2 save as disclosed in the *Entry* for the *Lot* in the *Catalogue*, the *Seller* sells the *Lot* with full title guarantee or, where the *Seller* is an executor, trustee, liquidator, receiver or administrator, with whatever right, title or interest he may have in the *Lot*;
- 2.1.3 except where the *Sale* is by an executor, trustee, liquidator, receiver or administrator the *Seller* is both legally entitled to sell the *Lot*, and legally capable of conferring on you quiet possession of the *Lot* and that the *Sale* conforms in every respect with the terms implied by the Sale of Goods Act 1979, Sections 12(1) and 12(2) (see the Definitions and Glossary);
- 2.1.4 the *Seller* has complied with all requirements, legal or otherwise, relating to any export or import of the *Lot*, and all duties and taxes in respect of the export or import of the *Lot* have (unless stated to the contrary in the *Catalogue* or announced by the *Auctioneer*) been paid and, so far as the *Seller* is aware, all third parties have complied with such requirements in the past;
- 2.1.5 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue*, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue* and the contents of any *Condition Report* which has been provided to the *Buyer*.

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, 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 or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* after the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams*.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.4 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*.
- 7.5 You will be wholly responsible for any removal, storage or other charges or *Expenses* incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, *Expenses* and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8	FAILURE TO PAY FOR THE LOT		sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.		waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	9	THE SELLER'S LIABILITY	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> 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 6.
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .		
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed <i>c/o Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (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.
8.1.3	to retain possession of the <i>Lot</i> ;				
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,		
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.1	the <i>Seller</i> 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 any lack of conformity with, or 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 relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>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> ;	10.5	If any term or any part of any term of the <i>Contract for Sale</i> 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.
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;				
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, 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, restitutionary claim or otherwise;	10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;			10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.9	to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or 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, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> 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, statutory duty, bailee's duty, restitutionary claim or otherwise.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.			10.9	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.
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	9.4	Nothing set out in paragraphs 9.1 to 9.3 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 the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is 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.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		10	MISCELLANEOUS	10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i> , after the payment of all			10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> 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.
		10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		
		10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express		

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
 - 3.1.1 the *Purchase Price* for the *Lot*;
 - 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders*, and
 - 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed to the registered *Bidder* unless the *Bidder* is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.
- 3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to VAT at the appropriate rate and VAT will be payable by you on all such sums.
- 3.5 We may deduct and retain for our own benefit from the monies paid by you to us the *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.

- 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.

- 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.

- 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.

- 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.

- 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

- 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.

5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

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

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Description" any statement or representation in any way descriptive of the *Lot*, including any statement or representation relating to its authorship, attribution, condition, provenance, authenticity, style, period, age, suitability, quality, origin, value, estimated selling price (including the *Hammer Price*).

"Entry" a written statement in the *Catalogue* identifying the *Lot* and its *Lot* number which may contain a *Description* and illustration(s) relating to the *Lot*.

"Estimate" a statement of our opinion of the range within which the hammer is likely to fall.

"Expenses" charges and *Expenses* paid or payable by *Bonhams* in respect of the *Lot* including legal *Expenses*, banking charges and *Expenses* incurred as a result of an electronic transfer of money, charges and *Expenses* for loss and damage cover, insurance, *Catalogue* and other reproductions and illustrations, any customs duties, advertising, packing or shipping costs, reproductions rights' fees, taxes, levies, costs of testing, searches or enquiries, preparation of the *Lot* for *Sale*, storage charges, removal charges, removal charges or costs of collection from the *Seller* as the *Seller's* agents or from a defaulting *Buyer*, plus VAT if applicable.

"Forgery" an imitation intended by the maker or any other person to deceive as to authorship, attribution, origin, authenticity, style, date, age, period, provenance, culture, source or composition, which at the date of the *Sale* had a value materially less than it would have had if the *Lot* had not been such an imitation, and which is not stated to be such an imitation in any description of the *Lot*. A *Lot* will not be a *Forgery* by reason of any damage to, and/or restoration and/or modification work (including repainting or over painting) having been carried out on the *Lot*, where that damage, restoration or modification work (as the case may be) does not substantially affect the identity of the *Lot* as one conforming to the *Description* of the *Lot*.

"Guarantee" the obligation undertaken personally by *Bonhams* to the *Buyer* in respect of any *Forgery* and, in the case of specialist *Stamp Sales* and/or specialist *Book Sales*, a *Lot* made up of a *Stamp* or *Stamps* or a *Book* or *Books* as set out in the *Buyer's Agreement*.

"Hammer Price" the price in the currency in which the *Sale* is conducted at which a *Lot* is knocked down by the *Auctioneer*.

"Loss and Damage Warranty" means the warranty described in paragraph 8.2 of the Conditions of Business.

"Loss and Damage Warranty Fee" means the fee described in paragraph 8.2.3 of the Conditions of Business.

"Lot" any item consigned to *Bonhams* with a view to its *Sale* at auction or by private treaty (and reference to any *Lot* will include, unless the context otherwise requires, reference to individual items comprised in a group of two or more items offered for *Sale* as one *Lot*).

"Motoring Catalogue Fee" a fee payable by the *Seller* to *Bonhams* in consideration of the additional work undertaken by *Bonhams* in respect of the cataloguing of motor vehicles and in respect of the promotion of *Sales* of motor vehicles.

"New Bond Street" means *Bonhams'* saleroom at 101 New Bond Street, London W1S 1SR.

"Notional Charges" the amount of *Commission* and VAT which would have been payable if the *Lot* had been sold at the *Notional Price*.

"Notional Fee" the sum on which the *Consignment Fee* payable to *Bonhams* by the *Seller* is based and which is calculated according to the formula set out in the Conditions of Business.

"Notional Price" the latest in time of the average of the high and low *Estimates* given by us to you or stated in the *Catalogue* or, if no such *Estimates* have been given or stated, the *Reserve* applicable to the *Lot*.

"Notice to Bidders" the notice printed at the back or front of our *Catalogues*.

"Purchase Price" the aggregate of the *Hammer Price* and VAT on the *Hammer Price* (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

"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.

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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 Hendon Sale		Sale date: 28 April 2014	
Sale no. 21899		Sale venue: Royal Air Force Museum	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
General Bid Increments:			
£10 - 200by 10s		£10,000 - 20,000by 1,000s	
£200 - 500by 20 / 50 / 80s		£20,000 - 50,000by 2,000 / 5,000 / 8,000s	
£500 - 1,000by 50s		£50,000 - 100,000by 5,000s	
£1,000 - 2,000by 100s		£100,000 - 200,000by 10,000s	
£2,000 - 5,000by 200 / 500 / 800s		above £200,000at the auctioneer's discretion	
£5,000 - 10,000by 500s			
The auctioneer has discretion to split any bid at any time.			
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Preferred number(s) in order for Telephone Bidding (inc. country code)			
E-mail (in capitals) <input type="text"/>			
<input type="text"/>			
I am registering to bid as a private client <input type="checkbox"/>		I am registering to bid as a trade client <input type="checkbox"/>	
If registered for VAT in the EU please enter your registration here:		Please tick if you have registered with us before <input type="checkbox"/>	
<input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>			

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:
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* 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:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, bids@bonhams.com

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/04/13

Bonhams

The Bonhams Motoring Network

UK (Head office)

101 New Bond Street
London, W1S 1SR
Tel: (020) 7447 7447
Fax: (020) 7447 7400

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
veterancars@orange.
net

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
astondb@hotmail.co.uk

Somerset / Dorset
Mike Penn
The Haynes
Motor Museum
Sparkford, Nr. Yeovil
BA22 7UI
Tel: (01963) 440 804
Fax: (01963) 441 004

Devon / Cornwall
Jonathan Vickers
Bonhams
36 Lemon Street
Truro, Cornwall
TR12NR
Tel: (01872) 250 170
Fax: (01872) 250 179
jonathan.vickers@
bonhams.com

Hampshire
Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (01794) 518 433
veryoldmj@gmail.com

East Anglia Motorcycles
David Hawtin
The Willows
Church Lane
Swaby, Lincolnshire
LN13 0BQ
Tel /Fax:
(01507) 481 890
david.hawtin@
bonhams.com

Motor Cars
Robert Hadfield
95 Northorpe
Thurlby
Bourne
PE10 0HZ
Tel: 01778 426 417
Mob: 07539 074242
rhadfield10@gmail.com

Midlands
Bob Cordon-Champ
Highcliffe
2 Cherry Orchard
Lichfield, Staffordshire
WS14 9AN
Tel/fax: (01543) 411 154
robert.cordonchamp@
bonhams.com

Roger Etccl
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 856 024
roger.etccl@
bonhams.com

Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
rheauction@btinternet.
com

Home Counties
Colin Seeley
3 Whiteoak Gardens
The Hollies
Sidcup Kent
DA16 8WE
Tel: (020) 8302 7627
colin.seeley@
bonhams.com

Herts, Beds & Bucks
Martin Heckscher
April Cottage,
Cholesbury, near Tring,
HP23 6ND
Tel: (01494) 758 838
martin.heckscher@
bonhams.com

Lancashire, Cumbria & Yorkshire
Mark Garside
Knarr Mill
Oldham Road
Delph, Oldham
OL3 5RQ
Tel: (01457) 872 788
Mob: 07811 899 905
mark.garside@
bonhams.com

Alan Whitehead
Pool Fold Farm
Church Road
Bolton,
BL1 5SA
Tel: (01204) 844 884
Fax: (01204) 401 799

Gloucestershire
George Cohen
Manor Farm
Chillington
Ilminster
Somerset
TA19 0PU
Tel: (01460) 526 46
george.cohen@
bonhams.com

Wales
Mike Worthington-
Williams
The Old School House
Cenarth
Newcastle Emlyn
Carmarthenshire
SA38 9JL
Tel: (01239) 711 486
(9am-5pm)
Fax: (01239) 711 367

European (Head office)

Paris
4 rue de la Paix
Paris
75002
Tel: +33 1 42 61 10 11
Fax: +33 1 42 61 10 15
eurocars@bonhams.com

European Representatives

Germany
Paul Gockel
Reitacker 2
D-31177 Harsum-Asel
Germany
Tel: +49 5127/9026996
Mob: +49 160 94984316
paul.gockel@bonhams.com

Hans Schede
An St Swidbert 14
D-40489 Düsseldorf
Tel: +49 211 404202
Fax: +49 211 407764
hans.schede@bonhams.com

Thomas Kamm
Maximilianstrasse 52
80538 Munich
Tel: +49 89 24 205812
Mob: +491716209930
Fax: +49 8924207523
thomas.kamm@
bonhams.com

Italy
Gregor Wenner
Tel: +39 049 651305
Mob: +39 333 564 3610
gregor.wenner@
bonhams.com

Denmark
Henning Thomsen
Tel: +45 4051 4799
henning.thomsen@
bonhams.com

The Netherlands
Saskia Magnin
de Lairessestraat 123
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
saskia.magnin@
bonhams.com

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

San Francisco
Mark Osborne
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 391 4000
Fax: +1 415 391 4040
motors.us@
bonhams.com

Los Angeles
Nick Smith
7601 Sunset Boulevard
Los Angeles
CA 90046
Tel: +1 323 436 5470
Fax: +1 323 850 5843
nick.smith@
bonhams.com

New York
580 Madison Avenue
New York, NY 10022
Tel: +1 212 461 6515
Fax: +1 917 206 1669
rupert.banner@
bonhams.com

USA Representatives

Southern California
Christine Eisenberg
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544
christine.eisenberg@
bonhams.com

David Edwards
Tel: +1 949 460 3545
david.edwards@
bonhams.com

Midwest and East Coast
Evan Ide
78 Henry St
Uxbridge, MA 01569
Tel: +1 917 340 4657
evan.ide@
bonhams.com

Midwest
Tim Parker
+1 651 235 2776
tim.parker@
bonhams.com

Northwest
Tom Black
2400 N.E. Holladay
Portland, OR 97232
Tel: +1 503 239 0227
tom.black2@
comcast.net

Rest of the World

Australia
Damien Duigan
Unit 14,
888 Bourke Street
Waterloo
NSW 2017
T: +61 (0) 2 8412 2232
damien.duigan@
bonhams.com

Argentina
Daniel Clarmunt
Catamarca 1538
(B1640FUP) Martinez
Buenos Aires
Tel: +54 11 479 37600
Fax: +54 11 479 34100
daniel.clarmunt@
bonhams.com

Japan
Akiko Tsuchida
1-10-13 Tenjincho,
Fujisawa-shi
Kanagawa, 252-0814
Japan
Tel: +81 466 82 6842
Fax: +81 466 82 6809
akiko.tsuchida@
bonhams.com

Hong Kong
Suite 1122
Two Pacific Place
88 Queensway
Admiralty
Hong Kong
Tel: +852 2918 4321
Fax: +852 2918 4320
hongkong@
bonhams.com

Beijing
Suite 511,
Chang An Club,
10 East Chang An Avenue,
Beijing 100006, China
Tel: +86 10 6528 0922
Fax: +86 10 6528 0933

Singapore
11th Floor,
Wisma Atria,
435 Orchard Road,
Singapore 238877,
Singapore
Tel: +65 6701 8000
Fax: +852 2918 4320
singapore@
bonhams.com

Bonhams Specialist Departments

To e-mail any of the below use the first name dot second name @bonhams.com eg. charles.obrien@bonhams.com

19th Century Paintings

UK
Charles O' Brien
+44 20 7468 8360
U.S.A.
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+1 212 644 9108

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+44 20 7468 8295

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+44 2920 727 980
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+1 323 436 5416

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+44 20 7393 3807
U.S.A.
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+1 415 503 3360

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UK
Mark Oliver
+44 20 7393 3856
U.S.A.
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+1 212 644 9059

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+61 2 8412 2222
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+61 3 8640 4088

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+1 415 861 7500

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UK
Matthew Haley
+44 20 7393 3817
U.S.A.
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+1 212 644 9094

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Simon Cottle
+44 20 7468 8383
U.S.A.
Suzy Pai
+1 415 503 3343

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UK
John Sandon
+44 20 7468 8244
U.S.A.
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+1 415 503 3326

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+1 323 436 5425

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UK
Mark Dance
+44 8700 27361
U.S.A.
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+1 415 503 3392

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UK
Asaph Hyman
+44 20 7468 5888
U.S.A.
Dessa Goddard
+1 415 503 3333
HONG KONG
+852 3607 0010
AUSTRALIA
Yvett Klein
+61 2 8412 2222

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UK
James Stratton
+44 20 7468 8364
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

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UK
John Millensted
+44 20 7393 3914
U.S.A.
Paul Song
+1 323 436 5455

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UK
Gareth Williams
+44 20 7468 5879
U.S.A.
Jeremy Goldsmith
+1 917 206 1656

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+44 1564 732969

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UK
Stephanie Connell
+44 20 7393 3844
U.S.A.
Catherine Williamson
+1 323 436 5442

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+44 1244 353118

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UK
Fergus Lyons
+44 20 7468 8221
U.S.A.
Jeffrey Smith
+1 415 503 3413

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+44 20 7468 8314

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+44 1244 353123

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+44 20 7468 8366

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UK
Deborah Allan
+44 20 7468 8276
U.S.A.
Tanya Wells
+1 917 206 1685

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+44 20 7468 8268

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UK
Suzannah Yip
+44 20 7468 8368
U.S.A.
Jeff Olson
+1 212 461 6516

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Jean Ghika
+44 20 7468 8282
U.S.A.
Susan Abeles
+1 212 461 6525
AUSTRALIA
Anellie Manolas
+61 2 8412 2222
HONG KONG
Graeme Thompson
+852 3607 0006

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UK
Veronique Scorer
+44 20 7393 3962
U.S.A.
Gregg Dietrich
+1 917 206 1697

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Jon Baddeley
+44 20 7393 3872

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Alexis Chompaial
+1 323 436 5469

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Gareth Williams
+44 20 7468 5879

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UK
Tim Schofield
+44 20 7468 5804
U.S.A.
Mark Osborne
+1 415 503 3353
EUROPE
Philip Kantor
+32 476 879 471

Automobilia

UK
Toby Wilson
+44 8700 273 619
U.S.A.
Kurt Forry
+1 415 391 4000

Motorcycles

Ben Walker
+44 8700 273616
Automobilia
Adrian Pipiros
+44 8700 273621

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Philip Scott
+44 20 7393 3855

Native American Art

Jim Haas
+1 415 503 3294

Natural History

U.S.A.
Claudia Florian
+1 323 436 5437

Old Master Pictures

UK
Andrew Mckenzie
+44 20 7468 8261
U.S.A.
Mark Fisher
+1 323 436 5488

Orientalist Art

Charles O'Brien
+44 20 7468 8360

Photography

U.S.A.
Judith Eurich
+1 415 503 3259

Portrait Miniatures

Jennifer Tonkin
+44 20 7393 3986

Prints

UK
Rupert Worrall
+44 20 7468 8262
U.S.A.
Judith Eurich
+1 415 503 3259

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UK
Sophie Hamilton
+44 20 7468 8334
U.S.A.
Yelena Harbick
+1 212 644 9136

Scientific Instruments

Jon Baddeley
+44 20 7393 3872
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Scottish Pictures

Chris Brickley
+44 131 240 2297

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UK
Michael Moorcroft
+44 20 7468 8241
U.S.A.
Aileen Ward
+1 800 223 5463

South African Art

Giles Peppiatt
+44 20 7468 8355

Sporting Guns

Patrick Hawes
+44 20 7393 3815

Toys, Dolls & Chess

Leigh Gotch
+44 20 8963 2839

Travel Pictures

Veronique Scorer
+44 20 7393 3962

Urban Art

Gareth Williams
+44 20 7468 5879

Watches & Wristwatches

UK
Paul Maudsley
+44 20 7447 7412
U.S.A.
Jonathan Snellenburg
+1 212 461 6530
HONG KONG
Carson Chan
+852 2918 4321

Whisky

UK
Martin Green
+44 1292 520000
U.S.A.
Joseph Hyman
+1 917 206 1661
HONG KONG
Daniel Lam
+852 3607 0004

Wine

UK
Richard Harvey
+44 (0) 20 7468 5811
U.S.A.
Doug Davidson
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

UNITED KINGDOM

London
101 New Bond Street •
London W15 1SR
+44 20 7447 7447
+44 20 7447 7400 fax

Montpelier Street •
London SW7 1HH
+44 20 7393 3900
+44 20 7393 3905 fax

**South East
England**

Brighton & Hove
19 Palmeira Square
Hove, East Sussex
BN3 2JN
+44 1273 220 000
+44 1273 220 335 fax

Guildford
Millmead,
Guildford,
Surrey GU2 4BE
+44 1483 504 030
+44 1483 450 205 fax

Isle of Wight
+44 1273 220 000

Representative:
Kent
George Dawes
+44 1483 504 030

West Sussex
Jeff Burfield
+44 1243 787 548

**South West
England**

Bath
Queen Square House
Charlotte Street
Bath BA1 2LL
+44 1225 788 988
+44 1225 446 675 fax

Cornwall – Truro
36 Lemon Street
Truro
Cornwall
TR1 2NR
+44 1872 250 170
+44 1872 250 179 fax

Exeter
The Lodge
Southernhay West Exeter,
Devon
EX1 1JG
+44 1392 425 264
+44 1392 494 561 fax

Winchester
The Red House
Hyde Street
Winchester
Hants SO23 7DX
+44 1962 862 515
+44 1962 865 166 fax

Tetbury
22a Long Street
Tetbury
Gloucestershire
GL8 8AQ
+44 1666 502 200
+44 1666 505 107 fax

Representatives:
Dorset
Bill Allan
+44 1935 815 271

East Anglia

Bury St. Edmunds
21 Churchgate Street
Bury St Edmunds
Suffolk IP33 1RG
+44 1284 716 190
+44 1284 755 844 fax

Norfolk
The Market Place
Reepham
Norfolk NR10 4JJ
+44 1603 871 443
+44 1603 872 973 fax

Midlands

Knowle
The Old House
Station Road
Knowle, Solihull
West Midlands
B93 0HT
+44 1564 776 151
+44 1564 778 069 fax

Oxford •
Banbury Road
Shipton on Cherwell
Kidlington OX5 1JH
+44 1865 853 640
+44 1865 372 722 fax

**Yorkshire & North East
England**

Leeds
30 Park Square West
Leeds LS1 2PF
+44 113 234 5755
+44 113 244 3910 fax

North West England

Chester
New House
150 Christleton Road
Chester, Cheshire
CH3 5TD
+44 1244 313 936
+44 1244 340 028 fax

Carlisle
48 Cecil Street
Carlisle, Cumbria
CA1 1NT
+44 1228 542 422
+44 1228 590 106 fax

Manchester
The Stables
213 Ashley Road
Hale WA15 9TB
+44 161 927 3822
+44 161 927 3824 fax

Channel Islands

Jersey
39 Don Street
St.Helier
JE2 4TR
+44 1534 722 441
+44 1534 759 354 fax

Representative:
Guernsey
+44 1481 722 448

Scotland

Edinburgh •
22. Queen Street
Edinburgh
EH2 1JX
+44 131 225 2266
+44 131 220 2547 fax

Glasgow
176 St. Vincent Street,
Glasgow
G2 5SG
+44 141 223 8866
+44 141 223 8868 fax

Representatives:
Wine & Spirits
Tom Gilbey
+44 1382 330 256

Wales

Cardiff
7-8 Park Place,
Cardiff CF10 3DP
+44 2920 727 980
+44 2920 727 989 fax

EUROPE

Austria - Vienna
Tuchlauben 8
1010 Vienna
Austria
+43 (0)1 403 00 01
vienna@bonhams.com

Belgium - Brussels
Boulevard
Saint-Michel 101
1040 Brussels
+32 (0)2 736 5076
+32 (0)2 732 5501 fax
belgium@bonhams.com

France - Paris
4 rue de la Paix
75002 Paris
+33 (0)1 42 61 1010
+33 (0)1 42 61 1015 fax
paris@bonhams.com

Germany - Cologne
Albertusstrasse 26
50667 Cologne
+49 (0)221 2779 9650
+49 (0)221 2779 9652 fax
cologne@bonhams.com

Germany - Munich
Maximilianstrasse 52
80538 Munich
+49 (0) 89 2420 5812
+49 (0) 89 2420 7523 fax
munich@bonhams.com

Greece - Athens
7 Neofytou Vamva Street
10674 Athens
+30 (0) 210 3636 404
athens@bonhams.com

Ireland - Dublin
31 Molesworth Street
Dublin 2
+353 (0)1 602 0990
+353 (0)1 4004 140 fax
ireland@bonhams.com

Italy - Milan
Via Boccaccio 22
20123 Milano
+39 (0)2 4953 9020
+39 (0)2 4953 9021 fax
milan@bonhams.com

Italy - Rome
Via Sicilia 50
00187 Rome
+39 (0)6 48 5900
+39 (0)6 482 0479 fax
rome@bonhams.com

Netherlands - Amsterdam
De Lairessestraat 154
1075 HL Amsterdam
+31 20 67 09 701
+31 20 67 09 702 fax
amsterdam@bonhams.com

Spain - Madrid
Nuñez de Balboa no.4 - 1A
Madrid
28001
+34 91 578 17 27
madrid@bonhams.com

Switzerland - Geneva
Rue Etienne-Dumont 10
1204 Geneva
Switzerland
+41 76 379 9230
geneva@bonhams.com

Representatives:
Denmark
Henning Thomsen
+45 4178 4799
denmark@bonhams.com

Spain - Marbella
James Roberts
+34 952 90 62 50
marbella@bonhams.com

Portugal
Filipa Rebelo de Andrade
+351 91 921 4778
portugal@bonhams.com

Russia - Moscow
Anastasia Vinokurova
+7 964 562 3845
russia@bonhams.com

Russia - St Petersburg
Marina Jacobson
+7 921 555 2302
russia@bonhams.com

MIDDLE EAST

Israel
Joslynnne Halibard
+972 (0)54 553 5337
joslynnne.halibard@bonhams.com

NORTH AMERICA

USA

San Francisco •
220 San Bruno Avenue
San Francisco
CA 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Los Angeles •
7601 W. Sunset Boulevard
Los Angeles
CA 90046
+1 (323) 850 7500
+1 (323) 850 6090 fax

New York •
580 Madison Avenue
New York, NY
10022
+1 (212) 644 9001
+1 (212) 644 9007 fax

Representatives:
Arizona
Terri Adrian-Hardy
+1 (480) 994 5362

**California
Central Valley**
David Daniel
+1 (916) 364 1645

**District of Columbia/
Mid-Atlantic**
Martin Gammon
+1 (202) 333 1696

Southern California
Christine Eisenberg
+1 (949) 646 6560

Florida
+1 (305) 228 6600

Georgia
Mary Moore Bethea
+1 (404) 842 1500

Illinois
Ricki Blumberg Harris
+1 (312) 475 3922
+1 (773) 267 3300

**Massachusetts
Boston/New England**
Amy Corcoran
+1 (617) 742 0909

Nevada
David Daniel
+1 (775) 831 0330

New Mexico
Leslie Trilling
+1 (505) 820 0701

Oregon
Sheryl Acheson
+1(503) 312 6023

Texas
Amy Lawch
+1 (713) 621 5988

Washington
Heather O'Mahony
+1 (206) 218 5011

CANADA

Toronto, Ontario •
Jack Kerr-Wilson
20 Hazelton Avenue
Toronto, ONT
M5R 2E2
+1 (416) 462 9004
info.ca@bonhams.com

Montreal, Quebec
David Kelsey
+1 (514) 341 9238
info.ca@bonhams.com

SOUTH AMERICA

Argentina
Daniel Claramunt
+54 11 479 37600

Brazil
Thomaz Oscar Saavedra
+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

Beijing
Hongyu Yu
Suite 511
Chang An Club
10 East Chang An Avenue
Beijing 100006
+86(0) 10 6528 0922
+86(0) 10 6528 0933 fax
beijing@bonhams.com

Japan
Akiko Tsuchida
Level 14 Hibiya Central Building
1-2-9 Nishi-Shimbashi
Minato-ku
Tokyo 105-0003
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
akiko@bonhams.com

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
bernadette.rankine@
bonhams.com

Taiwan
Summer Fang
37th Floor, Taipei 101 Tower
Nor 7 Xinyi Road, Section 5
Taipei, 100
+886 2 8758 2898
+886 2 8757 2897 fax
summer.fang@bonhams.com

AUSTRALIA

Sydney
76 Paddington Street
Paddington NSW 2021
Australia
+61 (0) 2 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

Melbourne
Como House
Cnr Williams Road
& Lechlade Avenue
South Yarra VIC 3141

AFRICA

Nigeria
Neil Coventry
+234 (0)7065 888 666
neil.coventry@bonhams.com

South Africa - Johannesburg
Penny Culverwell
+27 (0)71 342 2670
penny.culverwell@bonhams.com

Motor Car Index

Lot No	Year	Model	Lot No	Year	Model
339	1924	Alvis 12/50hp SB Deluxe Tourer	316	1967	Jaguar E-Type Series 1 4.2-Litre 2+2 Coupé
365	1935	Alvis 3½-Litre Speed Twenty SD Sports Saloon	372	1958	Jaguar 'Mk1' 3.4-Litre Sports Saloon
354	1928	Ansaldo Tipo 14 Sports	351	1962	Jaguar Mk2 3.8-Litre Saloon
312	1966	Aston Martin DB6 Vantage Sports Saloon	320	1989	Jaguar XJ40 2.9-Litre Saloon
324	1925	Austin 20hp Drophead Coupé	306	1989	Jaguar XJ-S HE V12 Coupé
368	1927	Bentley 3-Litre Speed Model Tourer	363	1960	Jaguar XK150 3.4-Litre Drophead Coupé
343	1936	Bentley 4¼-Litre Drophead Coupé	336	1934	Lagonda Rapier Tourer
366	1949	Bentley MkVI 4¼-Litre Countryman Shooting Brake	311	1987	Lamborghini LM 002 '4x4'
362	1947	Bentley MkVI 4¼-Litre Saloon	342	1992	Lancia Delta HF Integrale Evoluzione Hatchback
364	1956	Bentley S-Series Continental Sports Saloon	346	1990	Lancia Delta HF Integrale Hatchback
353	1918	Bianchi Tipo 12 Roadster	358	1987	Lancia Delta HF Turbo Cabriolet
344	2004	BMW 318i Sports Saloon	370	1975	Lancia Fulvia Rallye 1.3s 3rd Series Coupé
304	1990	BMW 325i Convertible	309	1967	Mercedes-Benz 250SL Convertible
310	1962	Chevrolet Corvette Roadster	328	1993	Mercedes-Benz 300CE Convertible
360	1988	Citroën 2CV Special Saloon	305	1985	Mercedes-Benz 380SL Convertible
314	1972	Citroën DS21 EFI Pallas Saloon	319	1994	Mercedes-Benz SL320 Convertible
307	1971	Citroën DS20 Saloon	321	1989	Mini '30' Limited Edition Saloon
322	1987	Daimler Double-Six Series III V12 Saloon	352	1950	Morgan 4/4 Sports
337	1968	Daimler V8 250 MkII Sports Saloon	373	1925	Morris 11.9hp Cowley Tourer
333	1990	ERA Mini Turbo Sports Saloon	347	1960	MV Agusta 1100 D2 Autocarro Motorcycle Transporter
359	1975	Ferrari 365GT4 2+2 Berlina	325	1967	OSI 20M TS Coupé
338	1987	Ferrari 412GT Coupé	361	1931	Peugeot 201B Coupé with Dickey Seat
345	1986	Ferrari 412GT Coupé	326	1989	Porsche 911 Turbo SE 'Flat Nose' Cabriolet
327	2008	Ferrari 612 Sessanta Coupé	341	1977	Porsche 911SC 3.0-Litre Targa Coupé
349	1978	FIAT 238 1st Series Minibus	308	1979	Porsche 928 Coupé
348	1970	FIAT 500L TV Giannini Saloon	357	1994	Range Rover Vogue LSE V8 4.3 Auto Stretch Limousine
369	1978	Ford Escort RS2000 Series X Sports Saloon	301	1966	Reliant Regal Van 'Only Fools and Horses' Replica
371	1932	Ford Model A V8 Special Roadster	367	1926	Rolls-Royce Phantom I Landaulet de Ville
350	1967	Ford Mustang Hardtop Coupé	340	1924	Rolls-Royce 20hp Tourer
317	1966	Ford Race Car Transporter	356	1977	Rolls-Royce Silver Shadow II Saloon
315	1956	Ford Thunderbird Convertible with Removable Hardtop	329	1977	Rolls-Royce Silver Shadow II Saloon
330	1965	Ford Zodiac MkIII Saloon	331	1983	Rolls-Royce Silver Spirit Saloon
302	1962	Jaguar E-Type 'Series 1' 3.8-Litre Coupé Project	355	1994	Rolls-Royce Silver Spur III Limousine
332	1963	Jaguar E-Type 3.8-Litre 'Series 1' Coupé	318	1954	Sunbeam Alpine MkIII Roadster
335	1967	Jaguar E-Type 4.2-Litre Series 2 Roadster	334	1953	Sunbeam Alpine Roadster
303	1963	Jaguar E-Type 'Series 1' 3.8-Litre Coupé Project	323	1905	Wolseley 'Baby' X-type 5hp Two-seater Phaeton



Bonhams

101 New Bond Street
London W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax

