

THE SUMMER CLASSIC SALE

Collectors' Motorcycles and Motor Cars
In association with the VMCC Banbury Run
Saturday 7 June 2014
Bonhams Oxford



Bonhams

THE SUMMER CLASSIC SALE

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

Saturday 7 June 2014 at 12:00 and 15:00
Woodstock, Oxfordshire

VIEWING

Friday 6 June 15:00 to 18:00
Saturday 7 June from 09:00

SALE TIMES

Motorcycles 12:00
Motor Cars 15:00

SALE NUMBER

21749

CATALOGUE

£20.00 + p&p

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 16:00 on Friday 6 June. Thereafter bids should be sent directly to the Bonhams office at the sale venue.
+44 (0) 1865 372 722 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.

Live online bidding is available for this sale

Please email bids@bonhams.com with "Live bidding" in the subject line 48 hours before the auction to register for this service.

ENQUIRIES

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

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

ENQUIRIES ON VIEW AND SALE DAYS

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

CUSTOMER SERVICES

Monday to Friday 08:00 - 18:00
+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

ILLUSTRATIONS

Front cover: Lot 1, 54, 182
Back cover: Lot 1

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

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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.

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.

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 and motorcycle 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 €1,000 in the currency in which the Sale will take place at the beginning of the Sale. An Additional Premium will be a percentage of the amount of the Hammer Price [plus Buyer's Premium], please refer to notice to bidders section 7, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

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.

Professional Catalogue Photography

Simon Clay
Tom Wood

Motor Car Preparation

Chris Bailey, Showcase SVS
+44 (0) 7889 722 333
www.showcasesvs.co.uk

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

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

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

Telephone bidding

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

Absentee/Commission bidding

As with telephone bidding, you will need to complete a form with your name, address 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 car. It is also advised that the car is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

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

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

Can I view the files that accompany the vehicles?

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

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.

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.

How can I pay?

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

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

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

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

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

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

Payment by cheque

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

Bank transfer

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

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. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Can someone deliver the vehicle for me?

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

Can someone arrange insurance for me?

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

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

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

Your contacts for this sale

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Press Office

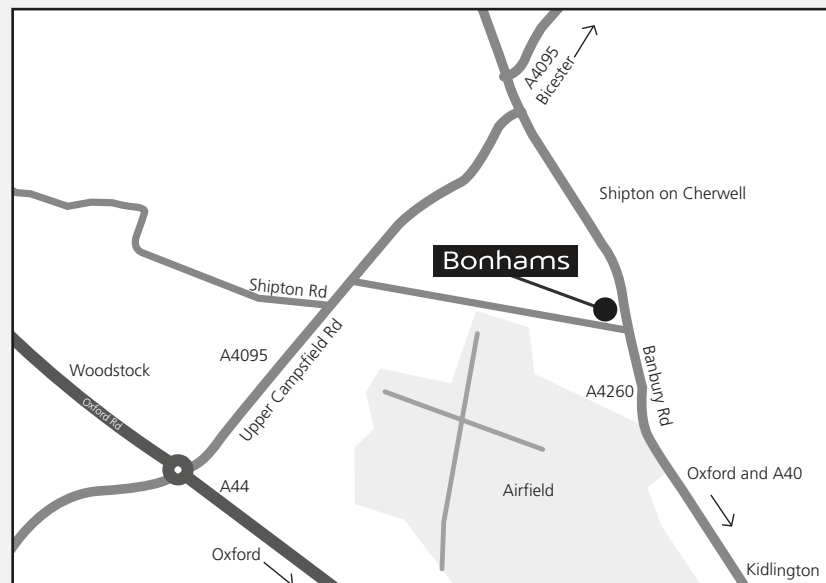
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subscriptions@bonhams.com

Directions to Bonhams Oxford



Address

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

Recommended Transporters

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

Recommended Vehicle Insurance

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

Collections

Motorcycle Spares (lots 10-30)

All purchased lots must be cleared from the sale venue by 5pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10:30am Tuesday 10 June 2014, by appointment only.

To arrange collection please contact the Motorcycle Department 020 8963 2817 or motorcycles@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).

Motorcycles & Motor Cars

Motorcycles and Motor Cars must be collected by 12noon on Sunday 8 June.

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

Removal and Storage of Vehicles

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

Polygon Transport registered address:

Polygon Transport

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

Vehicle Removal charges

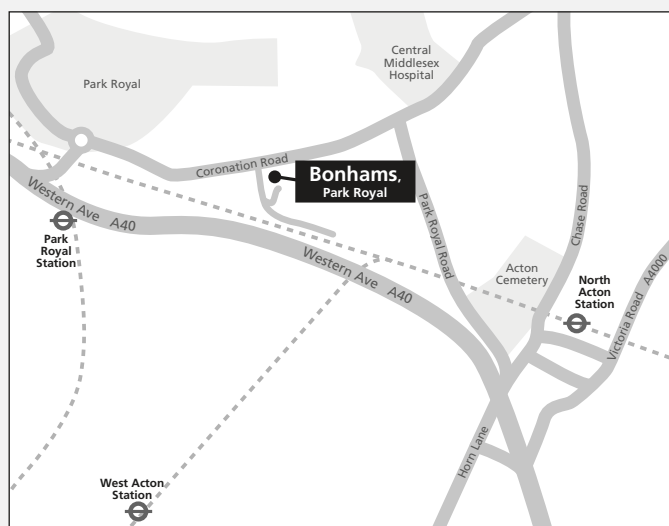
£75 + VAT per motorcycle
£120 + VAT per motorcycle combination
£200 + VAT per motor car

Storage charges

£8.50 + VAT per day per motorcycle
£13.00 + VAT per day per motorcycle combination
First 14 days
£14.00 + VAT per day per motor car
There after
£10.00 + VAT per day per motor car

Transport and Shipping

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



MOTORCYCLES

12:00

Lots 1 - 121

Images of each lot can be found at:
www.bonhams.com/21749





THE JOHN MYERSCOUGH COLLECTION

The name of Myerscough has been synonymous with motorcycles for generations. It all began in 1893 when Leonard Myerscough opened a business repairing and selling bicycles, followed by motorcycles and automobiles. At the peak of this business, five locations serviced the Liverpool area under the banner L Myerscough & Sons Ltd. Encouraged by his father, the eldest son, Len Jr, took up dirt track racing in the late 1920s, enjoying success as a contracted team rider for both the Belle Vue Aces and Preston teams from 1928 to 1931.

Len Jr traveled across the UK and Europe racking up several wins on his Rudge against the very best European riders and always gave 100% for the fans' entertainment. Old speedway press clippings reveal close finishes with the likes of Reg Pointer, Dusty Haig and Fred Strecke, and one well-documented crash where he flew over the head of Arthur Franklyn. Fortunately both riders survived, documented as suffering only bruises.

However, the truth is that Len ended up in coma for two weeks and soon after his recovery wound down his racing. Although his racing days were behind him, Len maintained his passion for motorcycles, buying, selling and collecting them through the L Myerscough & Sons stores.

Len had three sons, the eldest being John Myerscough. As a young boy John had clearly inherited his forefathers' genes and spent much of his life involved with motorcycles, both maintaining and riding them whenever he could. John regularly attended Vintage rallies and many times took part in the Isle of Man TT Vintage events. John, like his father was also an avid collector and trader of Vintage motorcycles, becoming the custodian of several of Len's bikes. John bought and sold many motorcycles over the years, adding significantly to the collection. Like his father, John had a passion for Broughs, adding the 11-50 to his collection in the 1970's. The 11-50 was John's personal favorite, which he continued to ride until just a few years ago.



The following 30 Lots are offered from the John Myerscough Collection

1

1935 BROUGH SUPERIOR 1,096CC 11-50HP

Registration no. BUA 706

Frame no. 8/1504

Engine no. LDZ/R 46109/SR



Legendary superbike of motorcycling's between-the-wars 'Golden Age', the Brough Superior was synonymous with high performance, engineering excellence and quality of finish. That such a formidable reputation was forged by a motorcycle constructed almost entirely from bought-in components says much for the publicity skills of George Brough. But if ever a machine was more than the sum of its parts, it was the Brough Superior. Always the perfectionist, Brough bought only the best available components for his motorcycles, reasoning that if the product was right, a lofty price tag would be no handicap. And in the 'Roaring Twenties' there were sufficient wealthy connoisseurs around to prove him right, T E Lawrence ('Lawrence of Arabia') being the most famous example.

The speed with which the name 'Brough Superior' established itself as synonymous with excellence may be gauged from the fact that the famous 'Rolls-Royce of Motorcycles' sobriquet was first coined in 1921 when the marque was barely two years old. The story goes that Rolls-Royce objected to their name being associated with a mere motorcycle - until they examined one of George's creations.

Launched in 1933, the 1,096cc 11-50 was the largest Brough Superior to enter series production. Powered by a sidevalve v-twin (of unusual 60-degree configuration) supplied exclusively to the Nottingham factory by J A Prestwich, the 11-50 fitted into the Brough price range between the SS80 touring and SS100 super-sports models. The 11-50 was conceived as a long-legged, effortless tourer and could exceed 90mph in solo form or pull a heavy sidecar at up to 75mph; indeed, in the latter role it was one of the finest sidecar mounts of its day. Production lasted until 1939, by which time the 11-50 was the only JAP-powered machine in the Brough Superior range.

This 11-50 has the rigid frame and Monarch front fork that characterised the 'standard' offering for sidecar use (Castle forks and rear suspension were options). The machine was first registered in Nottingham, presumably by the factory, a not uncommon occurrence. Acquired by the deceased owner in August 1969, it was last taxed for the road to the end of April 2007 and since then has been kept in dry storage. Recently exhibited at Belstaff's flagship store on London's Bond Street as part of their 90th Anniversary celebrations, the machine is in need of re-commissioning or possibly more extensive restoration, and is sold strictly as viewed. Accompanying documentation consists of an old-style continuation logbook (1969) and old/current Swansea V5/V5C documents.

£18,000 - 26,000

€22,000 - 32,000

No Reserve



1928/31 BROUGH SUPERIOR OVERHEAD 680 PROJECT

Registration no. TE 4341

Frame no. 774

Engine no. GTO/H 13927/SL

Quite what George Brough's father - Nottingham-based motorcycle manufacturer William Edward Brough - thought when his younger son cheekily added the word 'Superior' to the family name when founding his rival marque can only be imagined, but it's thanks to this act of youthful bravado that we have one of the greatest and most-evocative names in motorcycling. W E Brough's machines had been innovative and well-engineered, and his son's continued the family tradition but with an added ingredient - style. J A Prestwich of London and Motosacoche of Geneva supplied v-twin engines for the MkI and MkII Brough Superiors respectively, though within a few years all models would be JAP-powered. Gearboxes were sourced from Sturmey-Archer and (initially) forks from Montgomery, while frame and accessory manufacture was contracted out to specialists in the British motorcycle industry's Midlands heartland.

With the SS80 and SS100 well established by the mid-1920s, it was decided to add a smaller and cheaper alternative to these two 1-litre models to the range. JAP was already producing a 674cc sidevalve v-twin engine and this unit, redesigned to accommodate overhead valves, went into Brough's new 'Overhead 680'. First shown to the public at the Olympia Motorcycle Show in 1926, the 'Miniature SS100', as George Brough called it, entered production for 1927.

The new middleweight Brough was an instant success and for the 1930 season was joined by a version to higher specification. First seen at the 1929 Motorcycle Show, the newcomer was dubbed 'Black Alpine 680', a reference to the lavishly equipped SS100 Alpine Grand Sports and the fact that the newcomer boasted a distinctive all-black eggshell finish. Principal mechanical difference from the standard Overhead 680 was the adoption of the patented Draper sprung frame.

This early, Vintage-era Overhead 680 has been in the Myerscough family's possession since at least 1969 and may well have been owned from new, as indicated by the old-style continuation logbook on file. Brough Club records show that 'TE 4341' was supplied new to Newton Motor Company, complete with sidecar, and was originally fitted with engine number 'GTOY/C 15124'. The 1931 engine currently with it is from another OHV 680 Brough and it should be noted that the original gearbox is no longer present. Offered for restoration and sold strictly as viewed, this dismantled machine also comes with old-style V5 and V5C registration documents.

£28,000 - 38,000

€34,000 - 46,000

No Reserve



1924 TRIUMPH 550CC SD

Registration no. MB 6309

Frame no. 33646

Engine no. 96964 GGH



John Myerscough riding the Triumph on the Isle of Mann during TT week.

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

Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc 4hp model in 1914. Equipped with three-speed Sturmey-Archer gearbox, it was this revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with British and Allied forces. Updated with chain final drive for 1920, it became known as the 'SD' (Spring Drive) because of its clutch-mounted, coil-spring shock absorber and formed the basis of the later four-valve Ricardo model.

This Triumph SD is offered for sale by the Myerscough family, whose name has for generations been synonymous with motorcycles. The family business started in 1893 when Leonard Myerscough began selling bicycles, followed by motorcycles and then automobiles. At its peak the firm operated from five locations in the Liverpool area. This Triumph SD belonged to Len Jr, Leonard's eldest son, from whom it was inherited in turn by his eldest son, the late John Myerscough. John regularly attended Vintage rallies and there is a picture on file of him riding this Triumph in the Isle of Man during TT week. It is not known when it was last used. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook (1969) and old/current V5/V5C registration documents.

£3,500 - 4,500**€4,300 - 5,500****No Reserve**

4

C.1928 ARIEL 557CC MODEL B PROJECT (SEE TEXT)

Frame no. W11539

Engine no. W11066

Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm entered the 1930s, Chief Designer Val Page having under his wing both Edward Turner and Bert Hopwood. The Ariel range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. At time of cataloguing it had not been possible to positively identify this sidevalve-engined Ariel, though the 'W' frame/engine number prefix suggests a Model A or B dating from 1928. There are no documents with this dismantled and incomplete machine, which is offered for restoration and sold strictly as viewed.

£1,200 - 1,800

€1,500 - 2,200

No Reserve



4

5

1929 ROYAL ENFIELD 2¾HP MODEL G

Registration no. UT 4671

Frame no. G3129

Engine no. 5505LS

Like many other British motorcycle manufacturers, Royal Enfield's origins were in the bicycle trade. The Redditch company built its first powered vehicles - De Dion-engined tricycles and quadricycles - in the closing years of the 19th Century and its first motorcycle around 1900. By 1904 the firm was concentrating on car production, resuming motorcycle manufacture in 1910 with a v-twin Motosacoche-powered lightweight. The first 2¾hp (350cc) Enfield appeared in 1924 in overhead-valve and sidevalve versions, both of which used engines supplied by J A Prestwich. The JAP engine gave way to one of Royal Enfield's own manufacture for 1925, at which time the three-speed Sturmey Archer gearbox was standardised. An older restoration, this overhead-valve '350' Enfield was last taxed for the road in 2006 and will require re-commissioning prior to further use. Offered without reserve, the machine comes with an old-style continuation logbook, old-style V5 and V5C registration documents.

£3,000 - 4,000

€3,700 - 4,900

No Reserve



5

6

C.1952 AJS 497CC MODEL 18S PROJECT

Registration no. OTU 190

Frame no. 82264

Engine no. 52/18S 20587

Associated Motor Cycles announced its post-war range of AJS and Matchless heavyweight singles in June 1945. Coded Model 18 and G80 respectively, the two 500cc models shared the same 93mm stroke as their 350cc brethren, coupled to an 82.5mm bore. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only, models so-equipped being suffixed 'S'. Cleverly, AMC had devised this frame by the simple expedient of producing a new suspension-carrying rear sub-frame that bolted on in place of the old rigid back end. Thus it proved a relatively simple matter for owners of older rigid models to update them. Acquired in the mid/late 1970s, this dismantled Model 18S is offered for restoration and sold strictly as viewed. Accompanying paperwork consists of an old-style continuation logbook and V5/V5C registration documents.

£400 - 600

€490 - 730

No Reserve



6

7

C.1942 BSA 500CC M20

Frame no. WM20 60643

Engine no. MS 8415

BSA launched a new single-cylinder range in 1937. Intended mainly for the sidecar man, the two biggest sidevalve models were the 496cc M20 and 596cc M21, both of which came with rigid frames, girder forks and four-speed, hand-change gearboxes. Ruggedly built and endowed with copious low-speed pulling power, both models were highly successful in their intended role as sidecar tugs and many M20s did sterling service as despatch riders' mounts with Allied forces during WW2. The duo were regularly updated, important developments prior to WW2 including the adoption of a foot-change gearbox and, in the M21's case, a change to a longer-stroke engine and a capacity of 591cc. Production of the M20 ceased in 1955 while the M21 lasted until the end of 1958, though it remained available to special order until 1963. This military-specification M20 is known to have been last taxed for the road in 2005 and will require re-commissioning before further use. There are no documents with this Lot.

£2,000 - 3,000**€2,400 - 3,700****No Reserve**

7



8

C.1952 BSA 249CC C10 PROJECT

Registration no. JVJ 291

Frame no. ZC10 S 6326

Engine no. YC10 1765

BSA's 'C' range of lightweights was introduced in 1938. Similar in many ways to those of the larger 'B' range, whose wheels and brakes were employed, the cycle parts consisted of a simple diamond frame and girder front fork. First model was the C10 sidevalve single with coil ignition and three-speed hand-change gearbox. A de luxe C10 with foot-change gearbox joined the range in 1939, as did the overhead-valve C11. When the C10 re-appeared after the war, the girder fork was replaced by a telescopic unit in mid-1946 and part way through 1949 an alloy cylinder head was adopted. The model ran on as the up-dated C10L, with alternator electrics, plunger rear suspension and four-speed gearbox, until 1957. The example offered here consists of a frame manufactured circa 1952 and an engine dating from around 1948. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£400 - 600**€490 - 730****No Reserve**

8



9

C.1952 BSA 249CC C11 PROJECT

Registration no. MNE 960

Frame no. ZC10 29707

Engine no. ZC11 27509

BSA's 'C' range of lightweights was first introduced in 1938, offering affordable 'ride to work' transport to customers for whom economy was of greater importance than speed. Its first exemplar was the C10 sidevalve single with coil ignition and three-speed hand-change gearbox. A de luxe version with foot-change gearbox joined the range in 1939, as did the overhead-valve C11 variant. When production resumed after the war, the original girder front fork was replaced by a telescopic unit in mid-1946, while part way through '49 the C10 gained an alloy cylinder head. From 1954 onwards the pair continued as the updated C10L/C11G with alternator electrics, plunger rear suspension and a four-speed gearbox, eventually bowing out in 1957. There are no documents with this incomplete 'barn find' C11, which is offered for restoration and sold strictly as viewed.

£400 - 600**€490 - 730****No Reserve**

9



Please note that the standard Buyers Premium on the following 21 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.



13

10 ♦

A QUANTITY OF MOTORING LITERATURE,

comprising Ronald H. Clark; "Brough Superior - The Rolls Royce of Motorcycles", W. S. Gibbard; "Maintaining Your Brough Superior, James Sheldon; "Veteran & Vintage Motor Cycles"; mixed marque motorcycle range brochures, maintenance manuals, and other titles including car related.

£250 - 350

€310 - 430

11

TWO BELIEVED VULCAN CAR MASCOTS, LATE 1920'S,

each chrome plated, height 11.5cm, together with a selection of signs including Michelin and Castrol, framed and glazed prints, two Calormeter's, two Lake & Elliot incomplete car jacks, large headlamp shell and a Shell petrol can. Qty

£250 - 350

€310 - 430

12 ♦

SEVEN HEAVYWEIGHT GEARBOXES,

including four Sturmey Archer type numbered 63942, A2575, 169363, A2790, 128768, 143795, the other unnumbered. Mechanical and internal condition unknown. Close inspection advised. (5)

£250 - 350

€310 - 430

13 ♦♦

FOUR TRIUMPH SINGLE CYLINDER ENGINES,

believed Vintage, both sv and ohv, numbered 201461 AOR, 254661 OMT, 228525 COR, 109193 SMT, together with a fifth unknown numbered C12835, for restoration. Buyers should satisfy themselves as to the model and type of engines. Close Inspection advised.

£400 - 600

€490 - 730

14 ♦

A LARGE QUANTITY OF SINGLE CYLINDER MOTORCYCLE ENGINE COMPONENTS,

comprising various Triumph crankcases numbered 52827 YTH, 76757 MRT, together with barrels, cylinder heads, two single cylinder Villiers engines, a Levis bottom end and other sundry spares. Close inspection advised.

£300 - 500

€370 - 610

15

A SELECTION OF CHAIN CASES, TIMING CASES AND FOOTBOARDS,

for various makes and models including Triumph and OK Supreme. Close inspection advised.

£250 - 350

€310 - 430

16 ♦

A LARGE QUANTITY OF MAGNETOS AND MAGNETO SPARES,

including Lucas type ACI, Lucas Type GA4, Bosch ZU4, Bosch FF2A LS34, ML NAK, ML PMI, together with various incomplete magnetos, dynamos and sundry spares. Close inspection advised. Qty.

£400 - 600

€490 - 730

17

THREE BELIEVED VINTAGE TRIUMPH FRAMES,

one assembled, two dismantled (numbered 310206 and 315439) together with associated spares. Buyers should satisfy themselves as to the marque, model and completeness of the lot. Qty

£600 - 700

€730 - 860

18

FIVE UNIDENTIFIED FRAMES,

two believed Triumph, two unknown. We are unable to locate frame numbers. Buyers should satisfy themselves as to the marque, model and completeness of the lot. Qty

£300 - 400

€370 - 490

19

THREE VINTAGE TRIUMPH TANKS,

varying condition, with and without filler caps. Close inspection advised.

£300 - 400

€370 - 490

20

FOUR VINTAGE MOTORCYCLE TANKS,

including two marked Montgomery 150cc and AJS, two unknown. Close inspection advised.

£250 - 350

€310 - 430

21 ♦

A QUANTITY OF MUDGUARDS,

including valanced type, some including unidentified rear frame sections, together with a quantity of tinware including Francis Barnett fuel tank. Close inspection advised. Qty

£250 - 350

€310 - 430

22 ♦

A QUANTITY OF CHASSIS COMPONENTS,

including believed Dunelt forks, unidentified forks and rear frame sections, together with a selection of saddle components. Close inspection advised. Qty.

£250 - 350

€310 - 430



19

23

A BONNIKSEN ROTHERHAMS 100MPH SPEEDOMETER,

gold faced with time and trip subsidiary dials, patent number 2052/12, numbered C1592 to the back plate, for restoration, missing bracket, cable and drive gear. Bidders should satisfy themselves as to the condition and completeness of the lot

£250 - 350

€310 - 430

24

A BONNIKSEN ROTHERHAMS 100MPH SPEEDOMETER,

gold faced with two trip subsidiary dials, patent number 2052/12, for restoration, missing bracket, cable and drive gear. Buyers should satisfy themselves as to the condition and completeness of the lot.

£250 - 350

€310 - 430

25

THREE SMITHS DIALS,

comprising two believed motor car 60mph speedometers, a smiths 3" clock, together with two incomplete 6" Lucas headlamps, a Miller headlamp, Lucas acetylene cycle lamp, a selection of post war headlamp shells, handlebars and other sundry items. Qty

£250 - 350

€310 - 430

26

A QUANTITY OF CARBURETTOR SPARES,

including believed Vintage Triumph, Amal and others, together with non associated spares.

£250 - 350

€310 - 430

27 ♦♦

A QUANTITY OF MOTORCYCLE WHEELS,

including belt rim type, for restoration. Bidders should satisfy themselves as to the size, make and condition of the wheels. Close inspection advised. Qty.

£250 - 350

€310 - 430

28

A BELIEVED REPRODUCTION BROUGH SUPERIOR TYPE FUEL TANK,

with filler caps, for restoration, with dents. Applied Watson & Co. Radiator repairers plaque to base. Close inspection advised.

£250 - 350

€310 - 430

29

A SELECTION OF ENGINE COMPONENTS,

comprising unnumbered J.A.P v-twin crankcase halve, cylinder heads, barrels pistons and valve gear together with hand gear change levers and center wheel hub. Close inspection advised.

£250 - 350

€310 - 430

30

THREE BELIEVED BROUGH SUPERIOR VALANCED MUDGUARDS,

two front, one displaying registration FD 8586, one rear displaying registration LV 4800, for restoration. Buyers should satisfy themselves as to the marque and model of the lot.

£250 - 350

€310 - 430



23



24

Further properties

The following 22 Lots are offered from a private collection in the West Country. Many of these motorcycles have been in storage for some considerable time and all will require re-commissioning to a greater or lesser extent, or in some cases complete restoration, before further use.

Accordingly, all Lots are sold strictly as viewed and prospective purchasers should satisfy themselves with regard to their completeness or otherwise prior to bidding. All are offered without reserve.



31



33



32



34

31

C.1955 BSA 646CC ROAD ROCKET

Registration no. YSY 457

Frame no. CA7 14410 Engine no. CA10R 9592

BSA's range for 1955 embodied several novel features. Alongside the existing plunger-framed machines were new models equipped with swinging-arm rear suspension, while the A7 Shooting Star and A10 Road Rocket sports twins came with new aluminium-alloy cylinder heads. The latter produced a highly respectable 40bhp, and as tested by Motor Cycling magazine was found capable of reaching 109mph. Modified in 'café racer' style with an alloy fuel tank, swept-back exhaust pipes and 'Goldie' silencers, this Road Rocket has been fitted with a later Super Rocket engine dating from around 1959. The machine has been off the road in dry storage for many years and will require re-commissioning before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£1,200 - 1,500

£1,500 - 1,800

No Reserve

32

C.1960 BSA 646CC A10 'GOLDEN FLASH'

Registration no. TCO 585

Frame no. GA7 6483 Engine no. DA10 10936

Much loved by the sidecar fraternity, the A10 was up-dated with the swinging-arm frame and separate gearbox for 1955 and continued in production until 1962. Retaining the label of the original supplier on the rear mudguard, this A10 has been off the road in dry storage for several years and will require re-commissioning before returning to the road. There are no documents with this Lot, which is offered without reserve and sold strictly as viewed.

£1,200 - 1,500

£1,500 - 1,800

No Reserve

33

C.1950 BSA 646CC A10 'GOLDEN FLASH'

Frame no. ZA7S 6155 Engine no. ZA10 5658

A new 650cc twin joined BSA's 500cc A7 model in 1949, the existing parallel twin architecture was retained for the new A10, with 360-degree crankshaft and single camshaft at the rear of the cylinder block, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unitary construction, and the tele-fork-and-plunger cycle parts. Named 'Golden Flash', the new 650 was strikingly finished in pale beige metallic. Much loved by the sidecar fraternity, the model was up-dated with the swinging-arm frame and separate gearbox for 1955 and continued in production until 1962. Modified in 'café racer' style, this A10 has been off the road in dry storage for several years and will require re-commissioning before returning to the road. There are no documents with this Lot.

£1,000 - 1,200

£1,200 - 1,500

No Reserve

34

1966 BSA 500CC A50 ROYAL STAR

Registration no. GOY 62D

Frame no. A50R 14720 Engine no. A50R 14720

Following Triumph's lead, BSA turned to unitary construction for its range of twins as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 'Star' models in January 1962. When the range was revised for 1965, the touring twins were renamed 'Royal Star' (A50) and 'Thunderbolt' (A65) respectively and, together with the 'Lightning' and 'Spitfire' sports roadsters, received the superior two-way damped front fork from the off-road Victor model. The Siamesed exhaust systems used previously were dropped. Acquired by the vendor in November 1987, this particular A50 has been in dry storage for several years and will require re-commissioning before further use. Offered with old-style V5 registration document.

£1,200 - 1,500

£1,500 - 1,800

No Reserve

35

1953 ARIEL 998CC SQUARE FOUR MKII

Registration no. VFF 428

Frame no. ES538

Engine no. GL344

Designed by Edward Turner, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft 500, the model grew to 601cc before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey-link plunger rear suspension became an option in 1939 but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model being known as the Mark I. Introduced in 1953, the 'four pipe' MkII with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle, this refined yet charismatic machine retains an enthusiastic and loyal following and is highly prized by discerning enthusiasts. This Square Four MkII is believed to be an older restoration. 'VFF 428' has been in dry storage for several years and will require re-commissioning before further use. Sold strictly as viewed, the machine comes with an old-style V5 registration document and is offered without reserve. It should be noted that the engine dates from 1955.

£2,500 - 3,500

€3,100 - 4,300

No Reserve



36

1955 SUNBEAM 489CC S8

Registration no. RLT 255

Frame no. S8 8008

Engine no. S8 13239

A wartime design by Erling Poppe, the Sunbeam inline twin was introduced by BSA, owners of Sunbeam Cycles Limited, in 1947. A luxury tourer, it was of advanced specification with overhead-camshaft engine, shaft drive and plunger rear suspension. The clutch housing and four-speed gearbox bolted directly to the back of the engine, which was rubber-mounted in the duplex loop frame, an innovation that required a flexible joint in the exhaust system ahead of the silencer. The first S7 version was equipped with balloon tyres, a feature not carried over to the deliberately more conventional, and also lighter and cheaper, S8 introduced in 1949. The front fork and 7" brake were now standard BSA components, and there were numerous other changes made in the interests of rationalisation. Never as popular as BSA's more performance orientated models, the gentlemanly S7 and S8 remained in production until 1957. Kept unused in dry storage for several years, this S8 will require re-commissioning before returning to the road. Sold strictly as viewed, the machine comes with an old-style continuation logbook and is offered without reserve. An incomplete engine/gearbox and final drive is included in the sale.

£1,500 - 2,000

€1,800 - 2,400

No Reserve





37



39



38



40

37

C.1955 BSA 35CC WINGED WHEEL

Registration no. OBM 458

Cyclomotors were a popular means of cheap transport in the early 1950s, so it was only a matter of time before motorcycle manufacturer BSA, also one of the UK's biggest bicycle makers, offered a suitable power unit. This took the form of the 'Winged Wheel', introduced in 1953. Powered by a 35cc two-stroke engine, the Winged Wheel fitted in place of a bicycle's normal rear wheel, driving the hub via gears and a clutch. The fuel tank fitted in place of the rear carrier. In addition to the stand-alone engine unit, BSA also offered a complete machine in ladies or gents style, equipped with sprung front fork. This example of the BSA Winged Wheel comes with an incomplete original frame and a donor Raleigh bicycle. There are no documents with this Lot.

£250 - 350

€310 - 430

No Reserve

38

1959 GREEVES 246CC 24DB SPORTS SINGLE PROJECT

Frame no. 59/2892

Engine no. 411A 3847

Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products which really put it on the map, generating valuable publicity that helped sell the roadsters. For the 1959 season there were two new road models: the 24DB Sports Single and 25DB Sports Twin, the former powered by Villiers' 31A engine and the latter by their 2T. 'Paddle fin' hubs, as fitted to the Hawkstone scrambler, were an extra-cost optional. This incomplete Sports Single is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£300 - 500

€370 - 610

No Reserve

39

C.1961 GREEVES 249CC SPORTS TWIN PROJECT

Engine no. 808B 7580

Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle from humble commuter to clubman's road-racer, but it was the firm's off-road products which really put it on the map, generating valuable publicity that helped sell the roadsters. Greeves first twin-cylinder models of the mid-1950s used the Anzani engine and it was not until 1957 that the first Villiers-engined twin - the 25D Fleetwing - appeared. Renamed 'Sports Twin' for 1959, the 2T-engined roadsters were updated with a new scrambler-based frame for 1961 and the following year were comprehensively restyled in the fashion of the day, gaining a Perspex-screened handlebar fairing, tank with knee cutaways, fork spats, slightly rear-set footrests and full-width hubs. This incomplete Sports Twin is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£300 - 400

€370 - 490

No Reserve

40

1947 TRIUMPH 349CC 3T PROJECT

Registration no. MMV 656

Frame no. 4649

Engine no. 82990

Triumph's first 350cc vertical twin had been built for military purposes in wartime and would form the basis for a civilian version when hostilities ceased. The basic engine design followed that laid down pre-war by Edward Turner for the trend-setting Speed Twin but featured rocker boxes incorporated into the cylinder head casting and a built-up crankshaft with one piece connecting rods like the military 3TW. The running gear was essentially that of the Speed Twin and featured Triumph's new telescopic front fork. Lower geared than its 500cc sibling, the 3T was nevertheless capable of reaching 75mph and could return around 80mpg. Dismantled many years ago, since when it has been kept in dry storage, this incomplete 3T is offered for restoration and sold strictly as viewed. Accompanying documentation consists of an old-style continuation logbook and an old-style V5.

£1,000 - 1,200

€1,200 - 1,500

No Reserve



41



43



42



44

41

1957 ARIEL 350CC RED HUNTER

Registration no. Q313 NYB

Frame no. APR 7727

Designer Val Page's arrival at Ariel in 1925 resulted in a new range of models and an upturn in the firm's fortunes. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner, developed into fast and stylish machines. Post-war the sporting 'Hunters' became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with optional plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954, the 500cc VH gaining an alloy 'head' at the same time (a feature the 350cc NH would not enjoy until the 1956 range was announced). This 350cc Red Hunter has been built up from parts in enduro style and certainly looks very handsome. The machine has been in dry storage for several years and will require re-commissioning before further use. Sold strictly as viewed, it comes with purchase receipt, two expired MoTs and an old-style V5 registration document.

£1,200 - 1,500

€1,500 - 1,800

No Reserve

42

C.1954 AJS 348CC MODEL 16 TRIALS

Registration no. 937 CMY

Frame no. C6364 Engine no. 56/16M 1809C

Associated Motor Cycles dominated the UK trials scene in the years immediately after WW2. Stars such as Hugh Viney and Gordon Jackson riding for AJS, and Artie Ratcliffe and Ted Usher for Matchless won countless national events while clubmen everywhere favoured the Plumstead marques' products more than those of any of their rivals. And although a 500cc model was offered until the early 1950s, the works boys always favoured the milder and more easily managed 350, as did the vast majority of customers. This AJS Model 16 trials has been fitted with a Matchless timing cover and adapted for road use. Last taxed in 1979 and not run for many years, the machine will require re-commissioning before further use. Sold strictly as viewed, '937 CMY' is offered with purchase receipt (1994), two old MoT certificates and a V5 document, the latter recording a frame number different from that actually on the machine (shown above).

£1,200 - 1,500

€1,500 - 1,800

No Reserve

43

1959 AJS 498CC MODEL 20 PROJECT

Engine no. 59/20 51805

The last of the major British motorcycle manufacturers to offer a parallel twin, Associated Motor Cycles did not announce its own until the Earls Court Motorcycle Show of 1948, and even then production was for export only. Typed Model 20 (AJS) and G9 (Matchless), the two newcomers followed the established pattern of British parallel twins but were unusual in having an engine with a third, central, crankshaft main bearing. The new 498cc power unit was housed in the swinging-arm frame recently introduced on AMC's heavyweight singles and for once there was a fair amount of variation between the two marques, which featured their own individual tanks, seats and exhaust pipes in addition to the customary badge and colour scheme differences. Assumed to be an AJS Model 20 on account of the engine number (it could, of course, be a Matchless fitted with an AJS motor) this AMC twin is offered for restoration and sold strictly as viewed. There is no registration document with this motorcycle.

£300 - 400

€370 - 490

No Reserve

44

C.1965 BSA 343CC B40

Frame no. B40 8117

Engine no. B40F 493

Introduced in September 1958, the unitary construction BSA C15 250cc roadster replaced the outgoing C12 and would provide the basis for an entire range of singles in capacities up to 500cc. The first new C15-based model to feature an enlarged engine was the 343cc B40, an addition to the line-up for 1961. The B40 remained in production until 1965, many seeing service with the British Armed Forces, which ordered 2,000 following an extended reliability test. An older restoration, this B40 has been off the road in dry storage for several years and will require re-commissioning prior to further use. There are no documents with this Lot, which is sold strictly as viewed.

£1,000 - 1,200

€1,200 - 1,500

No Reserve



45



47



46



48

45
1962 MATCHLESS 350CC MODEL G5

Registration no. 810 MTT (see text)

Frame no. 14553 Engine no. 3391

Associated Motor Cycles returned to the 250cc class in 1958 with a brace of all-new models. Shared by the Matchless G2 and AJS Model 14, the four-stroke, overhead-valve engine incorporated its oil tank within the crankcase and appeared to be of unitary construction despite retaining a separate gearbox. Lightweight 350cc versions arrived for 1960. Typed 'Model 8' (AJS) and 'G5' (Matchless) the newcomers were virtually identical to their 250 progenitors apart from the bigger engine, Teledraulic front forks and 18" wheels. Production of AMC's lightweight 350s ended in July 1962. An older restoration, this G5 has been off the road in dry storage for several years and requires re-commissioning. Sold strictly as viewed, the machine comes with its original buff logbook and an old-style V5, the latter incorrectly recording the registration number (originally '840 MTT').

£800 - 1,000

€980 - 1,200

No Reserve

46
1972 TRIUMPH 649CC T120V BONNEVILLE

Registration no. YOD 145K

Frame no. T120V DG53915 Engine no. T120V DG53915

Along with BSA-Triumph's other 650cc twins, the Bonneville was re-launched for 1971 with the new oil-carrying frame. Despite its fine handling qualities, the chassis ran into immediate criticism because of its tall seat height and was revised three times before a lower version was standardised for 1972 along with a thinner seat. The arrival of the 750cc T140 Bonneville had signalled that the 650's days were numbered, and the workers' occupation effectively sealed its fate. One of the final improvements made to the 650 Bonnie prior to its deletion was the introduction of a five-speed gearbox, which this example has. Sold new abroad, the machine was first registered in the UK in September 1989 and was acquired by the vendor the following month. Kept in dry storage for several years, it will require re-commissioning before further use. The machine comes with an old-style V5 registration document and is sold strictly as viewed.

£2,500 - 3,000

€3,100 - 3,700

No Reserve

47
1960 NORTON 498CC ES2/MODEL 77 CAFÉ RACER

Registration no. TCO 735

Frame no. R4 88608 Engine no. 15M 75113

Developed from a design by Rex McCandless and first used by Norton on the works single-cylinder racers in 1950, when Geoff Duke rode it to a debut race victory at Blandford, the legendary 'Featherbed' frame has long been the special-builders' favourite. Introduced on Norton's twin-cylinder Model 88 roadster for 1952, it was also used for the single-cylinder range, being adopted by the International from '53 and the ES2 and Model 50 sports models from 1959. The 'all-Norton' Featherbed special offered here consists of an ES2 frame and a Model 77 twin-cylinder engine. Kept in dry storage for several years, the machine will require re-commissioning before further use and is sold strictly as viewed. Accompanying documentation consists of an old-style continuation logbook and old-style V5. It should be noted that the latter does not record the current engine number.

£1,200 - 1,500

€1,500 - 1,800

No Reserve

48
1974 TRITON 650CC 'CAFÉ RACER' PROJECT

Registration no. PAF 840M

Frame no. R14 92075 Engine no. 6T 46965

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. First registered as a 'Triton' in 1974, this example consists of a 1954 'pre-unit' Thunderbird engine and the Featherbed frame from a Dominator 99, the latter dating from 1960. The current vendor acquired the machine in 1993. Incomplete and only loosely assembled, it has been kept in dry storage for some considerable time and will require not a little work to finish off. Sold strictly as viewed, the machine is offered with an old-style buff logbook (relating to the engine) and an old-style V5.

£1,200 - 1,500

€1,500 - 1,800

No Reserve



49



51



50



52

49 **1960 TRIUMPH 5TA SPEED TWIN PROJECT**

Registration no. 185 FUD

Frame no. H16512 Engine no. H39654

Introduced in September 1958, the 5TA Speed Twin was the second of Triumph's new family of unitary construction vertical twins, joining the 350cc Twenty One/3TA launched the previous year. The 500 closely followed the lines of its 350 predecessor, there being little to distinguish it mechanically apart from a larger bore, raised gearing and larger-section rear tyre. The controversial 'bathtub' rear enclosure introduced on the Twenty One was retained and the Speed Twin came finished in the model's traditional Amaranth Red. An unfinished project, this much-modified 5TA is offered for restoration and sold strictly as viewed. It should be noted that the frame number is incorrectly recorded in the accompanying V5 document.

£1,000 - 1,200

€1,200 - 1,500

No Reserve

50 **1982 MOTO GUZZI 850CC LE MANS MKIII**

Registration no. MGL 151X

Frame no. 12263 Engine no. 12424

Hitherto an acquired taste enjoyed by a discerning minority, the big Guzzi suddenly began capturing the imagination of a wider public when the 850cc Le Mans burst on the scene in 1976. Described by Bike magazine as 'the sleekest, horniest thing you've ever seen on two wheels', the Le Mans looked like it was doing 100mph while stationary and on the open road delivered 130mph-plus performance. In 1978, the model was revamped as the Le Mans II, featuring a more elaborate Spada-style fairing, and then in 1981 came the more heavily revised Le Mans III, which incorporated new cylinder heads, a new exhaust system and refreshed styling. Without doubt one of the definitive superbikes of the 1970s, the Moto Guzzi Le Mans is today regarded as highly collectible. Acquired by the vendor (its third owner) in August 1983, this particular MkIII has been in dry storage for several years and will require re-commissioning before further use. Sold strictly as viewed, the machine comes with an old-style V5 registration document.

£1,200 - 1,500

€1,500 - 1,800

No Reserve

51 **1990 DUCATI 900SS**

Registration no. G399 WFC

Frame no. DM906SC000699 Engine no. 000945

In Cagiva ownership from 1985, Ducati continued to offer developments of the Fabio Taglioni-designed Pantah while developing an entirely new family of water-cooled models that would debut towards the decade's end in the form of the legendary 851 Superbike. At the same time, the Paso tourer's Weber carburetted 904cc air-cooled engine was put in the 750 Sport chassis to create the 900 Super Sport, its name recalling a famous model from the Bologna firm's not too distant past. Other noteworthy features included 17" wheels, larger Brembo brakes and Marzocchi suspension. An interim model produced for little more than a year pending the arrival of an extensively revised model of the same name, the 1990 900SS is one of the rarest of the Ducati v-twin family. This example was acquired by the current vendor in October 1998 and was in regular use before being placed in dry storage where it has been for several years. Re-commissioning will be required before further use. Sold strictly as viewed, the machine comes with V5C registration document.

£1,000 - 1,200

€1,200 - 1,500

No Reserve

52 **1983 BMW 980CC R100RS**

Registration no. KJN 46Y

Frame no. 6390301 Engine no. 6390301

Just a few years after introducing the R90/6 and R90S, BMW upped the capacity of its range-topping flat-twins to 980cc for the 1977 season in the form of the R100/7 series, the flagship of this new line-up being the fully-faired R100RS superbike. Although styled like a super-sports machine, the R100RS was actually more of a sports-tourer, which did it no harm whatsoever in BMW's traditional market sector. Repainted some time ago in BMW Motorsport colours, this R100RS was acquired by the vendor in July 2000 and has been kept in dry storage for several years. Re-commissioning will be required before further use. Sold strictly as viewed, the machine comes with an old-style V5 registration document and is offered without reserve.

£600 - 800

€730 - 980

No Reserve

1951 VINCENT 998CC BLACK SHADOW

Registration no. FUH 899

Frame no. RC/8948B/C

Engine no. F10/AB/1B/7048

Rear frame no. RC/8948B/C



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it.

This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

This 'barn find' Black Shadow was purchased by the current vendor in Cardiff in 1966 and ridden, albeit sparingly, for the next three years, covering some 600 miles only. In 1970 the Vincent was prepared for storage and since then has been kept in a dry garage, its condition checked regularly. Last taxed for the road to November 30th 1969, the machine is offered for restoration and sold strictly as viewed. Accompanying paperwork consists of an expired MoT (1969) and V5C registration document. Please see Lot 111, Steib sidecar previously fitted to this machine.

£30,000 - 40,000**€37,000 - 49,000**

Property of a deceased's estate**1951 VINCENT 998CC RAPIDE PROJECT**

Registration no. GET 891

Frame no. RC/9358/E

Engine no. 10/AB/1/7458



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features: adjustable brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

In 1948 the Vincent range began to be up-dated from Series B to Series C specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series C specification.

This 'barn find' Series C Rapide was purchased by its late owner circa 1969 (sales receipt on file) and was last taxed for the road in 1976. In June of that same year it failed the MoT test (worn fork bushes and rear wheel bearings) and almost certainly was taken off the road for repairs that were never carried out. Offered for restoration and sold strictly as viewed, the machine comes with two old-style continuation logbooks; a quantity of expired tax discs and MoT certificates; numerous old invoices; various instruction manuals; and a parts list.

£15,000 - 18,000**€18,000 - 22,000**

Single family ownership for over 50 years**1955 VINCENT 998CC BLACK PRINCE PROJECT**

Registration no. WCV 870

Frame no. RD12988B/F (see text)

Engine no. F10/AB/2B/11088

Ever since the Series-A's arrival in 1937, the Vincent v-twin had been synonymous with design innovation, engineering excellence and superlative high performance. So in September 1955 when it was revealed that production of the Stevenage-built machines would cease, the news stunned the motorcycling world. It had been decided that the firm's future lay in more profitable lines of manufacture, and just 100 more of the fabulous v-twins would be completed. By the time its demise was announced, Vincent's final twin - the Series-D - had been in production for just six months.

It had been Philip Vincent's belief that provision of ample weather protection combined with enclosure of engine and gearbox, would make the Vincent Series-D the ultimate 'gentleman's motorcycle', though delayed delivery of the glassfibre panels - plus continuing demand for traditionally styled models - resulted in over half the production leaving the Stevenage factory in un-enclosed form. The enclosed Rapide and Black Shadow were known as Black Knight and Black Prince respectively. Other Series-D innovations included a new frame and rear suspension, a user-friendly centre stand, plus many improvements to the peerless v-twin engine. When production ceased in December 1955, around 460 Series-D v-twins had been built, some 200 of which were enclosed models.

First registered in June 1956, this Black Prince comes with its original logbook recording one William Noble of Falmouth as first owner followed by three others, the last of whom, Roy Drawater (the current vendor's brother-in-law) purchased it in 1963. Around 1967 the Vincent was taken off the road for restoration but the project never got beyond disassembly and the machine has remained in dry storage for the last 47 years. Apparently virtually complete, the only noticeable deviation from standard being the 'DMD Streamliner' front fairing, 'WCV 870' is offered for sale for the first time in 50 years and is sold strictly as viewed. The engine and frame numbers match but it should be noted that, due to a clerical error, the logbook records the latter as 'FF401.638585', which is actually the casting number on the front forks! Expired in May 1967, the last tax disc (still in its holder) is included in the sale together with a selection of Vincent books and manuals, motorcycle waxed overalls and gauntlets.

£15,000 - 25,000**£18,000 - 31,000**

C.1952 VINCENT 998CC RAPIDE PROJECT

Frame no. RC/11265

Engine no. F10/AB/1/268

Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features: adjustable brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries. But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was the fastest road vehicle of its day.

In 1948 the Vincent range began to be up-dated from Series B to Series C specification. The most significant changes made concerned the suspension, there being a revised arrangement at the rear incorporating curved lugs for the seat stays and an hydraulic damper between the spring boxes, while at the front the new models boasted Vincent's own 'Girdraulic' fork: a blade-type girder fitted with twin hydraulic dampers. These advances began to find their way onto production models during 1948 but it would be 1950 before all Vincents left the factory in Series C specification.

This Series C Rapide was purchased by the current vendor's brother-in-law over 30 years ago. It is believed that the machine was purchased complete and subsequently dismantled for restoration. Dry stored since and never restored, it is believed to be relatively complete and is offered for sale as a non-matching numbers restoration project. There are no documents with this Lot, which is sold strictly as viewed.

£10,000 - 15,000

€12,000 - 18,000



57

1927 ZENITH-JAP 678CC MODEL 6-80

Registration no. WM 550

Frame no. 10632

Engine no. GT/I 70809



Zenith motorcycles were manufactured from 1904 until 1950 in a variety of factories in or around London. From the early days proprietary engines were used, such as Fafnir, Precision, JAP, Bradshaw and Villiers. The driving force behind Zenith was chief engineer, and company owner, Frederick Barnes, who was responsible for the famous 'Gradua' gear. Worked by a hand-wheel or crank handle, the Gradua mechanism varied the diameter of the engine pulley while simultaneously sliding the rear wheel back and forth in the fork slots, thus maintaining correct belt tension. Its advantages showed most effectively in speed hill climbs, and in pre-WW1 days Zenith machines gained many successes as the rider could change gear during the ascent while the other competitors had to make do with a single choice of ratio. Rival riders and manufacturers thought that this was an unfair advantage so many leading clubs excluded Zeniths from their hill climbs. Zenith was quick to recognise the publicity value and took the word 'Barred' as their trademark. Despite adding a Villiers-powered economy model to the range, Zenith failed to weather the financial storms of the early 1930s. After a succession of closures and changes of ownership it re-emerged after WW2 with a solitary model: a 750cc JAP-powered sidevalve v-twin, which lasted only a few more years.

Dating from Zenith's Vintage-era heyday, this sidevalve-engined Zenith-JAP ('The six which pulls like an eighty') was purchased by the vendor in approximately 1970, at which time it was complete but in poor condition and needing restoration. Some years later, the engine and gearbox were entrusted to well-known engineer Brian Thompson to be stripped and rebuilt, after which the cycle parts were passed to Weeden Racing Restorations for refurbishment. When completed in 1991, the rebuild's cosmetic aspects alone cost £6,991.25 including VAT (see invoice on file). The Zenith saw little use over the ensuing years, covering only 298 recorded miles.

'WM 550' has not been used for at least the last ten years and will require re-commissioning before returning to the road. It should be noted that, on consignment, a patch of corrosion was noticed on the front near side of the fuel tank which, the vendor believes, will require repair and repainting. Accompanying documentation consists of the aforementioned restoration invoice, an old-style continuation logbook (issued May 1942), two old MoT certificates (most recent expired September 1994), 1928 Zenith sales catalogue, 1992 VMCC valuation, sundry other papers and an old-style V5.

£20,000 - 25,000

€24,000 - 31,000



58

1922 RUDGE 499CC MULTI IOM TT MODEL

Registration no. PP 27

Frame no. 808937

Engine no. 25212



The history of this outstandingly original Rudge Multi is known virtually from new. 'PP 27' was built on 28th July 1922 and sold to its first owner on 23rd March 1923. The accompanying continuation buff logbook dating from April 1925 shows the owner as Mr William Harrowell. It is entirely possible that he was the first owner. Regardless, Mr Harrowell kept the Rudge taxed until December 1927 (this final tax disc is still displayed in the holder) whereupon he wheeled it into a barn on his farm. This was the last time 'PP 27' was used on the road until 2013. Thus the Rudge has been used for only four of the last 91 years.

The Rudge remained in the barn until 1951 when it was sold to Lt Col W D C Cook, JP. Meticulously maintained, as befitting a man of his military background, it was kept in good running order (obviously off the road, its owner being a JP!) until, after 33 years ownership, the Colonel decided to part with it. The Rudge was offered for sale at the Beaulieu auction on 16th July 1984 and purchased by the current vendor, who has gently tended it for some 30-odd years. MoT'd and taxed in 2013, the Multi is ready for its fifth year of use.

'Hardly run in', a phrase often used but rarely accurate, can truthfully be said of this IoM TT Model Rudge Multi. Ridden extensively this last year, the Multi is again running beautifully. With its original Rudge celluloid still on all the right parts, original nickel plating, and the original finish on the fuel tank, it is difficult to find a nut or bolt that was not on this gentleman's conveyance when it left the Coventry factory.

'PP 27' comes with a dating letter from Rudge marque specialist Bryan Reynolds confirming that everything is as it left the factory in 1922; a note from Lt Col W D C Cook, JP concerning the starting procedure; the aforementioned 1925 logbook and 1927 tax disc; the 1984 auction catalogue; a recently expired MoT (April 2014); current tax disc; and V5C registration document. The machine is only being sold because the vendor also owns a Veteran-era Rudge Multi.

£8,000 - 12,000

€9,800 - 15,000





59

1918 TRIUMPH 550CC MODEL H PROJECT

Registration no. FL 3267

Frame no. 284680

Engine no. 72814L

With only two owners in the last 30 years (according to the vendor and the previous owner), this 1918 Model H Triumph is presented in original and un-restored condition and is believed to have spent most of its life in the low lying Cambridgeshire fenland area. The 'renovated' transfers on the wonderfully patinated tank indicate that it was reconditioned at the Triumph works. It is quite likely that this machine was originally fitted with a hub gear, which may well have been replaced in the course of the factory renovation by the far more robust Sturmey Archer three-speed gearbox currently fitted. This would have brought the machine bang up to date. Acquired over 30 years ago by the previous owner, the Triumph was fitted with a new primary chaincase after purchase, this being all that was done to it. The original Peterborough registration ('FL 3267') was reallocated, facilitated by the 1930 tax disc, which is included in the sale. The current vendor had the wheels re-spoked and the machine taxed in the hope of spurring on the rebuild's completion. Sadly, this was not to be; thus he fared no better than the previous owner! Offered for restoration and sold strictly as viewed, the machine comes with the aforementioned 1930 tax disc and a V5C registration document.

£2,000 - 3,000

€2,400 - 3,700

No Reserve



60

1929 SCOTT FLYING SQUIRREL TOURER PROJECT

Registration no. SAT 587

Frame no. 2797M

Engine no. FZ3455A

'....when we designed the RD350LC, we were inspired by the engine layout, cooling, and that wonderful gas tank....' – Akira Kanemoto, 'A History of Yamaha Motorcycle Development'.

Nothing of this Scott's history has been researched prior to 1955 when it was 'rebuilt', according to the buff logbook, and registered 'SAT 587'. It then passed through the hands of two owners before being acquired in 1958 by John Richard Abraham of Cambridge. During his ownership the original engine ('FZ1969A') was replaced with another of identical type ('FZ3455A') no doubt to get the bike running again (the last licensing stamp is dated 1957, prior to John Abraham's acquisition). Alas, it appears the Scott never did get back on the road but fortunately the original crankcase was retained and is included in the sale, so keeping the original matching frame and engine together for the future. Bought together with some other Scott material from the Abraham family ten years ago, 'SAT 587' has remained untouched for many years and is offered for restoration. Sold strictly as viewed, the machine comes with the 1955 logbook, current tax disc, current V5C and Scott Owners Club dating letter. It should be noted that the V5C records the original engine number rather than that of the replacement.

£2,000 - 3,000

€2,400 - 3,700

No Reserve

61

1927 AJS 2¾HP

Registration no. OT 5248

Engine no. G79289

Originally manufacturers of proprietary engines, AJS made an historic breakthrough in 1914 when it won the Isle of Man Junior TT, the first such victory by a single-cylinder machine. From then onwards the 2¾hp (350cc) sidevalve-engined model remained a fixture of the range. Light in weight (around 200lbs) robust and adequately powerful, it is widely regarded as one the finest of early Vintage sports machines. 'OT 5248' was purchased by the current vendor in 1982 (receipt on file) when the machine was complete and running but in need of some attention. In 1989 the engine was entrusted to well-known engineer Brian Thompson to be stripped and rebuilt (receipt on file) following which the owner used the machine for approximately 12 months before laying it up. The AJS appears to have had an engine change at some time, a 1926 unit being fitted (the V5 registration document records a different number) and is fitted with replacement black-painted alloy rims and non-standard handlebars and mudguards. The vendor advises us that missing parts not shown in the photographs, and some of the standard components, will be available when the machine is offered for sale. Accompanying documentation consists of plus the aforementioned receipts, three old-style V5s, 12 old MoT certificates (most recent expired March 1984) and sundry other papers. Re-commissioning and safety checks will be required before returning the machine to the road.

£3,000 - 4,000

€3,700 - 4,900



62

1928 SUNBEAM 493CC MODEL 9

Registration no. DH 6593

Frame no. L1516

Engine no. D1545

The frame and cycle parts of Sunbeam's sporting overhead-valve Model 9, which had much in common with those of the firm's larger sidevalve models, evolved slowly. Sunbeam missed the industry's virtually wholesale switch from flat-tank to saddle-tank frames for the 1928 season, and a saddle-tank version of the '9' did not appear until September of that year. Changes to the Model 9's engine were confined mainly to its top-end. The early flat-tankers featured a straight-ahead exhaust port, a peculiarity which necessitated the adoption of a bifurcated down-tube. Later on in the 1920s Sunbeam followed the then fashionable trend to twin-port 'heads' before reverting to a single-port design. This Vintage-era Model 9 was purchased by the vendor approximately 50 years ago and was complete when acquired, albeit in need of attention. Some years later, the engine and gearbox were entrusted to well-known engineer Brian Thompson to be stripped and rebuilt. Following this mechanical refurbishment, the owner used the machine for a period of approximately a year but has not ridden it since. 'DH 6593' has not been used for approximately 30 years and will require re-commissioning prior to returning to the road with a new owner. The vendor advises us that missing parts not shown in the photographs will be available when the machine is offered for sale. Accompanying documentation consists of an old-style continuation logbook (issued August 1950), an old MoT certificate (expired 1986), sundry other papers and an old-style V5.

£6,000 - 8,000

€7,300 - 9,800



**Formerly the property of His Majesty
King Onyeama of Eke, Nigeria**

1921 RUDGE 499CC MULTI PROJECT

Frame no. 781087

Engine no. 21180

Multi Gear no. 15466



This original and un-restored Rudge Multi was first owned by King Onyeama of Eke, Nigeria, who had received it as a gift from HM King George V. An enthusiastic cyclist who favoured Rudge's products, the latter had bestowed his Royal Warrant on the Coventry firm, so the choice of one of its motorcycles as a gift for foreign royalty seems only natural. Onyeama n'Eke was king of the Igbo people of south eastern Nigeria, a state that had been created by the merging of several West African kingdoms by the colonial power, Great Britain, in 1914 during King George V's rule. Born in the 1870s, King Onyeama was accepted as the paramount ruler of his people in 1928 and reigned until his death in 1933. He attended the British Empire Exhibition in London in 1924, visiting Buckingham Palace, and may have been given the Rudge during this visit. The King's granddaughter was told by her mother that the Rudge was used to run errands for him and was affectionately known within the royal family as 'ogba tu, tu, tu' – 'the one that goes tu, tu, tu'. Not used since the late 1920s, the Rudge was shipped back to the UK in August 2013 by the family from their residence in Lagos where it had been kept in dry storage.

Bryan Reynolds, Rudge expert and author of the definitive marque history 'Don't Trudge It Rudge It', has confirmed that the frame, engine and Multi gear are a 'matching number' combination that left the factory on 4th May 1921. Beneath the surface rust, the machine remains in remarkably good condition and retains the correct Senspray carburettor and ML magneto. The fastenings appear never to have had a spanner laid on them; indeed, it is quite likely that the engine has never been apart since it left the factory. A few components are missing, most notably the bicycle pedalling gear (used for starting), ignition points and cover, Bowden cables, footrest rubbers, exhaust silencer and some minor handlebar controls. The fuel and oil tanks have rotted out but what remains is more than sufficient to serve as patterns for accurate replacements. Many experienced restorers will have successfully rebuilt motorcycles in far worse condition than this wonderful 93-year-old Rudge. Sold strictly as viewed, the machine comes with importation paperwork, email correspondence and a short biography of King Onyeama. It is understood that a dating letter will have been obtained from the Rudge Club by time of sale.

£2,200 - 3,200

€2,700 - 3,900



Crankcase pairing no. 191

Although launched as a '500', the Squariel was soon enlarged to 601cc with an eye on the important sidecar market, this bigger version being made available for the 1932 model year. In 1937 a total redesign saw it re-emerge as the Model 4G, with 995cc overhead-valve engine, making the Squariel an even more enticing prospect for sidecar drivers. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle, this refined yet charismatic machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts.

Previously licensed as a motorcycle and sidecar, this early Square Four was purchased in approximately 1958/59 as a restoration project suffering from engine damage to two pistons. The cylinder block was sent away to be re-bored and re-sleeved, and four new pistons were fitted. The engine was started after re-assembly in January 1960 but has not been reinstalled in the Ariel, which has remained in dry storage in a dismantled state ever since. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook (issued 1951), DVLA letter, instruction book, Ariel spanner and an old-style V5 registration document. It should be noted that there is no front wheel with this motorcycle.

€3,100 - 4,300



1928 NORTON 490CC CS1

Registration no. VW 4172

Frame no. 32623

Engine no. CS39055



Like the majority of their contemporaries, Norton relied on the sidevalve engine until the introduction of its first overhead-valve design in 1922, and the resulting Norton Model 18 was a big success on the road. On the racetrack however, Velocette had shown the way forward when its overhead-camshaft KTT romped away from the field in the 1926 Junior TT, and Norton responded with its own similar engine the following year. Designed by Walter Moore, the Norton motor retained the firm's traditional 79x100mm bore and stroke dimensions, employing bevel gears and a vertical shaft to drive the cams in KTT fashion. The cycle parts too were new, a cradle frame and saddle tank appearing for the first time on the works CS1 racer, which scored a debut win in the 1927 Isle of Man Senior TT with Alec Bennett riding. The production version of the new CS1 duly appeared at the Motor Cycle Show later that same year and continued as Norton's top-of-the-range sports machine until the introduction of the International. Today this rare landmark model is one of the most sought after of all Norton motorcycles.

This matching numbers (frame/engine) CS1 was purchased by the current vendor's father in 1967 and comes with the bill of sale showing it was bought for £10! The Norton was restored in the 1970s and used subsequently for VMCC runs and suchlike. When the elderly owner could no longer start the machine, it passed to the vendor (his son) in 2008. The last tax disc, expiring in April 1997, is still in place in the holder. Described as in generally good/very good condition, the machine will require the customary re-commissioning before returning to the road. Accompanying paperwork consists of three old MoT certificates (most recent expired 1995), an old-style logbook, V5C registration document, copy parts list and some supporting correspondence.

£18,000 - 20,000**€22,000 - 24,000**

Single family ownership from new 1928 TRIUMPH 500CC TT MODEL

Registration no. RA 8386

Frame no. 702952

Engine no. 122908



The first Triumph motorcycle of 1902 used a Belgian Minerva engine, but within a few years the Coventry firm - originally bicycle manufacturers - was building its own power units. The company was soon involved in racing, and the publicity generated by competition success - Jack Marshall won the 1908 Isle of Man TT's single-cylinder class for Triumph - greatly stimulated sales. Like rival manufacturers, Triumph were keen to exploit their Isle of Man credentials and added the TT Roadster - a stripped-down, single-speed, sports model - to the range.

After WWI Triumph's prosperity was founded on the bread-and-butter Model P sidevalve and its many derivatives, but the firm had not abandoned the sports roadster market entirely and introduced the four-valve Ricardo model in 1921. Although the 'Riccy' was unsuccessful at the Isle of Man TT races, a works bike ridden by Frank Halford broke the world flying mile record in 1921 with a speed of 83.91mph. The first production models arrived in 1922, and although Rudge went on to make a success of their four-valve designs, Triumph's did not last into the 1930s, being dropped at the end of 1927 in favour of a new two-valve design.

Developed and raced at Brooklands by Victor Horsman, Triumph's new 498cc two-valve engine debuted in the Type TT in 1927, replacing the four-valve Ricardo as the Coventry firm's top-of-the-range sports roadster. A privately entered example ridden by Triumph agent Tommy Simister finished third in the Isle of Man Senior TT in 1927, and this stylish twin-port model remained a fixture of the Triumph range until 1931.

This TT Model Triumph was purchased new by the vendor's father-in-law and was last used on the road in 1949 (last tax disc still in holder). Since then the machine has been repainted (in 1974); the exhaust pipes and silencers replaced (in 1979); and the BTH magneto overhauled (in the 1980s). Early in the Triumph's life the lighting was changed from acetylene to electric by the owner, who also modified the lubrication system. 'RA 8386' is described as in generally good condition but will, of course, require re-commissioning after its lengthy sojourn in storage. The machine is offered with an old-style continuation logbook (issued 1947), Triumph 1928 range brochure, parts list, owner's manual, tax disc (1950), copies of period photographs, and dating correspondence from the VMCC's Triumph marque specialist Peter Cornelius. A Lucas magdyno, an acetylene headlamp shell and some minor parts are included in the sale.

£12,000 - 16,000

£15,000 - 20,000





67

1915 OK JUNIOR 2 3/4 HP LIGHTWEIGHT

Registration no. DP 1692

Frame no. 1830

Engine no. 1999

OK - the 'Supreme' came later - was founded by bicycle manufacturer Humphries & Dawes Limited, of Birmingham. The company experimented with powered two-wheelers in the early years of the 20th Century before exhibiting a Precision-engined three-model range in 1911. Two-stroke lightweights powered by Villiers or Union engines were added and in 1921 the Junior model adopted OK's own engine, though the latter was in all probability merely a re-badged Union. Motor Cycling had tested an OK Junior back in November 1913, obtaining a speed of 36-40mph and the remarkable fuel consumption figure of 140 miles per gallon (copy article on file). In 1926 Charles Dawes and Ernie Humphries split, the latter continuing motorcycle production using the name 'OK-Supreme'. This particular OK Junior was acquired from a friend by the current vendor in 1955, passing to his brother-in-law before being reacquired on the latter's death. The accompanying old-style logbook (issued 1949) records the date of original registration as 24th May 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). Last used in 2004, the machine will require re-commissioning before returning to the road. Accompanying paperwork consists of the aforementioned logbook, another continuation logbook (1972), expired MoT (1963-64) and old/current V5/V5C registration documents. It should be noted that the frame number is incorrectly recorded on the latter.

£4,000 - 4,500

€4,900 - 5,500



68

1927 AJS 350CC MODEL K7 'BIG PORT' PROJECT

Frame no. K46685

Engine no. K7/46685

Wolverhampton-based A J Stephens first experimented with an overhead-valve engine in 1918 and by 1920 felt sufficiently confident to try their new 350cc racer in the toughest test of the day: the Isle of Man TT. After victory in the 1920 Junior race, when works rider Cyril Williams was able to push over the finishing line, so great was his lead, AJS's new overhead-valve 350 scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior, the first time such a feat had been achieved on a 350. The production version duly made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance. A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve AJS - initially built only as a '350' and known as the 'Big Port' - became available as a '500' for the first time in 1926. Coded 'Model 8', the new 3 1/2hp model followed the general lines of its successful smaller sibling and distinguished itself in the 1926 Isle of Man Senior TT when AJS works rider Jimmy Simpson became the first man to lap at over 70mph. Previously forming part of an extensive private collection of racing motorcycles, the dismantled example presented here is offered for restoration. Some renovation has been carried out - the frame, forks and brakes have been painted and the wheels re-spoked - leaving the mechanical restoration for the next owner. There are no documents with this Lot, which is sold strictly as viewed.

£3,000 - 4,000

€3,700 - 4,900

69

1926 SCOTT 600CC FLYING SQUIRREL

Registration no. NF 1637

Frame no. 2424M

Engine no. FY8 40A

With the exception perhaps of past and present owners, and a select band of devotees, Scott motorcycles can sometimes appear to be slightly underrated by the classic community at large. Despite the difficulty of pioneering the less popular 2-stroke their ground-breaking vertical twin was far smoother than any contemporary four-stroke single. That said it is of universal regret that the Shipley company effectively failed to innovate from around 1928 onwards. NF was purchased by the present owner from a Suffolk dealer during the early 1980s, incomplete and in a generally poor condition. Undeterred he doggedly gathered a sufficient quantity of missing parts for a nut-and-bolt rebuild, which task was followed by several enjoyable seasons in-the-saddle. With typical integrity he states that a couple of chassis parts are in an incorrect chrome-plate finish and, more importantly, when rebuilding the bike some 30 years ago, he discovered the frame number did not reconcile with the registration document. Similarly, the control levers [in place when purchased] are not the inverted type. He last rode the 'Squirrel' "...about 25 years ago", confirmed by an expired MOT Certificate for June 1990. Although offered with a period Instruction Book, an earlier issue of Classic Bike featuring the Scott marque, and other paperwork, there is no previous history. The NF Registration number is for Lancashire; it is interesting to note the VMCC Machine Register for 1927 lists two other Scott Squirrels, registered NF 2698 & 8507 respectively. A long-time member of the Scott Owners Club, the vendor has placed an extensive run of Yowl magazines alongside the other literature. Supplied with V5.

£4,000 - 5,000

€4,900 - 6,100



70

1947 ARIEL 998CC MODEL 4G SQUARE FOUR

Registration no. CVL 234

Frame no. XP1800

Engine no. CJ135

This Square Four has belonged to the vendor's family for over 30 years and during this time has been registered with the Ariel Owners' Club (owner a full member). We are advised that the machine is complete and original in all major aspects (frame, engine, gearbox, etc) and that it has covered only 100 miles since undergoing a complete professional restoration some years ago. Works undertaken include powder-coating the frame and repainting the other cycle parts; replacing the engine's bottom-end bearings and piston rings as a precaution (everything else was considered to be in very good condition); a magneto rebuild by specialist Dave Lindsley; installing a new wiring loom; front fork rebuild; fitting a new exhaust system and seat covers from Armour Products; up-rating the clutch with Ferodo plates; and speedometer refurbishment by Speedograph Richfield. The fuel tank was clean and dent free but because of general wear required re-chroming and repainting, which was done by marque specialists Draganfly Motorcycles. In concours condition at the conclusion of its restoration, the Ariel has been kept in storage for many years (covered and lubricated) which involved periodic inspection and appropriate treatment to keep it in good condition. It will, of course, require re-commissioning and the customary safety checks before returning to the road. The machine is offered with sundry restoration invoices, old/current V5/V5C registration documents and an old-style continuation logbook (issued 1962) recording only one previous owner. Also included in the sale are some instruction manuals and a complete bound set of the Ariel OC magazine, 'Cheval de Fer'.

£8,000 - 12,000

€9,800 - 15,000





71

**The ex-Ron Langston/Doug Cooper, British
Championship-winning
1956 ARIEL 500CC TRIALS SIDECAR OUTFIT**

Registration no. 678 ADD

Frame no. RJL1 PRS251

Engine no. LC647



**Ron Langston with Doug Cooper in
chair, 1961 Southern Experts Trail.
Copyright Mortons Archive**



An all-rounder of the type seldom encountered these days, Gloucestershire farmer Ron Langston competed in scrambles, road racing and trials, the latter on both two and three wheels. He was signed by Ariel in 1956 and rode the Selly Oak machines in national and international trials and scrambles events including the ISDT, winning a gold medal, and the Motocross des Nations. When the Ariel competitions department closed in 1959, he tried his hand at road racing, making a sensational debut at the Manx Grand Prix by finishing 2nd in the Junior event. Riding Geoff Monty's bikes, he scored a double win at the Southern 100 in 1960 and later that year won the Thruxton 500-Mile endurance race, teamed with Don Chapman on a 650cc AJS. Ron also made a number of Grand Prix appearances in the early 1960s, finishing 4th in the Belgian 500cc round and 5th in the Isle of Man Senior TT, both in 1961. To keep his hand in over the winter months, Ron had purchased a 500cc scrambler from Ariel and fitted a sidecar for trials use. Constructed over the winter of 1960/61, that first outfit is the machine offered here, '678 ADD', which was used up to 1966. Ron and Doug are pictured on it at the 1964 Perce Simon Trial in 'Off-Road Giants Volume 2' by Andy Westlake (page 45). By the time they retired from active competition in 1968, Ron and Doug had won countless national events and premier awards, not to mention five British Championships.

Purchased by the current owner almost 30 years ago and kept in dry storage, '678 ADD' has not been used since acquisition, though the engine has been started regularly. The outfit is presented in largely original condition, although it has had an engine change at some point in its life. Ron Langston has confirmed to Bonhams that he built this machine, and his letter to that effect is offered in the sale. It should be noted that the frame number 'PRS251' is prefixed 'RJL1', the latter stamped by Langston himself when he built the machine in the late 1950s. The accompanying original buff logbook bearing Langston's name records the frame number as 'PRS359', which is assumed to be a clerical error as the despatch records show that 'PRS359' was sent to the USA. There is no despatch record for 'PRS251', which was purchased by Langston directly from the factory. An historic machine, '678 ADD' is offered for sale in need of only sympathetic re-commissioning and the customary safety checks before returning to active use. Offered with V5C registration document.

£5,000 - 7,000

€6,100 - 8,600

72

1936 ARIEL 499CC RED HUNTER COMPETITION MODEL

Registration no. DWL 136

Frame no. F4724

Engine no. CB2852

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. There were also competition versions available, usually fitted with single-port cylinder heads, which came with specially tuned and bench-tested engines. Other special features included a crankcase under-shield, knobbly tyres, nail catcher, fabric clutch, high-clearance mudguards, BTH magneto, cut-down primary chain cases and, in the case of the 500cc VH version, a 2½ gallon fuel tank. Resident in Cornwall since 1946, this pre-war Red Hunter Competition Model was purchased by the vendor circa 20 years ago. The accompanying old-style buff logbook indicates that 'DWL 136' moved from St Ives to Penzance, Hayle and then Redruth between 1946 and 1978 and at least twice in its lifetime formed part of the Prowse collection of Vintage motorcycles in Penzance. According to the Ariel factory records, this rare matching-numbers Red Hunter was sold as a competition motorcycle to Kings of Oxford on 23.7.36 complete with BTH magneto, pillion seat and footrests, crankcase under-shield, nail extractors, fabric clutch and 2½ gallon tank. Largely un-restored and original, it is reported as being in good running condition and offered with the aforementioned logbook and current V5C registration document.

£4,500 - 6,500

€5,500 - 8,000



73

1957 ARIEL 500CC HT5 SCRAMBLES

Frame no. CPRS 449

Engine no. CNH 398

Famously once described by a rival BSA Gold Star rider as "...a magnificent beast", Ariel scramblers were renowned for their beefy power output, a strong transmission, and excellent forks, albeit they less well regarded concerning handling and overall weight. They enjoyed good results in early post war events, however, thanks to the efforts of Harold Lines and Eric Cheney; not so well known perhaps is that Dave Curtis, 1959 British ACU Scrambles Champion, also cut-his-teeth astride a 'works' Ariel but, following a brilliant ride in the important (and very) muddy Lancashire Grand National, he was poached by Matchless! Ariel scrambles machines -- and the same applies to Velocette scramblers -- are today revered for their rarity; disregarding that beneath the skin they were obvious conversions of those firms' top of the range highway models, not fully suited for purpose, but of which complacent managements knew they could sell a few examples in USA. Owned for some years by Ariel guru John Budgen, and in his words "...never ridden in anger", he nevertheless participated at the Goodwood Revival exhibition scramble in 2012. He also reports that the engine was originally fitted with sidcar gearing, an anomaly that links with a physical inspection by the Ariel Owners Club's Registrar/Archivist in 2012 that states the frame "was probably supplied as a spare", a frequent occurrence within the competition world. Offered with AOMCC Dating Certificate.

£5,000 - 6,000

€6,100 - 7,300





74

1951 TRIUMPH 499CC TROPHY

Registration no. ECK 102

Frame no. 5510

Engine no. TR5 5510 NA

From the time of its introduction in 1948 the Triumph Trophy was established as a true all-rounder: a machine that could be ridden to work during the week and then, with extraneous components removed, competed on at weekends in its owner's chosen branch of motorcycle sport. Although catalogued primarily as a trials machine, its true forte was scrambles and the ISDT, events in which the power of the tuneable Triumph twin worked to its advantage and its weight was less of a handicap. The arrival of a new swinging-arm frame for 1955 finally put paid to the Trophy's pretensions as a one-day trials mount, for although the rear suspension enhanced traction and improved the handling, the lengthened wheelbase and increased weight rendered it un-competitive. Nevertheless, the TR5 remained an extremely competent and stylish roadster until the end of production in 1958. This particular Trophy was restored by a previous owner in the 1980s, with some of the work carried out by professional restorer Robin James (see invoices on file). It was purchased by the current vendor in 2000 (receipt on file) and was used by him initially before being laid up. An interesting letter in the document file, replying to a query from a previous owner, is from Harry Woolridge at the Triumph factory, who mentions that the engine and frame were assembled on 12th April 1951. Accompanying documentation consists of an old-style V5 and old/current V5C documents. Also present are the aforementioned invoices and letter, a photocopy of the original buff logbook, details of previous owners from the DVLA, ten old MoT certificates (most recent expired May 2002) and sundry other papers. 'ECK 102' has not been used for approximately ten years and will, therefore, require some re-commissioning prior to returning to the road with a new owner.

£7,000 - 9,000

€8,600 - 11,000



74A

1924 CEDROS 348CC MOTORCYCLE COMBINATION

Registration no. NH 5355

Frame no. 1754

Engine no. 1754

Attached to an early Watsonian sports 'chair', this rare example of a little known make is powered by Granville Bradshaw's famous air/oil-cooled engine. 'NH 5355' was tested for The Fifth Vintage Road Test Journal (copy article available) by none other than the VMCC's esteemed founder, C E 'Titch' Allen, who recalled that the outfit had first belonged to the prominent Northampton motorcycle dealer and Cedros board member, Percy Spokes. Titch enjoyed his outing on the Cedros, remarking on the lusty Bradshaw engine's suitability for sidecar work and praising the outfit's impeccable steering. 'They should have advertised it as the 350 that goes like a 500,' he declared. 'It sure packs a big punch. Smooth with it too. You would never believe it's only a 350 when you let the clutch in. The flywheel weight is generous, that helps, but the engine punches away with a wonderful solid feel to it and accelerates as if the chain were not there.' Bob Lines, only the second owner, restored this Cedros in 2001 before selling it to the immediately preceding owner. The current vendor, a VSCC marque specialist, purchased the machine at Bonhams' Harrogate sale in November 2009 (Lot 376). A regular participant in the Banbury Run, finishing on every occasion, 'NH 5355' is described as in generally good condition with very good mechanicals. The machine is offered with old-style logbook, assorted early photographs, Banbury Run DVD and V5/V5C registration documents.

£10,000 - 12,000

€12,000 - 15,000



75



77



76



78

75
1958 ARIEL 500CC VH RED HUNTER

Registration no. 997 BYB

Frame no. CAMA 11341

Engine no. CAMB 1749

Despite that the Selly Oak firm was purchased by BSA Triumph in 1951 Ariel's post-war VH and NH 350 retained their own individuality until 4-stroke production ceased in 1959. From Val Page's drawing board Red Hunter singles date back to the early 1930s but, with the addition of an alloy cylinder head and modern suspension, they were regarded as amongst the elite of Britain's post-war ohv singles. BYB is an unfinished restoration project, whose owner is moving house. Although missing a few minor chassis items, and without a chain, the vendor reports that the motor itself was reconditioned by the previous owner. All the hard-to-find tin-ware is still in place, the mag-dyno has been renovated, and an unwrapped seat and exhaust system are visible in the illustration. A worthwhile motorcyle will emerge following the application of some TLC! Supplied with V5C and AOMCC Dating Certificate.

£2,000 - 2,500

€2,400 - 3,100

76
1951/55 MATCHLESS 497CC G80S

Frame no. 7229

Engine no. 55/G80S 27825

Associated Motor Cycles announced its post-war range of Matchless and AJS heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only, models so-equipped being suffixed 'S'. This Matchless G80S was purchased by the vendor in approximately 1989, at which time it was running but in need of attention. Although intending to do the work, the vendor never found the time and the machine has remained in the same condition. The frame dates from 1951, having the distinctive aperture in the saddle tube to accommodate the air filter pipe, while the engine is from 1955. There are no documents with this machine, which is offered for restoration and sold strictly as viewed.

£500 - 700

€610 - 860

No Reserve

77
1961 GREEVES 250CC TRIALS

Frame no. 61/3217

Greeves trials and scrambles models between 1959 and 1967 require very little historic introduction other than how for 5 or more years they were the UK's most popular mount for competitive Clubmen. At the same time the factory's 'works' riders were continually winning trade-supported national events. This purposefully-trimmed trials Greeves is a functional 'cocktail', with several components replaced by lighter or later items, in particular the single sided steel hubs which save approximately 2lbs over the full-width-alloys. Although not available as a factory option until 1968 the telescopic forks are arguably a more desirable fit than the original rubber-controlled leading link suspension; likewise, the machine is fitted with the stronger earlier steel 'tank'. Owned by an active feet-up enthusiast, who has a preference for 4-strokes, the square-barrelled Greeves has not been ridden for at least ten years. Offered without documents.

£2,000 - 2,500

€2,400 - 3,100

78
C.1982 APRILIA 280CC TX CLIMBER TRIALS

Aprilia was established shortly after WWII, concentrating for many years on small capacity street models, then springing to world wide prominence in the 1980s, having entered the international trials field, then starting to compete in GP road racing a short while later. Having contracted with Rotax as their main engine supplier Aprilia were immediately successful in trials and road racing, going on to win two successive World Championships with Valentino Rossi in 1997/98. From the outset the 250 and 280cc TX-series trials models were very much on-the-pace, albeit their initial impact on the trials scene here in UK was not as effective as in mainland Europe due to some inconsistencies with the first officially appointed importer. Subject to a thorough mechanical check the fully complete, but long unused, 280cc TX is ready to ride. Offered without documents.

£600 - 1,000

€730 - 1,200



79

C.1963 BSA 646CC ROCKET GOLD STAR

Registration no. 9188 LG

Frame no. GA10 148

Engine no. DA10R 9633



Widely recognised as one of the most desirable of all factory built 'café racers', the Rocket Gold Star arrived in 1962 together with the first of BSA's new unitary construction range. A combination of - mainly - Gold Star cycle parts and the A10 Super Rocket twin-cylinder engine, the newcomer represented the last of the old 'pre-unit' line rather than a new departure and thus was destined for a relatively short life. Around 1,600 Rocket Gold Stars were made over a two-year period and today genuine examples are highly sought after.

This particular RGS was fully restored in the early 1980s by the well-known ex-Long Eaton speedway rider Barry Wilson, a skilled toolmaker. The engine features his own lubrication system, designed to prevent oil starvation at the main bearings. It incorporates a positive oil feed and a needle/roller ball bearing, which replaces the timing-side plain bush. This improved lubrication system was fully described by Classic Bike magazine in a three-page article when it featured Barry's fully restored RGS on the front cover of its March 1984 edition (copy available).

On 3rd June 2005 '9188 LG' was ridden by Phil Read in the Dunhill Classic Rally from London to Paris (see copy article on file). It was purchased by the current owner five years ago and has been used sparingly since acquisition. The machine is described as in generally excellent condition and original with the single exception of the Pazon electronic ignition, which ensures that it starts and runs well. (A fully restored original magneto comes with the machine). Needless to say, the RRT2 gearbox works perfectly as a result of Barry Wilson's attention, and it is worth noting that the clip-on handlebars show the original BSA part numbers. Other noteworthy features include Eddie Dow front fork double damper units, Dow tappet covers and Borrani alloy wheel rims.

The vendor, who owned an RGS in the 1960s, has been able to trace the BSA's previous owners back as far as 1971. Supporting correspondence and his personal account of its history come with the machine. Also included in the sale is a quantity of expired MoTs and tax discs; DVLA ownership search results; (copy) old-style logbook; owner's handbook; battery charger/conditioner; V5C registration document; and Gold Star Owners' Club dating certificate. It should be noted that the latter states the frame and engine did not start life in the same Rocket Gold Star. Currently MoT'd and taxed, '9188 LG' represents a wonderful opportunity to acquire a well-sorted and significantly improved example of this highly desirable model.

£11,000 - 15,000

€13,000 - 18,000

80

1955 BSA 500CC GOLD STAR

Registration no. KFF 181

Frame no. CB32 4182

Engine no. DBD34GS 4436

'Potent in appearance, with a massive square-finned alloy barrel and head, the first of the 1954 production BSA Gold Star Clubman's TT models, prototypes of which recently swept the board at Daytona, have started to come off the assembly line at Small Heath.' – Motor Cycling. While its trials and scrambles derivatives demonstrated the design's versatility by chalking up an equally impressive record in off-road competition, for the majority of enthusiasts the 500cc DBD34 in Clubman's trim is the epitome of the 'Goldie'. The DBD, the ultimate road going 500 Gold Star, appeared in 1956 when the famous RRT2 close-ratio gearbox and 190mm front brake became standard equipment. From then on BSA's perennially popular sporting single changed little until its much-lamented demise in 1963. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. The example offered here was fully restored by a previous owner in the 1990s. Little used thereafter, it was acquired by the current vendor in November 2000 and since then has been kept in dry storage and not ridden. Re-commissioning will be required before it returns to the road. Described by the vendor as in generally very good order, the machine is offered with two expired MoT certificates, sales invoice (2000) and an old-style V5 registration document.

£14,000 - 16,000

£17,000 - 20,000



81

C.1957 BSA 500CC 'GOLD STAR'

Registration no. HJT 403

Frame no. CB32 11126 (see text)

Engine no. DBD34GS 2297

On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the 'Gold Star' that would give BSA's new super sports model its evocative name. Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s. In fact, it was the model's domination of the Isle of Man Clubman's TT which led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory. Today, the Gold Star remains one of the most highly sought after of post-war British motorcycles and is supported by a most enthusiastic owners' club. The example offered here was restored by a previous owner in the late 1980s having previously been registered in Jersey. Little used thereafter, it was acquired by the current vendor in 2000 and since then has been kept in dry storage and not ridden. Re-commissioning will be required before it returns to the road. Accompanying documentation consists of two expired MoT certificates; sales invoice, receipt and related correspondence (1987); engine brake test report (copy); and an old-style V5. It should be noted that the frame number has been ground off and re-stamped.

£7,000 - 9,000

£8,600 - 11,000





82

1973 TRIUMPH X75 HURRICANE

Registration no. to be advised

Frame no. TRX75 XH01918

Engine no. TRX75 XH01918

Back in 1969, BSA-Triumph's US distributors asked motorcycle styling guru Craig Vetter to create a customised BSA Rocket 3 that would capture the free-wheeling, laid-back approach to biking best exemplified by the 'chopper' and popularised worldwide by the movie Easy Rider, released that same year. With its slightly raked frame, extended front fork, up-swept three-pipe exhaust system and eyeball-popping bodywork, there had been nothing like the Vetter BSA before. By the time the concept reached production in '72, the BSA brand name was moribund and Vetter's creation had become a Triumph, though one that kept the Rocket 3's inclined cylinder block. Apart from the change of badge, the production Hurricane remained remarkably faithful to Vetter's original vision. One of the motorcycling icons of the 1970s, the limited edition Hurricane was produced for little more than one season and today is highly sought after.

This particular Hurricane was imported from California in 1997 and subsequently fully restored, receiving a new wiring harness, new drive chains, new rear tyre and new fork yokes, the latter specially manufactured for the Trident & Rocket Three Owners' Club (TR3OC). Described as in generally very good/excellent condition, the machine is offered with C&E Form 386, copy US certificate of ownership, California numberplate and current MoT, and is expected to possess a V5C registration document and be taxed by time of sale.

£11,500 - 14,500

€14,000 - 18,000



83

1974 NORTON 850 COMMANDO ROADSTER

Registration no. HHX 450N

Frame no. 112960

Engine no. 318573

With its sloping engine, slim-line fuel tank, and upswept silencers, a black Roadster is surely one of Britain's most handsome motorcycles! Along with Norton's torque-y motor the Isolastic engine mounting guarantees a vibration-free ride...as soon as the revs exceed 2500 rpm. Is it any surprise the factory was unable to satisfy the huge in-period demand? HHX was purchased by a respected 2-wheel journalist, in Interstate form but, knowing how easy to effect a styling change, he soon found a like-minded Commando owner who was anxious to change his Roadster into an Interstate. A straightforward exchange then ensued, an exercise involving fuel tank, exhaust system, and side panels. QED! Fitted as purchased with a Boyer ignition the vendor continued to improve the specification, the main investment being a successful £2000+ rebuild of engine and gearbox by Mick Hemmings who, as part of the job spec, fitted lightweight fibre clutch plates, a belt drive, and PW3 cam. A pair of new Amals were also fitted. On the chassis side of things the menu includes Hagon-built wheels, an AP Lockheed caliper and master cylinder, Maxton fork internals and, amongst other sundries, a refurbished cradle and swinging arm bushes. Indeed, some of the above work was featured in Classic Motorcycle Mechanics, prompting the owners comment; "...there's tons of paperwork!" Anxious to retain the Commando's stock appearance he has deliberately always used TT100 tyres, resulting in a period Norton that's clearly above the norm. Supplied with V5C and MOT Certificate.

£5,000 - 6,000

€6,100 - 7,300





84



86



85



87

84

1972 NORTON 750 COMMANDO INTERSTATE

Registration no. JLN 71K Engine no. 20M35 150152

Norton's Commando was produced from 1968 through 1975, beginning with the Fastback, followed by the Roadster in 1969. The Interstate, whose main difference is a large capacity fuel tank, was added to the range in 1972. There is little available history for the yellow 750 which, until acquired by the vendor as a refurbishment exercise, had been dry-stored for many years. Despite the Dunstall footrests and gear change it is not known if these clues indicate the presence of any Dunstall internals. To date the owner has focussed on the rolling chassis, to which the following new parts have been fitted: a complete Roadster exhaust system; rims, spokes, bearings and tyres; fork stanchions, seals, and bushes; wiring harness; handlebars, and sundry items. Having spent a considerable sum, and with many demands on the vendor's time, the Commando is offered as a yet-to-be-finished restoration project. Supplied with V5C.

£3,500 - 4,000

£4,300 - 4,900

85

Property of a deceased's estate

1972 BMW 745CC R75/5

Registration no. HAU 454N

Frame no. 2991330 Engine no. 2991330

The eagerly anticipated replacements for BMW's long-running Earles-fork flat twins finally arrived in 1969 in the form of the '5' range, the three models being virtually identical apart from their cylinder bore sizes. The R75/5 version produced a claimed 50PS (49.3bhp) which was good enough to propel the 419lbs machine to a top speed of 110mph. Previously registered and/or used overseas, this R75/5 was first registered in the UK on 3rd January 1975 and acquired by the late owner in May 1977 (sales receipt on file). It appears that he took the BMW to Spain that summer, as there is a bill on file dated 16.8.77 from a local BMW dealer for replacing the rear wheel spokes. Additional documentation consists of two old MoT certificates (most recent expired 1980), two expired tax discs and an old-style V5. Offered for restoration and sold strictly as viewed, the machine also comes with an owner's manual and a workshop manual.

£800 - 1,200

£980 - 1,500

No Reserve

86

Property of a deceased's estate

1954 NORTON 490CC ES2

Registration no. 745 BMH

Frame no. 72316 Engine no. 47905

Previously licensed as a motorcycle combination, this ES2 was acquired by the late owner in April 1975. Compiled by the owner, an accompanying notebook covers the period from purchase until the last MoT certificate expired in April 1976, noting maintenance and servicing tasks carried out, miles covered and fuel used. Running in a new piston/rings following a re-bore, the Norton averaged an amazing 120mpg at 35-40mph and still managed 85.7mpg at 65-70mph after it had loosened up. The notebook records the fitting of an Amal Concentric carburettor, new exhaust pipe and silencer (non-standard) and a second-hand gearbox. No mention is made of the frame having been changed, so presumably this had been done prior to his purchase. Offered for restoration and sold strictly as viewed, the machine comes with the aforementioned notebook, petrol coupons, two old-style continuation logbooks, an expired MoT and two instruction manuals. No reserve.

£1,000 - 1,500

£1,200 - 1,800

No Reserve

87

Property of a deceased's estate

1958 NORTON 350CC MODEL 50

Registration no. 169 AAL

Frame no. 76277 Engine no. 76277 N13

Introduced in 1933, the single-cylinder Model 50 was Norton's first production overhead-valve machine in the 350 class. Norton's sporting 350 single was built in several versions and continuously developed during a production run lasting until 1963, post-war innovations including the adoption of the AMC gearbox in 1956 and a switch to superior alternator electrics and the peerless 'Featherbed' frame for 1959. This Model 50 was purchased by the late owner in June 1972 and last MoT'd for the road in 1974. Kept in dry storage for 40-plus years, the machine is offered for restoration and sold strictly as viewed. Accompanying documentation consists of an old-style continuation logbook (issued 1965) and two expired MoTs.

£700 - 1,100

£860 - 1,300

No Reserve

NORTON 250CC MANX RACING MOTORCYCLE

Engine no. 85393



With motorcycle racing beginning to get back on its feet after WW2, one of the problems faced by privateers was the dearth of machinery suitable for the '250' class. Forced to choose between expensive Continental offerings or obsolescent pre-war machinery, many chose to build their own, there being nothing available from British manufacturers at that time. Norton's 350/500 Manx was the most advanced over-the-counter racer readily available to privateers, and many of these home-brewed 250s used modified versions of its overhead-camshaft motor.

One of the earliest in the field with his own 250cc Manx special was Ian Telfer, an engineering draughtsman from Harrow Weald, Middlesex who had already built quarter-litre Velocette specials based on the MOV and KTT. Telfer's first 250 Manx started out as a long-stroke 350, ex-Arthur Fenn, which was reconfigured with 'square' bore/stroke dimensions of 68mm for a capacity of 247cc. The downsized motor went into a standard Manx frame bought from tuner Francis Beart, who had removed its engine for use in a Formula 3 racing car. In August 1954 the IFT (Ian F Telfer) Norton was raced for the first time, by John Surtees no less, who finished 2nd at the Ibsley airfield circuit in Hampshire. Later that same year Surtees took two wins on the IFT: at Aberdare Park and Brands Hatch.

Telfer then rebuilt this original engine as a short-stroke unit, reusing its internals in another twin-cam Manx engine he was building for 'Buzz' Harris, proprietor of Aitchabee Motorcycle of Wealdstone, Middlesex. Intended for use in Harris' Formula 4 racing car, the new 250 motor was first tested in Telfer's Manx at Silverstone where it impressed BSA development engineer Roland Pike. Pike invited Telfer to put his engine on the dynamometer at Small Heath, where it produced an impressive 26bhp at 8,000rpm, not at all bad for a 250 in 1957.

In 1960 Harris sold the engine to motorcycle racer Alan Day, who was racing a Norton Inter special fitted with an Ariel engine, a transplant that had necessitated removing the Featherbed frame's lower rails. Day fitted the Telfer engine and went racing, but shortly thereafter decided to retire, and in 1961 the Norton was sold. It then disappeared for some 15-or-so years before being rediscovered and restored by Peter Tucker's old mechanic 'Nobby' Clarke (not to be confused with the Honda Grand Prix race engineer of the same name). Telfer's bore-reducing inner sleeve had split and both it and the Norton original were pressed out and replaced by a single 68mm diameter component made by Serco. The gearbox is the same one in the machine when it was purchased by Alan Day. The original wheels had gone missing and were replaced by new ones built around BSA/Triumph conical hubs, the front's ribs being machined off. Numbered '85393', the engine's crankcases date from 1960 and may have replaced the originals in the course of the rebuild. Clarke's rebuilt 250 Manx subsequently featured in Classic Bike magazine (August 1995 edition, copy available).

The current vendor purchased the Norton around 18 years ago and since then has replaced the shortened frame with an uncut Manx example, correct for 1953. The result is a machine that more closely resembles the original 250 Manx built by Ian Telfer back in the mid-1950s, the engine internals of which this one incorporates. Last ridden at the VMCC's 'Festival of 1000 Bikes' in 2012, the Norton has not been ridden since then, though it has been started occasionally. It should be noted that there is no Frame number visible.

£15,000 - 18,000

€18,000 - 22,000



89

TRITON 650CC 'CAFÉ RACER'

Frame no. N14 76985

Engine no. T110 019061

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. This example consists of a 1958 'pre-unit' Tiger 110 engine and the Featherbed frame from a Dominator 99, the latter dating from the same year. We are advised that the machine was built in the mid-1990s by Terry Hobbs, renowned motorcycle engineer, Triton builder and proprietor of Terry Hobbs Motorcycles in Plymouth. Finished to an exacting standard, it features a twin-leading-shoe front brake, Smiths rev counter, oil pressure gauge and a Smiths stopwatch. Unregistered, the Triton is believed unused since its construction and since acquisition by the vendor some 14-or-so years ago has been kept on display and not ridden. Re-commissioning and the customary safety checks will be required prior to use. There are no documents with this Lot.

£7,000 - 9,000

£8,600 - 11,000



90

C.1963 HONDA 125CC CR93 RACING MOTORCYCLE

Frame no. CR93 310 0106

Engine no. CR93E 310 0132

'It was robustly reliable, steered and handled to perfection, was, if anything, over-braked, and would exceed 100mph. At a stroke it made all other 125cc machinery in Britain obsolete. The CR93 was not cheap but it was, quite simply, built to exactly the same high standard as Honda's own racing machinery.' - Brian Woolley, Classic Racer magazine. Just one year after its breakthrough first success at World Championship level in 1961, Honda made its state-of-the-art Grand Prix technology available to privateers in the form of the 50cc CR110 and 125cc CR93 over-the-counter racers. The duo immediately achieved a dominance of their respective classes that would last for many years, and countless stars of the future, including Bill Ivy, Jim Curry, Rod Scivyer and sidecar champion Chris Vincent, gained their early experience aboard the diminutive CRs. Only 40-or-so CR93s were imported into the UK and today they are highly sought after by classic racers and collectors alike. This CR93 was fully restored by a professional marque specialist over ten years ago with meticulous attention to detail. Only original parts were used and where none was available (the seat for example) components were totally refurbished. Its engine checked and tested, the machine is described as in generally excellent condition having been kept on display since completion. The current vendor purchased the Honda at Bonhams' Stafford Sale in April 2013 (Lot 381). There are no documents with this Lot.

£22,000 - 26,000

£27,000 - 32,000





91

Property of a deceased's estate

1955 BSA 500CC GOLD STAR

PRODUCTION RACING MOTORCYCLE

Registration no. 800 DHK

Frame no. CB32 2661

Engine no. DB34 GS 278

On Wednesday 30th June 1937, a specially prepared Empire Star 500 ridden by the great Wal Handley achieved a 100mph lap of the Brooklands circuit on its way to a debut race victory and award of the 'Gold Star' that would give BSA's new super sports model its evocative name. Possibly the most successful production racing motorcycle ever, the post-war Gold Star formed the mainstay of Clubman's racing in the 1950s. In fact, it was the model's domination of the Isle of Man Clubman's TT which led to the event being dropped after Gold Star rider Bernard Codd's 1956 Senior/Junior double victory. Today, Gold Stars are still being raced successfully at classic and historic level all around the world. Factory records show that this matching-numbers Goldie was delivered new in 'standard' (touring) trim to dealers Smith & Double in Ilford, Essex. '800 DHK' was raced by the late vendor's father-in-law some 30-plus years ago and still carries stickers from Snetterton (1980) and Cadwell Park (1981). Noteworthy features include a 190mm 'Duetto' TLS front brake, Lyta fuel tank, Amal GP carburettor, Taylor Dow seat (probably), Dunlop alloy wheel rims and a Taylor Dow 'Superleggera' alloy top yoke complete with double damper rods. Offered for restoration and sold strictly as viewed, the machine comes with an instruction manual, Haynes workshop manual, V5C document and a copy of 'Goldie' by A Golland.

£4,000 - 5,000

€4,900 - 6,100



92

Property of a deceased's estate

1961 NORTON 490CC ES2

Registration no. 611 NMC

Frame no. 4 93166

Engine no. 93166 4

Introduced at the 1927 Motor Cycle Show, the ES2 sports roadster used the Model 18's overhead-valve engine in the cradle frame of the overhead-camshaft CS1, and from then onwards the 'ES2' designation was always applied to Norton's top-of-the-range, overhead-valve single. The ES2 was built in several versions during a production run lasting until 1963, though the engine dimensions of 79x100mm bore/stroke - first adopted by James Lansdowne Norton in 1911 - remained unchanged to the end. Post-war developments included the adoption of Roadholder telescopic forks (1947), an alloy cylinder head (1955), alternator electrics (1959) and the slimline version of the race-developed Featherbed frame, introduced on the single-cylinder range for 1961. Production of all of Norton's traditional singles ended in 1963, though the 'ES2' model name lived on until 1966, in its latter years referring to AMC's Matchless G80, which was contentiously re-badged as a Norton. This late, matching-numbers ES2 incorporates all of the aforementioned developments and thus represents the model in its ultimate form. In addition, it has been upgraded with a Lucas racing magneto and an Amal Concentric Mk2 carburettor. '611 NMC' was inherited from his father by the late owner in 2007 and had been in storage for some considerable time. Careful re-commissioning and the customary safety checks will be required before it returns to the road. Sold strictly as viewed, the machine is offered with an instruction manual and a V5C registration document.

£1,800 - 2,400

€2,200 - 2,900

93

Property of a deceased's estate

1974 NORTON COMMANDO 850

Frame no. 315489

Engine no. 315489

Launched in 1967, the Commando featured an ingenious, vibration-beating 'Isolastic' frame that enabled Norton Villiers to prolong the life of their ageing parallel twin. The Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. Introduced in 1973, the 850 (actually 829cc) featured a larger-bore, through-bolted cylinder block, stronger gearbox casting and an all-metal clutch among a host of other, more minor improvements. The extra capacity provided the 850 with even more mid-range urge, and the model would continue as the sole Commando after 1975 when the electric-start MkIII was introduced. This Commando 850 was privately imported by the late owner in 2005 and has been in storage since then undergoing restoration, which, sadly, he was unable to complete. Included in the sale is a quantity of replacement parts, some still in their wrappings, to include two exhaust pipes, three silencers (two new boxed), a dual seat and various other smaller items. Offered for completion and sold strictly as viewed, the machine also comes with C&E Form 386, a Haynes workshop manual, a parts list and a file of bills from recognised specialists.

£1,200 - 1,600

€1,500 - 2,000



94

Property of a deceased's estate

1970 NORTON 745CC COMMANDO S

Frame no. 132630

Engine no. 132630

The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, with production commencing in 1968, the Commando used the preceding Featherbed-framed Atlas model's 750cc engine and AMC gearbox, and was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750cc triples and Honda's CB750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. New variations on the basic theme soon appeared, commencing in 1969 with the addition of the more sporting, though conventionally styled, 'S' version, complete with high-level exhausts. This was followed in 1970 by the Roadster, which was basically the 'S' with a low-level exhaust system. This Commando 750S was imported by the late owner from the USA in 2006, since when it has been in storage, and retains its last State of Georgia numberplate, issued in 1999. Subtly customised in 'bobber' style with black-finished wheel rims, spokes and hubs, it is the very epitome of American-inspired cool. Offered for restoration and sold strictly as viewed, the machine comes with a re-upholstered solo seat, two workshop manuals and C&E Form 386.

£600 - 1,000

€730 - 1,200





95



97



96



97A

95
1950 DOUGLAS 348CC MARK IV

Registration no. 483 YUX

Frame no. 8485/4 Engine no. 8485/4

Legendary Douglas rider/designer Freddie Dixon improved the Mark IV for 1948, this revised Mark III version featuring new cylinder heads and a stronger frame, while 1950 saw the introduction of the Mark IV with its distinctive triangular toolboxes, frame-mounted pillion footrests and un-sprung front mudguard. This Mark IV 'Duggie' has been the subject of a good deal of restoration while in the hands of the present owner. The frame, petrol tank and other tinware were treated to a 'bare metal' re-spray last year and the wheels rebuilt with new rims. The engine has benefited from a re-bore and new pistons, and the gearbox has been overhauled. Described by the vendor as in generally good condition, the machine is offered with current MoT/tax and V5C registration document.

£3,000 - 4,000

€3,700 - 4,900

96
1954 VELOCETTE 349CC MAC

Registration no. JJR 700

Frame no. RS6463 Engine no. MAC 24376

In 1934 Veloce Limited announced a high-camshaft overhead-valve '350' built along the lines of the recently introduced 250cc MOV. This was the long-stroke MAC, subsequently bored out to create the 500cc MSS. Post-war, Velo's overhead-valve trio continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head' for 1951 as well as Velocette's own telescopic fork, and was further updated with a swinging-arm frame in 1953. This MAC was used by its original owner for many years and thereafter by his son. It then remained off the road for some considerable time until being rebuilt in 2009/2010, and was acquired by the current vendor in 2011. The vendor has fitted a new Mikuni carburettor to improve starting and we are advised that the only other departure from factory specification is a tap in the oil feed line to prevent wet-sumping. Offered with V5C registration document.

£2,800 - 3,800

€3,400 - 4,700

**1949 TURNER MANUFACTURING
168CC 'BI-VAN' DELIVERY TRICYCLE**

Registration no. EAS 251

Frame no. 2103 Engine no. 2103

Post-war Britain was short of delivery vehicles, with most new vans destined for the government's 'Export Drive'. Three-wheelers were exempt from this. Wolverhampton's Turner Manufacturing Ltd. contributed their 'Tri-Van', unique to Britain with its purpose-built chassis and the company's own 'Tiger' two-stroke engine. The company embarked on a well-publicised test of 2000 miles, with little effect on sales. This, possibly the only example, has a suggestive 2,040 miles recorded and was last exhibited in 2009. Appearing in good condition and road-legal the machine is offered with V5C and will be an idiosyncratic addition to any collection, following re-commissioning.

£800 - 1,000

€980 - 1,200

No Reserve

97A
1966 TRIUMPH 646CC 'BONNEVILLE' (SEE TEXT)

Registration no. JTR 127D

Frame no. 6T DU42239

Engine no. T120 DU31613

Triumph's 650cc models had entered the 1960s recognisably similar to the first Speed Twin of 1938. Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins though, and this innovation duly appeared on the 650s in 1963. The café racer's favourite since its launch in 1959, the Bonneville continue in this new form as Triumph's top-of-the-range sports model. The machine offered here conforms broadly to 1966 Bonneville specification but has a frame that started life in a Thunderbird, the twin-leading-shoe front brake fitted from 1968 to 1970, and flashing indicators (not adopted until 1971). Acquired by the current vendor in December 2011, the 'Bonnie' has been kept on display in a restaurant since then and will require re-commissioning before returning to the road. Sold strictly as viewed, it comes with the 2011 sales contract and a V5C registration document.

£3,000 - 4,000

€3,700 - 4,900



98



100



99



101

98 ^N

1971 BENELLI 231CC 2C RACING MOTORCYCLE

Frame no. 16179 Engine no. 15900

Founded by the six Benelli brothers in Pesaro, Italy in 1911, Benelli started out as a general engineering firm, turning to the manufacture of automotive and aircraft components in WWI. Benelli launched a plethora of new models in the 1970s, 125cc and 250cc twins among them. Constructed and styled along similar lines, the duo shared identical crankcase/gearbox castings. The engines were conventional piston-ported, air-cooled two-strokes and were housed in compact duplex-loop frames. Later models came with alloy cylinders, electronic ignition, an improved front fork, alloy wheels and a Brembo front disc brake in place of the original Grimeca drum. This Benelli 2C has been modified for racing, though it would need additional silencing to pass any UK circuit noise test. There are no documents with this Lot, which comes from an Italian private collection and is sold strictly as viewed.

£1,200 - 1,400

€1,500 - 1,700

99 ^N

1970 MOTO GUZZI 50CC DINGO CROSS

Frame no. 99AGH Engine no. 459841

Better known for its large-capacity four-strokes, Moto Guzzi began producing two-stroke lightweights immediately after WW2. Guzzi's small strokers would prove immensely successful, with production continuing well into the 1970s. One of the most enduring models was the Dingo, which was produced in a variety of guises from 1963 until 1976. Two different versions were offered initially - the Turismo moped and Sport roadster - while the first of the off-road styled Cross models arrived in 1967. Offered from a private collection in Italy, this original Dingo Cross comes with Italian registration papers and is sold strictly as viewed. A rare opportunity to acquire stylish paddock transport from one of the greatest names in Italian motorcycling.

£800 - 1,200

€980 - 1,500

100 ^N

1962 GILERA 175CC GIUBILEO

Frame no. 103/2783

Throughout the early 1950s it was Gilera's racers that grabbed the headlines, taking five manufacturer's world titles and six individual world championships in the hands of riders such as Duke, Liberati and Masetti. Although racing generated valuable publicity, it was sales of road bikes that paid the bills. The majority were lightweights based on the overhead-valve 125 single that had appeared in prototype form in 1948. Developed and enlarged first to 150cc and then 175cc, these simple OHV singles, built in both Turismo and Sport versions, proved top sellers throughout the 1950s and into the 1960s, although their high price outside Italy made them a relatively rare sight in the UK. Offered from a private collection in Italy, this original Giubileo comes with Italian registration papers and is sold strictly as viewed.

£1,500 - 2,000

€1,800 - 2,400

101 ^N

1960 BENELLI 125CC LEONCINO

Frame no. 21030 Engine no. L35912N

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers. A recent re-entrant into the superbike market with its Tornado-derived family of triples, Benelli is best known for its Grand Prix successes in the 1960s when it secured two 250cc World Championships, and also for its outrageous six-cylinder road bikes of the 1970s. The Italian manufacturer has, of course, always produced less exotic fare such as the Leoncino two-stroke lightweight offered here, a model rarely seen outside its home country. Offered from a private collection in Italy, this original Leoncino comes with Italian registration papers and is sold strictly as viewed.

£1,200 - 1,500

€1,500 - 1,800



102 ^N

1961 MV AGUSTA 235 TEVERE

Frame no. 415079

Engine no. 414391S

'The Tevere was more of a sports machine with a much lower weight of 120kg dry as against 160kg (of the 250 Raid). This meant that acceleration times were much improved and that the smaller mount's response was akin to an agile racer.' – Mick Walker, 'MV Agusta'. Introduced at the Milan Show in 1959, the 232cc Tevere sportster arrived at its somewhat unusual engine capacity of 232cc by combining the 62mm stroke of MV's overhead-valve 175cc single with the 250 Raid's 69mm bore. Mick Walker reckoned that the Tevere was the most attractive MV of its era and few would disagree, though despite its good looks the model was produced for less than two years in its native Italy, being built under license in Spain thereafter. Representing an exciting opportunity to acquire one of the rarest of MV singles, this original Tevere is offered from a private collection in Italy and is sold strictly as viewed. The machine comes with Italian registration papers.

£3,500 - 4,500

€4,300 - 5,500



103 ^N

1901 LABRE & LAMAUDIÈRE

Frame no. 43117

Engine no. 161930

Disappointingly, Tragatsch has little to say about the French manufacturer Lamaudière other than it 'used big engines and there was even a single-cylinder engine with a capacity of 942cc.' Tragatsch states that the company existed from 1901 to 1907 but this would seem to be incorrect as a trawl of the Internet turned up a copy of 'The Literary Digest' dated October 14th 1899, which illustrates and describes a 'Lamaudière-Labre Naphtha Bicycle', the latter featuring an inclined cylinder forming part of the seat tube, Indian style. Lamaudière motorcycles were imported into the UK by Sée Motor Car Supply Co of 9 Hill's Place, Oxford Circus, London W1. Sée's advertising trumpeted the exploits of Lamaudière's Paris-Madrid racer of 1904, which was said to have 'made the best average during the race (63 kilometres per hour) until run into by a car crossing the road at Vitray en Beauce' - some things don't change. The fate of the rider is not recorded. Three awards were listed: the 'Diploma of Honour' at the Paris Exposition (1900) and two Criteriums for Motor Cycles (1901 and 1902). Offered for sale by an Italian private collector, the example offered here consists of a gentleman's bicycle fitted with a 'clip-on' engine typical of the period, incorporating an 'atmospheric' inlet and mechanical (side) exhaust valves. . Thorough and careful recommissioning and safety checks advised before returning to the road. There are no documents with this Lot, which is sold strictly as viewed.

£5,500 - 6,500

€6,700 - 8,000





104



106



105



107

104

1919 ABC 123CC SKOOTAMOTA

Registration no. AEG 873A

Frame no. 2804 Engine no. 1626

From 1920 onwards a handful of British firms tried their hand at producing small-wheeled runabouts, with 'open' style frames and a 'floor', mostly powered by 125cc engines. The scooter trend, facing opposition from an improving public transport system plus several Ladies Models that certain major manufacturers were starting to introduce lasted barely four years. Historically, we had to wait until 1946 when Vespa launched the world's first properly integrated design. 95 years down the road it is understandable that very few early-day 'scoots' have survived. Owned for many years by a retired professor the well-equipped Skootamota was last ridden in 1990, used back then "for pottering around Cambridge!" Subsequently stored beside his other motorcycles in a motor car garage it is offered with an expired (1989) MOT Certificate and V5 Registration form.

£1,800 - 2,500

€2,200 - 3,100

105

1946 JAMES 122CC ML

Registration no. CTH 508

Frame no. 878 Engine no. AAA28199A

Intended for use by airborne forces during WW2, James's famous Military Lightweight - it weighed around 150lbs and was known as the 'mechanical mouse' - continued post-war as the civilian 'ML'. Powered by a Villiers 9D single-cylinder two-stroke engine, the ML employed a rigid frame with bolted-on rear section and blade-type girder forks with central spring. The gearbox was a Villiers three-speeder with tank-mounted hand 'change while a single sprung saddle and rear luggage carrier were standard equipment also. The model was superseded by the James Comet at the end of 1948. Acquired by the current owner in 1988, this 'barn find' James ML has been in storage for many years and is offered for restoration. Sold strictly as viewed, the machine comes with a V5C registration document and miscellaneous spares to include a frame, forks, wheels, fuel tank, exhaust system and a quantity of engine parts.

£400 - 600

€490 - 730

No Reserve

106 ^N

1955 MOTO GUZZI 192CC GALLETTO

Frame no. GQ245 Engine no. GQ245

Like Velocette's LE, Moto Guzzi's Galletto (cockerell) was intended to offer scooter-type weather protection and comfort allied to the superior handling qualities of a true motorcycle. But whereas Velocette started with an entirely clean slate for the LE's engine Guzzi kept with tradition, which of course meant an overhead-valve, air-cooled 'flat single' with outside flywheel. The Galletto cycle parts consisted of a tubular steel spine frame combined with sheet metal pressings, complemented by a leading-link front fork and single-sided rear swinging-arm. In scooter fashion the Galletto came with a spare wheel, all three wheels being interchangeable. Launched in March 1950 in 160cc/three-speed form, the Galletto was upgraded to 175cc and four speeds in 1952 and then to 192cc in 1954. A famous Guzzi model infrequently seen in the UK, this Galletto comes from an Italian private collection and is offered for restoration. The machine comes with ACI papers and is sold strictly as viewed.

£600 - 1,000

€730 - 1,200

107

1960 TRIUMPH 250CC 'TIGRESS' SCOOTER

Registration no. 998 BAC

Frame no. 5574T Engine no. W 5206

Announced in 1959, Triumph's entry into the scooter market was the fittingly- named 'Tigress'. Fitted with a Turner-designed, 250cc, four-stroke twin motor and a well-engineered and innovative chassis and suspension and going as well as it looked, it should have swept the market, but was initially subdued by Triumph's delivery problems. It was also available with a smaller engine as well as BSA-Sunbeam badging. 998 BAC is a well-preserved and original example with only around 13,000 miles recorded. Last registered in 1998, it has the usual paint flaking but turns over smoothly and should restore well as an example of a much sought-after, fast and powerful scooter.

£800 - 1,000

€980 - 1,200



108



110



109



111

108

From the Basil Keys Collection
1937 VELOCETTE 349CC MAC

GRASS-TRACK RACING MOTORCYCLE

Registration no. FPJ 914

Frame no. 6101 Engine no. 3268

Post-war, Velo's overhead-valve trio continued much as before, with rigid frames. The MAC gained an alloy cylinder barrel and 'head for 1951 as well as Velocette's own telescopic fork, and was further updated with a swinging-arm frame in 1953. Although Basil Keys' foremost passions were road-racing and sprinting, he also competed in grass-track events before the war, which is probably why this MAC grass-tracker appealed to him. Acquired at some time during the 1970s, the machine is presented in 'barn find' condition and offered for restoration. Accompanying documentation consists of a green continuation logbook and an old-style V5.

£2,000 - 3,000

€2,400 - 3,700

No Reserve

109

From the Basil Keys Collection
1934 ZENITH-JAP 245CC LC1

Registration no. BPL 654

Frame no. M595 Engine no. TOZ/R41597/SKO

Zenith motorcycles were manufactured from 1904 until 1950 in a variety of factories in or around London. From the early days proprietary engines were used, such as Fafnir, Precision, JAP, Bradshaw and Villiers. The driving force behind Zenith was chief engineer, and company owner, Frederick Barnes, who was responsible for the famous 'Gradua' gear. After a succession of closures and changes of ownership Zenith re-emerged after WW2 with a solitary model: a 750cc JAP-powered sidevalve v-twin, which lasted only a few more years. This sporting Zenith-JAP lightweight is an example of the LC1, a model produced between 1934 and 1940. Offered for restoration, the machine comes with an old-style V5 and a continuation logbook (issued 1949) recording one Arthur Smallbone of Sompting, Sussex as owner and showing licensing up to 1955.

£1,800 - 2,400

€2,200 - 2,900

No Reserve

110

From the Basil Keys Collection
TRIUMPH SPRINTER

Basil Keys was a motorcycle enthusiast all his life and started sprinting a 350 Rudge in the early 1930s. He competed at many levels and was an accomplished rider. Having won the Clubman's TT Lightweight Class in 1947 on an AJS he capitalised on his success, setting up 'Keys Motorcycles' with his brother Herbert in Worthing and taking on an AJS franchise for the South Coast. The name 'Basil Keys' became synonymous with the Brighton Speed Trials and he probably remains the competitor with the highest number of consecutive appearances, starting way back in the early 1930s. Its centre-plug cylinder head is a particularly noteworthy feature of this incomplete Triumph T110-engined sprinter, which appears to have a Hagon frame. It is not known when the machine was built or last used.

£1,000 - 2,000

€1,200 - 2,400

No Reserve

111

STEIB SIDECAR

There are few better known sidecar manufacturers than the German firm of Steib, whose stylish - and expensive - products enjoy a well-deserved reputation for sound engineering and exemplary build quality. To many enthusiasts, the quintessential Steib is the much-copied Zeppelin-style single-seater sports 'chair', most often encountered hitched to a desirable large-capacity road burner. Kept in dry storage for many years, this 'barn find' Steib is offered for restoration and sold strictly as viewed. Please note the sidecar was previously fitted to lot 53.

£400 - 600

€490 - 730

No Reserve



112



114



113



115

112

C.1947 DUCATI 49CC CUCCIOLLO

Frame no. T89336 Engine no. 1. 8242

Designed in Italy during WW2 by Aldo Farinelli, the four-stroke 49cc unit was quickly named 'Cucciolo' - Little Puppy - after the sharp bark of the exhaust. Production was undertaken by SIATA, a noted car studio, and, when around 25,000 had been produced, the embryo Ducati concern made it, in both cycle-motor and light motorcycle forms, the start of their mighty history. Owned by an enthusiast for forty years or so, this original example, on a contemporary Raleigh bicycle, has been a display machine and so will need accurate dating by a relevant club and registering for the UK, a relatively simple process. Following the usual re-commissioning, this 200+ mpg icon should be road-ready.

£600 - 800

€730 - 980

No Reserve

113

1953 EMI 32CC CYCLEMASTER

Registration no. RAU 998

Frame no. 068919 Engine no. 119974

The cyclemotor, essentially an engine which could be fitted to a bicycle, took off in the UK in the early 1950s, when the country was in 'Austerity', belt-tightening, mode and rationing ruled. The 'Cyclemaster', originally a Dutch design, compact and self-contained, had the huge advantage of bolting straight into a British roadster bicycle without any alteration to the machine at all, since everything was within the 'wheel'. Originally 27cc, the Cyclemaster sold over 100,000 units by 1952, when it was increased to 32cc. RAU 998 is in seemingly good and complete condition, mounted in a contemporary bicycle and complete with V5C and spares. The usual re-commissioning should see it back on the road.

£300 - 500

€370 - 610

No Reserve

114

1955 VINCENT 49CC FIREFLY

Registration no. ODA 774

Frame no. 150834T Engine no. 55605

The connection between the Vincent company and Birmingham-based Miller, maker of bicycle lamps and motorcycle electrics, was a strong one, Vincent fitting Miller items to their legendary 'twins'. Miller had designed a cyclemotor engine, intending to market it themselves. Vincents saw it as an opportunity to vary their product line and the Vincent 'Firefly' was born, causing apoplexy at the time amongst hardened Vincent owners. Today, the 'Firefly' is seen as very desirable by Vincent and cyclemotor enthusiasts and is keenly collected. ODA 774 comprises a sound 'Firefly' unit mounted on its original bicycle with Miller lighting, seemingly in good order, complete and turning over. Complete with V5C, and the original RF.60 for its Wolverhampton number, the little machine awaits re-commissioning.

£700 - 1,000

€860 - 1,200

115

YAMAHA XJ650 MAXIM

Registration no. HTU 519X

Frame no. JYA5N800XCA006291 Engine no. 5N8006291

Newly introduced in 1980, the Yamaha XJ650 had benefited from considerable input from European motorcyclists, relayed back to Japan via Yamaha Motor NV in Holland. The result was an accomplished, light-middleweight all-rounder possessing maintenance-free shaft drive (one of the best of its day), a comfortable ride, accurate steering, secure handling and strong brakes. Bike magazine managed to coax a top speed of 114.9mph out of one in 1981 while returning 43 miles per gallon, which doesn't seem that bad by today's standards. First registered in the UK in 1995, the imported machine offered here is an example of the Maxim version, a US-style factory custom featuring a 'peanut' fuel tank, stepped seat and high 'bars'. We are advised that the exhaust headers have been shot-blasted and repainted with high-temperature matt black paint, and the silencers re-conditioned with stainless steel outers. Not ridden by the vendor, the machine comes with a V5C document and is sold strictly as viewed.

£700 - 1,200

€860 - 1,500

No Reserve

THE GRAHAM GALLIERS COLLECTION PART I

The following 18 Vehicles are offered from the collection of the Late Graham Galliers (1942 – 2013).



Graham Galliers was a man of many parts successful builder and property developer, pillar of the Shropshire community and much else besides, but there was a particular field of interest which captivated him throughout his life. This was motor sport with the emphasis on Sport. Indeed, he had been a stalwart member of this community for more than half a century.

I knew Graham for several things. He was an always friendly face, greeting me when we arrived in the paddock at tracks like Shelsley Walsh. He was a man who drove a succession of unlikely cars – often cars which had once been famous and then disappeared, which his detective work had winkled out of forgotten sheds or from under hedges, and which he restored with painstaking care.

He started playing with cars as a teenager, and worked his way up through the inevitable home-built Ford Special and Austin 7 to single-seater Cooper, Lotus and Brabham. There were other cars, too many to list, plus the famous BMC Rally Support Vehicle. His usual hillclimb mount became his beautiful 1930s Alta sports car, but in his collection were an amazing variety of cars and motorcycles all in differing states of repair. They included two pre-war Altas, a Delahaye, two of the very rare Felday sports-racers, and the unique Kincraft from 1963, which in its day was faster and more powerful than an F1 car.

Graham was a huge enthusiast who would never be able to stop himself from taking on another mad project. Whenever we met at the first event of each season, I'd ask Graham how he'd spent his winter. He'd give me a slightly shame-faced grin, and admit that he'd found a few more cars to add to his collection.

But more important than his cars, by far, was his friendly character, his huge capacity for enjoying himself among his car friends. It was infectious.

Nevertheless, once his helmet was on and he took to the track, he was a serious competitor, dedicated to beating his rivals on every run. None of us knew he'd had a triple heart by-pass almost 10 years ago – it certainly didn't show in his driving.

Simon Taylor

The remaining cars from Grahams Collection will be sold by Bonhams on the 27 June at the Goodwood Festival of Speed.

1934 MG NE/ND	£80,000 - 100,000
1965 Kincraft Formula Libre	£30,000 - 50,000
1965 Felday 4 Sports Racing Car	No Reserve
1966 Felday 5 Sports Racing Car	No Reserve
1937 Alta Single Seater	£100,000 - 150,000
1938 Alta Sports Racing Car	£180,000 - 220,000
1936 Delahaye 135CS Replica	£130,000 - 160,000

The ex-Dick Hawes

BRM-YAMAHA P205 RACING MOTORCYCLE COMBINATION

This unique racing outfit was commissioned by well-known sidecar racing competitor Dick Hawes and built to his order by the Stanley-BRM (formerly British Racing Motors) Formula 1 Grand Prix team in their historic works at Bourne, Lincolnshire. At the time of its construction, the mid/late 1970s, monocoque chassis and car-type independent suspension were beginning to supplant traditional technologies in sidecar racing, the Swiss World Champion Rolf Biland pioneering these new trends with his Seymaz outfits. (Its should be noted that the LCR-BRM outfits raced by Biland later in his career took their last three initials from his principal sponsor, 'Büchel Renn Motoren').

Dick Hawes told Bonhams: 'The outfit was financed by myself and was designed and constructed in the BRM workshop at Bourne in the winter of 1976-77. The motors used were Yamaha 500cc and 750cc four-cylinder. Initial testing was done at Donington on the 'test loop' over several Saturdays. George O'Dell was running the ex-Biland Seymaz at the time, which was of a similar configuration, and he was very helpful regarding setting up a 'short' wheelbase monocoque machine. The outfit was used in the "four lap" TT race in 1977 where it finished despite not being suited to the bumpy circuit.'

The machine was designed in BRM's historic Bourne drawing office by Neil Walker, and the monocoque was beautifully fabricated by the company's legendary Stan Hope together with Mick Ayliffe and Gerry McQueen. Assembly was completed by Formula 1 team mechanics Rob Fowler, Roger Barsby and Rick Hall, the latter now head of Hall & Hall in Bourne, the immensely well-respected Historic car preparation specialists and restorers. Rick Hall test-drove the combination initially around the BRM factory yard, with fellow F1 mechanic Gerry van der Wyden his intrepid passenger.

The machine uses BRM P160 F1-style uprights and 'pepper-pot' design F1 wheels. Two engines are offered with this unique cross-over design between Formula 1 and motorcycle racing technology: a TZ750 motor dating from circa 1974 (number '409-000224') and a 500cc Krauser unit fitted with TZ250U cylinders and heads. A quantity of spare parts accompanies the outfit, including various engine components (barrels, heads, etc.) carburettors, brake callipers, wheels, exhaust pipes and glassfibre bodywork.

£8,000 - 10,000

€9,800 - 12,000

No Reserve



1977 TT 4 Lap Sidecar Race © FoTofinder





117

**TRIUMPH TRIDENT 'TRACKMASTER'
RACING MOTORCYCLE**

Engine no. GD00177 T150T

The most well known, indeed legendary, racing frame built to accommodate the BSA-Triumph triple engine is that made by Rob North and used by the factory team in international Formula 750 events. This Triumph Trident however, has a frame built to the pattern associated with the well-known American fabricator Trackmaster, though its products are more usually associated with motorcycles intended for dirt track racing. (It should be noted that it is not known whether this is a genuine Trackmaster frame or a replica). Most Trackmaster dirt track frames were built to take the all-conquering Harley-Davidson v-twin engine, and the firm also made frames for the Triumph parallel twin and other engine types, including the BSA-Triumph triple. A few Trackmaster triples were constructed for dirt track use around 1969-1971, with even fewer made for circuit racing. Tuner Tom Cates built one for BSA works rider Jim Rice to ride on dirt tracks while others were ridden by Dave Aldana, Don Emde and Gary Nixon. The Cates machine was converted into a road-racer and used by a journalist to record a speed of 144mph at the Bonneville Salt Flats in 1969. It is not known when or by whom this motorcycle was constructed, or when it was last used. Noteworthy features include what appear to be a Ceriani front fork and a Victor Products single-points ignition distributor. There are no documents with this Lot, which is offered without reserve. Bidders should satisfy themselves as to the manufacture and authenticity of the lot prior to bidding.

£2,500 - 3,500

€3,100 - 4,300

No Reserve



118

C.1975 HONDA CR750 REPLICA RACING MOTORCYCLE

Engine no. CB750E 2426069

The coming of Formula 750 in the early 1970s produced some of that decade's most exciting motorcycle racing, as the world's top riders battled for supremacy on works bikes from Honda, Suzuki, Kawasaki, Harley-Davidson, Norton and BSA-Triumph. The most prestigious race in the calendar was the Daytona 200, the 1970 event being a straightforward confrontation between works entries from BSA-Triumph and Honda, whose team of race-kitted 750s was managed by Chester-based Honda dealer Bill Smith. Riders were Smith, Ralph Bryans, Tommy Robb and American Dick Mann. Although the British machines started as favourites - their line-up included multiple World Champion Mike Hailwood and previous Daytona winner Gary Nixon - it was Honda-mounted Dick Mann that won, giving sales of CB750 road bikes in the all-important USA market a further boost. Although far from cheap, the CR750 race kit (200 examples of which were made) enabled privateers to transform a road-going CB750 into a potential Daytona winner, and machines so-modified were soon winning races at all levels worldwide. The late owner appears to have built this CR750 replica himself, using a CB750F ('PVR 511R') purchased in April 2002. It is not known when it was last used. Noteworthy features include twin front disc brakes; 18" alloy wheel rims (Akront front, Morad rear); Avon racing tyres; an oil cooler; braided steel oil lines; Hagon shock absorbers; and Keihin CR carburettors. The machine comes with a substantial history file containing assorted correspondence, invoices and other paperwork (close inspection recommended).

£3,000 - 5,000

€3,700 - 6,100

No Reserve

119

C.1983 HONDA VF750F INTERCEPTOR RACING MOTORCYCLE

Frame no. JH2RG160XEM106141

Engine no. RC15E-2103366

Honda's 1970s domination of the middle and heavyweight classes had been achieved with a succession of across-the-frame, inline fours but towards the end of the decade the Japanese manufacturer began to turn increasingly to vee-configuration engines, the first four-cylinder example, the VF750, arriving in 1982. Smaller VF400 and VF500 v-fours followed, together with the range-topping VF1000F and VF1000R. This VF750 Interceptor is one of the earliest examples of this type of engine used in a sports-tourer and this model is already approaching classic status. This particular VF750F has been prepared for racing, almost certainly with the intention of entering it in the increasingly popular and easily affordable 'Earlystocks' classes run by various clubs. The machine is offered without reserve and sold strictly as viewed. A substantial quantity of spare parts is included in the sale.

£800 - 1,200

£980 - 1,500

No Reserve

120

1990 SUZUKI VX800

Registration no. G527 WNF

Frame no. 100399

Engine no. S501-100601

'A Modern Classic... with all the character and excitement of a traditional, twin-cylinder sportbike but without the hassles.' – Suzuki. Although conceived at Suzuki's design studio in California, the retro-styled VX800 'naked' was bigger success in Europe, remaining on sale there until 1997, some four years after its withdrawal from the USA. The VX800 was powered by an 805cc, water-cooled, 8-valve, 45-degree, v-twin engine - based on that of the VS750 Intruder factory custom - a derivative of which is still around today powering the smaller models in Suzuki's cruiser range. Features included disc brakes, alloy wheels, a five-speed gearbox and shaft final drive. With a maximum of 62bhp on tap, the VX800 was good for a top speed of approximately 120mph, if your neck could stand the strain. This example was purchased by the late owner in April 1998 and currently displays a total of 18,921 miles on the odometer. Sold strictly as viewed, the machine appears cosmetically good but its mechanical condition is not known. The accompanying history folder contains sundry invoices, assorted correspondence, SORN paperwork, a quantity of old MoT certificates (most recent expired 2011) and V5/V5C documents. A pair on Nonfango panniers is included in the sale.

£500 - 1,000

£610 - 1,200

No Reserve

121

1960 MATCHLESS 650CC G12 CSR PROJECT

Registration no. NBV 767

Frame no. A77080

Engine no. CSR 61/G12 4886

Announced in 1948 and progressively developed thereafter, AMC's twins had already undergone a number of capacity increases before finally arriving at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. The new range-topping super sports models were typed 'CSR', a designation AMC had first used on the superseded 600cc versions. Motor Cycling achieved a top speed of 108.5mph with 'their' G12CSR while fuel consumption averaged 51mpg over the course of the 500-mile test.

Purchased by the late owner in December 2007, this partially dismantled G12 CSR is offered for restoration and sold strictly as viewed. The detached parts are contained within a number of boxes. Accompanying paperwork consists of sundry invoices and correspondence, some items of photocopied AMC-related literature, a parts list, old-style continuation logbook (issued 1969) and V5/V5C registration documents. It should be noted that the engine has been replaced (number not changed on V5C).

£1,200 - 3,000

£1,500 - 3,700

No Reserve



119



120



121





MOTOR CARS

Saturday 7 June 2014

Following Motorcycles approx 15:00

Images of each lot can be found at
bonhams.com/21749



150

C.1944 FORDSON MODEL N TRACTOR PROJECT

Chassis no. to be advised

Engine no. to be advised

It was not until 1917 that Ford produced its first successful tractor, the Fordson Model F, an immensely influential design that remains one of the world's best-selling tractors, with almost three quarters of a million produced up to 1928. Production-line methods pioneered on the ubiquitous Model T enabled Ford to offer the Fordson F at a knocked-down price, forcing many smaller specialist tractor firms out of business. Facing a depressed market, Ford closed its US tractor plants in the mid/late 1920s and transferred production to Cork in Ireland and later to Dagenham in Essex. Ford's Irish and British plants were soon busy producing the Model F's replacement: the Model N, many of which were exported to the USA. The latter arrangement lasted until 1939 when production of Ford-badged tractors commenced in the USA. More powerful than the Model F it replaced, the Model N boasted 4.4-litre four-cylinder engine, high-tension ignition system, water pump and mudguards as standard equipment, with pneumatic tyres available as an extra cost option. It was produced at Dagenham between 1933 and 1945 when a mildly improved version – the E27N, also known as the Fordson Major – was introduced. This Fordson Model N was purchased in Yeovil circa four years ago and has not been used since. This Lot is offered for restoration and sold strictly as viewed.

£500 - 1,000

€610 - 1,200

No Reserve



151

Left-hand drive

1987 VIXEN MOTORHOME

Registration no. A5 JXO

Chassis no. 16XCGAC19K1010571

One of the more readily recognisable makes among 'classic' motorhomes, the American-built Vixen was only in production from 1986 to 1989 but still commands an enthusiastic following today. Conceived by Bill Collins, the Vixen was designed to fit inside a typical domestic garage and was only 21' long and 6' high (we're talking about an American garage here). One consequence of its low centre of gravity and relatively compact build was road manners generally considered superior to those of conventional motorhomes, while the streamlined shape and low drag coefficient (less than 0.30 for early models) made for better-than-average fuel consumption at high speeds. When initial sales were disappointing, the company began tinkering with the design but to no avail, and when production ceased only 587 Vixens of all types had been built. Engine options were a 3.0-litre Isuzu diesel (later superseded by a BMW diesel) and a 3.8-litre General Motors V6 as fitted to the example offered here, which is, of course, left-hand drive. Imported into the UK in 1996 and last MoT'd to 2006, this particular Vixen was purchased for the late owner's collection in 2012 and since then has undergone some refurbishment including an overhaul of the automatic gearbox. Offered for restoration and sold strictly as viewed, the vehicle comes with its original service agreement and a V5 registration document.

£1,500 - 2,000

€1,800 - 2,500

No Reserve

152

2002 AUDI A6 ALLROAD QUATTRO ESTATE

Registration no. OE51 GGV

Chassis no. WAUZZZ4B42N037942

Engine no. ARE008414

Estate cars equipped with four-wheel drive and boasting a measure of off-road capability have become increasingly popular in recent times. One of the first manufacturers to exploit this growing market was Audi, which was uniquely well placed to do so having first introduced its rally-proven 'Quattro' four-wheel drive transmission system back in the early 1980s. In 1998 this system was extended to Audi's C5 passenger car platform in the shape of the A6 Allroad Quattro Estate. Compared to the regular A6, the Allroad version featured Quattro permanent four-wheel drive; an air suspension system allowing for adjustable ride height; larger wheels shod with all-terrain tyres; and beefier bumpers, these latter features contributing to an altogether more purposeful appearance. The first A6 Allroad Quattro was withdrawn after 2006 but the model was later reintroduced to the range. The example offered here is powered by Audi's 2.7-litre, twin-turbo V6 petrol engine and is equipped with automatic transmission. Purchased by the late owner in March 2013, the A6 has had three former keepers and currently displays a total of circa 70,000 miles on the odometer. The car is offered with a recent service invoice (March 2013) MoT to September 2014 and V5C registration document. Please note there is a fault with the front suspension airbags.

£1,500 - 2,000

£1,800 - 2,500

No Reserve



153

2007 VOLKSWAGEN TRANSPORTER T5 T30 4MOTION SWB PASSENGER VAN

Registration no. BN07 HHB

Chassis no. WVZZZ7HZ7H091637

Engine no. BNZ042536

Now in its fifth generation, the Volkswagen Transporter can trace its roots back over 60 years to the German company's first commercial vehicle venture: the Type 2 of 1950. Arguably the most important development in its history was the introduction in 1990 of the T4, which featured a front-mounted engine and front-wheel drive, superseding the rear-mounted 'boxer' unit inherited from the original Volkswagen Beetle. The current (T5) version was introduced in 2003. Short and long wheelbase types are available together with bodies for every conceivable application and several different types of engine, there being over 100 combinations in all. The short-wheelbase van-bodied T30 example offered here has the 2.5-litre five-cylinder turbo-diesel engine, the manual gearbox and Volkswagen's own '4Motion' permanent four-wheel drive transmission. The windows were installed in 2012 and the van is also fitted with fold-flat rear seats plus a tow bar and electrics. The late vendor is only the second owner of the vehicle, which in May of this year was fitted with new brake discs and pads. Offered with a fresh MoT to May 2015 and V5C registration document.

£7,000 - 9,000

£8,600 - 11,000

No Reserve





154

1939 SALMSON S4E TOURER PROJECT

Chassis no. to be advised

'For 1939 two models were made, the 1,730cc S4-61 and the 2,312cc S4E. The latter had hydraulic brakes, torsion bar front suspension instead of transverse springs and a slightly longer wheelbase, though body styles, now reduced to three, were similar and there was little to distinguish the two models externally.' – *'The Beaulieu Encyclopedia of the Automobile'*. The French Société Des Moteurs Salmson was a pioneering force in the development of aircraft and aero-engines. Indeed, many historians consider Salmson's as the most notable of the radial aero-engines produced during WWI. When war was over, Salmson diversified into other activities including manufacturing machine tools and automobile bodies, and from 1919 onwards produced a lightweight cyclecar - a built-under license GN - of which several thousand were made. The first of Salmson's own designs, a sidevalve-engined voiturette, appeared in 1921. From 1922 Salmson commenced production of a more advanced engine of the twin-overhead-camshaft type. This kind of power unit had been seen prior to WWI but Salmson was the first to put one into series production and twin-overhead-camshaft engines would remain a fixture of its range into the 1950s. This S4E was purchased as a body-less rolling chassis from John Champ in 1997, since when it has been stripped and partially rebuilt with the beginnings of a new body. It had been the late owner's intention to install a more robust engine to create a VSCC-eligible sports special. This Lot is sold strictly as viewed.

£1,000 - 1,500

€1,200 - 1,800

No Reserve



155

2003 ROBIN HOOD 2B SPORTS PROJECT

Registration no. CGY 371Y

Chassis no. SABTVRO354025298

Robin Hood Engineering was founded in Sherwood, Nottinghamshire (where else?) by Richard Stewart in 1984 and began by making Ferrari Daytona replicas based on the Rover SD1, around 70 of which were sold. In 1989 the company launched the Robin Hood S7, a Lotus Seven-style kit car that was unusual in featuring a welded stainless steel monocoque chassis rather than the more usual tubular steel spaceframe type. Customers could opt for Triumph Dolomite, Ford Cortina or Ford Sierra donor vehicles, with the latter becoming the most popular choice. Robin Hood's policy of 'one kit + one donor vehicle = car on the road' would prove to be outstandingly successful and during 1997 production peaked at over 500 kits annually. In 1999 the monocoque was superseded by a tubular steel spaceframe on the Robin Hood 2B, which was made specifically for the Ford Sierra as donor vehicle, and this basic design lasted until 2007 when the current 'Zero' model was introduced. By this time the company had changed hands and is now known as Great British Sports Cars Ltd, based at Boughton near Newark, Nottinghamshire. There is also a Robin Hood owners club with some 1,000 members. Purchased circa 2007, this dismantled Robin Hood comes with a four-cylinder, 16 valve twin-cam Vauxhall engine that the late owner intended to install. The car is offered with a V5 registration document and is sold strictly as viewed.

£800 - 1,200

€980 - 1,500

No Reserve

156

1977 PORSCHE 924 COUPÉ

Registration no. BUP 471S

Chassis no. 9247104700

Engine no. XJ000159

Volkswagen's decision not to proceed with their designed-by-Porsche 914 replacement led to the latter taking on the project themselves. The first-ever Porsche to use a front-mounted, water-cooled engine, the 924 arrived in November 1975 and drew heavily on Volkswagen/Audi components: the 2.0-litre, four-cylinder, overhead-camshaft engine being a development of the Audi 100's and the four-speed transaxle a VW-sourced unit. With 125bhp on tap, the sleekly styled 924 was good for a top speed of 125mph with 60mph coming up in 9.9 seconds. A Porsche-designed five-speed gearbox and improvements to the suspension were early developments. With a price 30% less than that of a 911, the 924 was an instant success and would become the best selling Porsche model of its day, extending the marque's appeal to a sector of the market that previously could not have afforded one. Representing a great deal of performance and style for relatively little money, this 1977 Porsche 924 is finished in the limited-edition livery of Martini & Rossi, sponsors of Porsche's motor sports programme at that time. Believed to benefit from a considerable amount of work done by the previous owner, the car was acquired for the late vendor's collection in 2012 and was last MoT'd to November of that year. 'BUP 471S' is offered in need of re-commissioning and it should be noted that the interior has been dismantled. The vehicle comes with a V5 registration document and is sold strictly as viewed. As spare engine believed 944 is offered with this lot.

£1,500 - 2,000

£1,800 - 2,500

No Reserve



157

1971 MG B GT V8 COUPÉ BY COSTELLO

Registration no. DHK 418K

Chassis no. GHD5-2599819G

Engine no. 18V582-H328

MG enthusiasts have Kent-based engineer Ken Costello to thank for the existence of the V8-engined MGB. In 1970 Costello began selling cars converted to take the 3.5-litre Rover V8, their favourable reception prompting British Leyland to follow suit. The aluminium-alloy V8 weighed a few pounds more than the cast-iron B-Series four it replaced, so little re-engineering of the existing suspension was called for, and the Costello version even kept the standard MGB drivetrain. Whereas the Leyland product was only built in GT form and used the 137bhp Range Rover power unit, Costello had no such corporate restrictions and was free to use the Rover saloon's higher power (144bhp) engine in his converted roadsters and GTs. Having 50 percent more horsepower and twice as much torque than the standard 'B', the V8 cars possessed blistering performance, reaching 60mph in under eight seconds and being capable of exceeding 130mph flat out. Despite making a product reckoned superior to the Leyland version, Costello could not compete on price and is thought to have made 200-plus cars before ceasing production. This Costello-converted MGB GT V8 was purchased for the late owner's collection in 2004 and was last MoT'd in 2008. It is fitted with a twin exhaust system rather than the stock single-pipe arrangement and has a lower-than-standard axle ratio (3.3:1 instead of 3.07:1). 'DHK 418K' was pictured in 'Enjoying MG' magazine (September 1983 edition) while owned by Pearl and Derek McGlen. The car comes with a V5 registration document.

£3,000 - 5,000

£3,700 - 6,100

No Reserve





158

1933 TALBOT AV105 'ALPINE REPLICA' TOURER

Registration no. AKM 481

Chassis no. 35271

Engine no. 105BI89

Before WW1 Clement Talbot enjoyed an outstanding international reputation for the quality of the cars it produced and their performance in competitive events particularly sprints and hill climbs. After the war the company was absorbed into the Sunbeam-Talbot-Darracq (STD) combine, but Talbot received no investment and was on the verge of closure in 1926 when Georges Roesch, the brilliant Swiss engineer who had been with the company since 1916, produced an advanced new touring car, the 14/45, which immediately sold in larger numbers than any model the company had previously produced.

For the next three years Clement Talbot pursued a one model policy with this car which made them the most successful arm of the group.

With commercial stability achieved it was decided to restore the company's image with a sporting development of the 14/45, the Talbot 90. For the 1930 season of international sports car races Fox and Nicholl ran a racing team for the works and the results were impressive, with 3 litre class wins in all the important international sports car races in 1930, in addition to 3rd and 4th outright at LeMans and 3rd, 4th and 6th outright in the Brooklands 500 mile race.



Buoyed up by this success Roesch produced a new car for the next season, *The Motor*, April 28th, 1931 reported:-

"More gracefully streamlined than last year's cars, and painted a beautiful pale green, with dark green wings, the Talbot competition cars for this season contain many interesting features. The engine has been modified, the bore and stroke being 75mm and 112mm respectively, and the capacity 2970cc." "The power output of the engine has been increased, while the gross weight has been diminished. The chassis is much lower than before, and so are the radiator and bonnet line, so that the general appearance is distinctly pleasing."

Thus was born the immortal Talbot AV105.

The 4 new team cars, GO51 - GO 54, continued the successes through 1931/32. Highlights included class wins in the major Brooklands races, twice 3rd overall at Le Mans, a 2nd and 3rd overall in the Brooklands 500 mile races, and a brilliant drive by Brian Lewis in the 1932 TT. There was also a one off entry in the Mille Miglia. In 1931 and 32 Talbot 105s had also competed in the Alpine Trial. In 1931 a solitary car entered and driven by Humfrey Symons lost no marks, winning a Coupe des Glaciers, while the following year a team of three team Vanden Plas cars sponsored by Warwick Wright finished without any penalties, winning the Coupe des Alpes outright.

The results achieved in 1930-33 had restored the image of the marque to its pre WW1 level, so the directors bowed to financial restraints and ceased international competitions at the end of 1932.

By 1934 it was felt that more competition entries were required to maintain the image, so a team of 3 cars, similar in appearance to the GO cars but with preselector gearboxes (introduced for 1933) was prepared. These cars, registered BGH21, BGH22 and BGH23 were sponsored by Pass and Joyce. As in 1932 the team made a clean sweep and won the Coup des Alpes.

Given the model's amazing competition record, it is not surprising that many ordinary Talbot 105s have been converted into replicas of the works Alpine Rally team cars, that offered here being one such. 'AKM 481' was owned by the long term Talbot owning Dodd family of Manchester from 1953 and purchased from them in 1990 by renowned Roesch Talbot specialist Ian Polson. The original tourer body was missing when acquired and the car has been rebuilt by Ian to 'Alpine' tourer specification for the deceased owner, the gearbox overhaul being entrusted to the respected specialist Cecil Schumacher and construction of the body to Nick Jarvis. The total mechanical rebuild, which included fitting an aluminium cylinder head, was carried out between 2007 and 2010 at a cost of around £47,000 (bills on file). Although not yet finished, the car runs and drives. Works still to be carried out include making bonnet and windscreen, mounting wings and lamps, repainting the body and re-trimming the interior. Offered with an old-style logbook, 'AKM 481' represents a wonderful opportunity to acquire a Talbot 105, rebuilt to the desirable works team car specification and requiring relatively little work before it can be enjoyed.

£40,000 - 60,000
£61,000 - 82,000



159

C.1955 'SEBRING' SPORTS SPECIAL PROJECT

This mysterious two-seater sports-racing special was discovered in 1997 in Florida, USA by the previous owner, Robin Hanauer. Robin has researched its history but the story remains incomplete and much of the information uncovered is contradictory. As far as can be determined, the 'Sebring' (Robin Hanauer's name for the car) was originally constructed in the UK in the mid-1950s, possibly by or for 'Rowson', who may have been the same individual responsible for the well-known Riley special of that name.

Originally the car incorporated a Coventry Climax 1,100cc engine and an MG gearbox, and was advertised in this form in Motor Sport in August 1958. It later went to the USA and was raced with American straight-six and V8 power units, and was further modified with glassfibre Jaguar D-Type nose and tail sections. Known owners in the USA are John D Whitton, Dan Erwin and Gordon Fairbanks, all in the 1970s, the last of whom acquired the car in March 1976. In 1997 the 'Sebring' was advertised for sale by Wire Wheel Classic Sports Cars of Fort Pierce, Florida and bought by Robin Hanauer.



Overtaken by other projects, the 'Sebring' was consigned to the back of the garage, remaining there untouched until it was purchased by the late owner in the summer of 2013.

Its specification includes a spaceframe chassis of 7' 5" wheelbase with 2" main tubes and double wishbone front suspension incorporating coil-spring dampers, MG uprights and splined hubs. Suspension at the rear is of De Dion type with alloy hub carriers (identical to Lotus IX/X), twin radius arms and coil-spring dampers. The differential is a Salisbury unit while the brakes are Lockheed discs at the front and Girling discs at the rear (mounted inboard). Rack-and-pinion steering and 15" wheels complete the picture. There is no engine or gearbox. A challenging project offering the purchaser a wide choice of final specification, this fascinating 1950s special would be eligible for numerous prestigious championships and events following restoration.

£8,000 - 12,000

€9,800 - 15,000

No Reserve

160

C.1920 ROCHET-SCHNEIDER TYPE 20000 FLAT-BED LORRY PROJECT

Chassis no. 22277

Based in Lyon, Rochet-Schneider was one of Les Grands Marques of the Edwardian period in France. The firm was initially run by the Rochets, father and son, together with Théophile Schneider, a member of the eponymous armaments manufacturing family. Originally bicycle manufacturers, Rochet-Schneider built its first automobile in 1894 and in 1901 at the Paris Salon exhibited two cars of Panhard configuration. However, by this time the most advanced type of car was the German Mercedes so for 1903 the Lyonnaise cars were redesigned along Mercedes lines. From the introduction of that year's 20/22hp model, Rochet-Schneider's reputation as the builder of strong, fast cars grew rapidly. In 1907 Théophile Schneider returned to reclaim the company bearing his name, which had gone into liquidation Under Schneider's direction the firm returned to producing high quality cars and commercial vehicles, concentrating exclusively on the latter from 1932.

Powered by a four-cylinder, sidevalve engine rated at 18hp, the Type 20000 model, introduced in 1919, was essentially a pre-war design, although distinguished by a new 'V'-shaped radiator. This example is believed to have been used to transport grain and coal in its native France where it was discovered by John Champ. Brought to the UK, it was purchased for the late owner's collection in 1997 (see 'as bought' photographs on file). The bodywork has undergone some restoration and the engine is believed rebuilt, while the correct wheels and a spare rear axle come with the vehicle together with some spare engine parts. The Lot is offered for restoration and sold strictly as viewed.

£5,000 - 7,000

£6,100 - 8,600

No Reserve



161

1962 LANCIA APPIA SALOON

Registration no. YFF 248

Chassis no. C1011337

Engine no. C1012689

Styled like its Aurelia B10 big brother, Lancia's new small car, the Appia, arrived in 1953. The Lancia tradition of innovation in automotive technology was exemplified by the Appia's ultra-compact engine: a narrow-angle (10 degrees), 1,089cc V4 whose inclined overhead-valves were set in hemispherical combustion chambers and operated by twin, block-mounted camshafts. The unitary chassis construction adopted on the pre-war Aprilia was, naturally enough, continued, as was Lancia's traditional sliding-pillar independent front suspension. 'Notchback'-styled Series II cars came with a lengthened wheelbase and more power (up from 38 to 43bhp) while the final (3rd) series boasted further styling revisions and 48bhp. Complementing the standard Appia saloon were a series of limited edition models produced on a separate chassis and bodied by leading carrozzeria, Pininfarina being responsible for the coupé, Vignale the cabriolet and Zagato the GT coupé. Engine power was increased to 53bhp for these more sporting Appias which, when equipped with lightweight coachwork, could touch 100mph. This rare, right-hand drive Appia saloon had been in storage for many years prior to its acquisition for the late owner's collection in February 2013, but is believed to have been in running condition at that time. Offered for restoration, the car comes with a V5 document and is sold strictly as viewed.

£1,500 - 2,500

£1,800 - 3,100

No Reserve



End of Collection

Part II will feature at the Goodwood Festival of Speed Auction, 27 June 2014



162

1959 AUSTIN-HEALEY 100/6 BN6 ROADSTER

Registration no. ASL 162

Chassis no. BN6-L/4390

Engine no. 26D-RU-H/75734



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

Introduced for 1956, the 100/6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100/6', BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant.

In 100-6 tune the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts. Although stylistically very similar to the preceding 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved six-port engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters. Top speed improved to 111mph and 1.7 seconds was cut from the 0-60mph time.

Originally a left-hand drive model, this BN6 two-seater roadster was first registered in the UK in 1999. The car benefits from past restoration, believed carried out circa 20 years ago, as well as a more recent (circa 2003) engine rebuild. Purchased by the current vendor in 2003, 'ASL 162' has seen little use apart from annual trips to the MoT testing station, as evidenced by the expired certificates on file. Well stored and wanting for nothing, the car is described as in generally excellent condition and is offered with the aforementioned MoTs, sundry bills for annual servicing, current MoT/tax and V5C registration document.

£30,000 - 40,000

€49,000 - 61,000



163

1983 JAGUAR D-TYPE REPLICA

Registration no. A413 UGC

Chassis no. SAFFAALP3CC375280

Engine no. 8L1159-S



'This 190mph technical masterpiece, designed, built and prepared totally within Jaguar, was to achieve a hat-trick of spectacular Le Mans victories in the 1950s.' - Paul Skilleter, *Jaguar: The Sporting Heritage*.

Jaguar's multiple Le Mans wins in the 1950s - twice with the C-Type and three times with its D-Type successor - as well as numerous victories in the other great classic endurance events, have ensured a continuing healthy demand for replicas of these rare and exotic works sports-racers.

The lady vendor ordered this D-Type replica in March 1998 from the Le Mans Car Company when they were based in Westbury, Wiltshire. It is believed to be the last factory-built car from the Wiltshire company. The D-Type was built entirely to the vendor's specifications and without compromise. Its only owner, she travelled to Westbury several times to see the car taking shape on the jig and then as a rolling chassis. It has been kept in a heated and dehumidified garage since acquisition.

The body is made of high quality and very durable glassfibre with some interior and engine panels made from brushed aluminium. The 4.2-litre XK engine is from the donor vehicle - a 1983 Jaguar XJ6 - and was fully reconditioned by the factory prior to its installation, as was the four-speed/overdrive gearbox. The inlet manifold and thermostat housing have been polished and the engine, which has proved to be very robust and reliable, is immaculate and free from oil leaks. Other noteworthy mechanical features include a limited-slip differential, adjustable coil-sprung dampers and up-rated brakes, the latter described as 'superb'.

Equipped with Willens safety harnesses, the seats are upholstered in cream leather with British Racing Green piping and BRG carpets. The steering wheel is a 14" MotoLita similar to that of the D-Type but without the considerable flexing of the original Jaguar wheel. The instruments are as far as possible in keeping with the 'D'. There is a factory-made leatherette tonneau, which comes in two separate sections: one for each side of the cockpit. The tyres are new Goodrich. To date, the D-Type has covered 10,685 miles and has been driven only by the owner. It has been serviced regularly and maintained to the highest standard, and during fast road use averages around 27mpg, a most respectable figure. Currently taxed and MoT'd, this well cared for D-Type replica is offered with a V5C document.

£18,000 - 22,000

€22,000 - 27,000



164

**1952 ROLLS-ROYCE SILVER WRAITH SALOON
COACHWORK BY JAMES YOUNG**

Registration no. AFC 123

Chassis no. WWH23

Engine no. W22N



The last word in motoring luxury in its day, this James Young-bodied Rolls-Royce Silver Wraith was first owned by Sir George Bracewell Smith, who held directorships with several prominent companies as well as Arsenal Football Club, hence the registration 'AFC 123' (now non-transferable). In 1992 the car was brought back from the USA by The Real Car Company and in 2010 came into the possession of the current vendor's family.

Expired MoTs on file show the recorded mileage in 1992 as 71,083, while the current odometer reading of 94,000 miles indicates that a mere 23,000-or-so have been covered over the course of the last 22 years.

Recent works carried out include a service, renewal of gaskets, overhauling the cooling system and replacing the engine mounts. An older restoration, the car is described as in generally good condition, although it would benefit from sympathetic tidying. Recent outings include a trip from Sussex to Cornwall.

Driven to the sale, this handsome coachbuilt Rolls-Royce is offered with copy chassis cards, C&E Form 386, recently expired MoT/tax (May 2014) and V5C registration document.

£20,000 - 25,000

€25,000 - 31,000



165

The first disc-braked production chassis

1957 ASTON MARTIN DB MKIII SPORTS SALOON PROJECT

Registration no. 147 MMC

Chassis no. AM300/3B/1401

Engine no. DBA/1099



Two years after the introduction of the DB2/4 MkII came the DB MKIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins. This restyled nose gave the car a more imposing look while the interior boasted a redesigned dashboard with instruments grouped in a cowl panel ahead of the driver.

The 3.0-litre engine had benefited from an extensive redesign by Tadek Marek. 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. If that still was not enough, customers could opt for more a powerful DBB and (later) DBD 'Special Series' engine. Introduced as an option at the 1958 London Motor Show, the DBD came with triple (sometimes twin) SU carburettors and produced 180bhp or 195 with the twin exhausts. This engine was fitted to 47 cars.

Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

Chassis number '1401' is the first of the upgraded production chassis incorporating disc front brakes as standard (hitherto they had been an option) and Alfin rear drums. The accompanying copy build sheet refers to the car as a 'Prototype', lists overdrive transmission as a non-standard feature and records an engine change in November 1959 from 'DBA/997' to 'DBA/1099', though the engine itself is clearly stamped 'DBD/1099'. The original colour scheme was Moonbeam Grey with red interior and the only owner listed is Daily Herald Newspapers (from 18th December 1959).

'1401' had been stored since 1971 when it was offered for sale at Bonhams' auction at Aston Martin Works in May 2011 (Lot 301). Purchased there by the current vendor, the car is in need of full restoration and is sold strictly as viewed. Accompanying documentation consists of the aforementioned copy build sheet, an old-style logbook and a V5 registration document. Although they are not currently fitted, the cylinder head and a four-speed gearbox come with the car.

£50,000 - 60,000

€61,000 - 74,000

THE HILLTOP BEAN COLLECTION



165A

A BEAN 14HP 4-CYLINDER ENGINE

A Bean 14hp 4-cylinder engine, complete and turning freely. Offered with exhaust manifold, flywheel and engine stand.

Sold strictly as viewed.

£400 - 600

€490 - 750

No Reserve



165B

A BEAN 4 SPEED GEARBOX

A Bean 4 speed gearbox, complete less inspection cover plate. With change lever, believed 14hp type. Numbered CHG62133. Sold strictly as viewed.

£200 - 400

€245 - 490

No Reserve



165C

ASSORTED BEAN COMPONENTS

Assorted Bean components, including a 14hp crankcase, crankshaft and flywheel. Back axle, brake drums and shoes, pinion shafts plus timing covers and other small items.

Sold strictly as viewed.

£200 - 400

€245 - 490

No Reserve





166

1926 BEAN MODEL 4 12HP TOURER

Registration no. FD 3435

Chassis no. 302044

Engine no. 30544



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-spel gearbox and spiral bevel rear axle. Ambitious production targets were set but these were never achieved, and at the end of 1920 the company was wound up, re-emerging some twelve months later in reconstituted form. The Twelve was still the mainstay of production, and would remain so until 1927.

A 14hp model was added to the range in 1924 followed by Bean's first six – the Meadows-engined 18/50hp – in 1926. That same year Harper Bean, as it had become known, was taken over by its steel suppliers, Hadfield's of Sheffield, after which the cars were marketed as 'Hadfield-Bean'. Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

One of approximately 10,000 Bean Twelves built between 1919 and 1927, this example retains its original factory-built body. The latter is unusual in having four identical doors, a rationalisation no doubt made in the interest of reducing costs. First registered by Bean Cars Ltd of Dudley, 'FD 3435' comes with partial ownership history, which dates back to 1952 when the car was owned by one A R V Roberts of Hampton Hill, Middlesex. It subsequently passed through the hands of various owners before being acquired in 1958 by Eric Pybus-Pattison of London SW3. Completely restored by Mr Pybus-Pattison, the Bean was next owned by a John Stuart Dunn of Garston, Hertfordshire followed by two further owners and then Ken Denham (a former registrar of the Bean Car Club), from whom it was purchased by the Bredgar & Wormshill Light Railway collection in 1998.

Since its acquisition from the B&WLR circa 2010, 'FD 3435' has remained in professional storage and been serviced annually by its custodians. Running well, the car is offered with correspondence, photographs (from 1957), old-style logbook and an owner's handbook. There is no registration document with this Lot, which is offered without reserve.

£12,000 - 16,000

€15,000 - 20,000

No Reserve



167

1927 BEAN MODEL 6 SHORT 14 FAUX CABRIOLET

Registration no. SV 8671

Chassis no. 47264

Engine no. 60203



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-spel gearbox and spiral bevel rear axle. Ambitious production targets were set but these were never achieved, and at the end of 1920 the company was wound up, re-emerging some twelve months later in reconstituted form.

The Twelve was still the mainstay of production and would remain so until 1927. A 2.4-litre 14hp model was added to the range in 1924 followed by Bean's first six – the Meadows-engined 18/50hp – in 1926. That same year Harper Bean, as it had become known, was taken over by its steel suppliers, Hadfield's of Sheffield, after which the cars were marketed as 'Hadfield-Bean'. Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

This Bean Model 6 'Short 14' was exported new to Australia in rolling chassis form and bodied locally in Adelaide, South Australia. In 1937 the car was purchased from Mervyn Radford, a motor dealer in Renmark, by Mr R C Tidy. It was Mr Tidy's first car and he was taught how to drive it by his son (see letter on file). The Tidy's kept the Bean for the next 30 years before selling it in 1967 to Mr Chris Catt of Adelaide, from whom it was purchased by the Bredgar & Wormshill Light Railway collection in 1998 (see letter on file). The B&WLR carried out some mechanical work (reconditioning the rear axle) to bring the Bean up to first class condition, and in April 2001 the car was awarded a shield as 'Best Bean' completing the Maidenhead-Bournemouth 'Daffodil Run', which involved covering 240 miles that weekend.

Since its acquisition from the B&WLR circa 2010, 'SV 8671' has remained in professional storage and been serviced annually by its custodians. Running and driving well, the car is offered with the aforementioned correspondence, some 1970s photographs and an owner's handbook. There is no registration document with this Lot, which is offered without reserve.

£14,000 - 18,000

€17,000 - 22,000

No Reserve



168

Formerly the property of Sir Ray Tindle

1925 BEAN 14HP SALOON

Registration no. YL 2793

Chassis no. 3384-3

Engine no. B3085-35



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-speed gearbox and spiral bevel rear axle.

Ambitious production targets were set but these were never achieved, and at the end of 1920 the company was wound up, re-emerging some twelve months later in reconstituted form. The Twelve was still the mainstay of production and would remain so until 1927. A 2.4-litre 14hp model was added to the range in 1924 followed by Bean's first six – the Meadows-engined 18/50hp – in 1926.

That same year Harper Bean, as it had become known, was taken over by its steel suppliers, Hadfield's of Sheffield, after which the cars were marketed as 'Hadfield-Bean'. Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

This charming Bean 14hp Saloon was previously owned by Veteran Motoring Stalwart Sir Ray Tindle from whom the vendor purchased the car. The Bean was restored to its original condition in the 1980s and still presents very well. Since its acquisition 'YL 2793' has remained in professional storage and been serviced annually by its custodians. Described as in generally good/very good condition, the car is offered with an owner's handbook.

£14,000 - 18,000

€17,000 - 22,000

No Reserve



169

1923 BEAN 12HP VAN

Registration no. XM 7525

Chassis no. 476024

Engine no. 50272



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-speed gearbox and spiral bevel rear axle.

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Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

One of approximately 10,000 Bean Twelves built between 1919 and 1927, this example comes with an old-style continuation logbook dating from 1932, which shows that it started life as four-seater tourer. Four owners are listed up to 1972, all in the Aberdeenshire area. In the early 1990s the Bean was acquired by Mr William Best, from whose Bredgar & Wormshill Light Railway collection it was purchased by the current vendor circa 2010. There are undated photographs of its restoration on file. Since its acquisition by the current owner, 'XM 7525' has remained in professional storage and been serviced annually by its custodians. Described as in generally good/very good condition and running well, the vehicle is offered with the aforementioned documentation and a V5C registration document.

£13,000 - 16,000

€16,000 - 20,000

No Reserve



170

1925 BEAN MODEL 4 12HP SALOON WITH DIVISION

Registration no. XW 8431

Chassis no. 22044

Engine no. 012184



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-speed gearbox and spiral bevel rear axle.

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Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

One of approximately 10,000 Bean Twelves built between 1919 and 1927, this restored example was purchased from Pioneer Automobiles of Whitchurch, Hampshire by the Bredgar & Wormshill Light Railway collection in 1998. Little is known of the car's prior history other than the fact that it once belonged to a Mr Owen Legg of Poole, Dorset and had been used as a funeral director's 'following car' (see letter on file). Since its acquisition from the B&WLR circa 2010, 'XW 8431' has remained in professional storage and been serviced annually by its custodians. Running well, the car is offered with the aforementioned correspondence, an owner's handbook and a V5C registration document.

£10,000 - 15,000

€12,000 - 18,000

No Reserve



171

1925 BEAN 14HP FOUR SEAT TOURER

Registration no. PE 2445

Chassis no. B284634

Engine no. 30413



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-spel gearbox and spiral bevel rear axle. Ambitious production targets were set but these were never achieved, and at the end of 1920 the company was wound up, re-emerging some twelve months later in reconstituted form.

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Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

This Bean 14hp tourer was delivered new to a Mr Walter Crisp of Walton-on-Thames on 30th April 1925, passing to its second owner, Mr Henry Clarke of Shepperton Motor Works in October 1929. In 1958 the car was acquired by Mr William Best, from whose Bredgar & Wormshill Light Railway collection it was purchased by the current vendor in 2010. Converted into a pickup by Shepperton Motor Works, who used it for vehicle recovery, the Bean was restored to its original five-seat tourer configuration in the 1970s (see photographs on file).

Since its acquisition from the B&WLR in 2010, 'PE 2445' has remained in professional storage and been serviced annually by its custodians. Described as in generally good/very good condition, the car is offered with the aforementioned photographs, correspondence, owner's handbook, (copy) parts list, old-style logbook, a quantity of expired MoTs and a V5C registration document.

£14,000 - 18,000

€17,000 - 22,000

No Reserve



172

1926 BEAN 14HP COMMERCIAL PICKUP

Registration no. PX 4222

Chassis no. B371534

Engine no. 5501923



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-speed gearbox and spiral bevel rear axle.

Ambitious production targets were set but these were never achieved, and at the end of 1920 the company was wound up, re-emerging some twelve months later in reconstituted form. The Twelve was still the mainstay of production and would remain so until 1927. A 2.4-litre 14hp model was added to the range in 1924 followed by Bean's first six – the Meadows-engined 18/50hp – in 1926.

That same year Harper Bean, as it had become known, was taken over by its steel suppliers, Hadfield's of Sheffield, after which the cars were marketed as 'Hadfield-Bean'. Towards the decade's end Hadfield's decided to concentrate on the production of commercial vehicles and the last passenger cars were made in 1929. Within a few years the commercials too had been dropped, though the Bean company would continue as a component supplier into the post-war era.

Originally bodied as a five-seat tourer, this Bean 14hp was converted into a pickup in 1927. In 1998 the vehicle was acquired by the Bredgar & Wormshill Light Railway collection and restored by them (it should be noted that the engine is a 1.6-litre Ford Pinto unit). Since its acquisition from the B&WLR in 2010, 'PE 2445' has remained in professional storage and been serviced annually by its custodians. Described as in generally good/very good condition and running well, the Bean is offered with restoration notes, (copy) owner's handbook and a V5C registration document.

£7,000 - 10,000

€8,600 - 12,000

No Reserve



173

1930 BEAN 14HP 25CWT PICKUP TRUCK

Registration no. FG 6161

Chassis no. 227611W

Engine no. M3395/8



Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean had turned its Dudley and Tipton factories over to munitions production during the Great War. With hostilities at an end, the company sought to keep its plant and workforce occupied by turning to motor manufacturing, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. The Perry was powered by a 1,796cc sidevalve four with fixed cylinder head, which drove via a cone clutch, separate three-speed gearbox and spiral bevel rear axle.

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This rare Bean commercial vehicle spent its working life in Wooler, Northumberland. In 1970 the dilapidated truck was purchased for the Bredgar & Wormshill Light Railway collection and subsequently restored, the project taking most of the 1990s to complete. The current owner purchased the Bean at auction in October 2010, since when it has remained in professional storage and been serviced annually by its custodians. Described as in generally good condition, the vehicle is offered with a V5C registration document.

£15,000 - 20,000

€18,000 - 25,000

No Reserve

1929 BEAN 14HP 14-SEAT OMNIBUS (30CWT) COACHWORK BY BIRCH BROTHERS LTD

Registration no. UL 1771

Chassis no. 175311W

Engine no. 2188/8

This rare Bean 14hp omnibus was commissioned in 1928 by Mr Henry Arthur Turner, an independent bus operator based in Wandsworth, West London, who had been granted Route 207 running to and from The Railway Hotel, Barnes to Richmond Golf Course. Mr Turner already owned a second-hand Bean 25cwt chassis and had commissioned commercial coachbuilders Birch Brothers Ltd of Kentish Town to build a 12-seater bus body for it. Birch Brothers also secured the commission to supply and body a second Bean chassis (of 30cwt) with 14-seat coachwork (that offered here). Apart from the number of seats, both the rear-entrance bodies were of identical design and painted green with matching upholstery and a grey roof. Approved by the Metropolitan Police in December 1928, Turner's two Bean buses were registered 'YN 4594' (25cwt) and 'UL 1771' (30cwt).

Its days as an omnibus at an end, 'UL 1771' was used as a caravan between 1941 and 1966 and was restored to its original configuration between 1988 and 1991. An undated press cutting on file depicts 'UL 1771' taking part in Bean Rally held at the Black Country Museum in Dudley with Bean Car Club registrar Ken Denham at the wheel. The vehicle has also been displayed at The British Commercial Vehicle Museum in Leyland, Lancashire (see description on file).

In 2010 the Bean was purchased from the Bredgar & Wormshill Light Railway collection and since acquisition has remained in professional storage and been serviced annually by its custodians. Described as in generally good/very good condition and running very well, this delightful late-Vintage omnibus is offered with restoration photographs, owner's handbook and parts list (copy), and a V5C registration document.

£30,000 - 35,000

€37,000 - 43,000

No Reserve





Further Properties

175

The last 'Mk1' production chassis

1970 ASTON MARTIN DB6 SPORTS SALOON

Chassis no. DB6/4081/R

Engine no. 400/4278



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

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

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

Supplied new via H R Owen Ltd to one C C Windley of Little Baddow, Essex, '4081' is the last production chassis completed before the introduction of the DB6 Mk2. The accompanying copy build sheet shows that the car was delivered equipped with the ZF five-speed manual gearbox, chromed road wheels with 3-spoke hubcaps, front seat belts, heated rear screen, Radiomobile radio, power aerial, Fiamm horns, and Marchal spot and fog lamps. Its subsequent history is not known.

Converted (at date unknown) to left-hand drive configuration, the dashboard being left incomplete, the car is offered for restoration and sold strictly as viewed. There is no registration document with this Lot.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the purchase price.

£45,000 - 55,000

€55,000 - 67,000





176

1935 DAIMLER 2.0-LITRE 15HP SALOON

Registration no. AOR 107

Chassis no. 40356

Engine no. 40356



One of the founding firms of the British motor industry, Daimler was part of the expanding BSA group by 1911. By this time the adoption of the refined 'Silent Knight' sleeve-valve engine had done much to turn around the company's fortunes and establish Daimler as a marque committed to engineering excellence, a policy which continued in the 1920s with the introduction of the 'Double-Six' - Britain's first V12.

A range of overhead-valve sixes was phased in during the 1930s and the ageing sleeve-valve replaced by a new overhead-valve straight eight, a move that enabled Daimler to maintain its place in the front rank of suppliers to the carriage trade. The 'eight' maintained the standards set by its predecessors and, when mated to Daimler's fluid flywheel transmission, the result was a manner of progress unmatched for smoothness of take-off and silent running. These traditional Daimler characteristics had long endeared the marque to the nobility, and indeed, throughout the 1920s and 1930s the company's products were preferred by the Royal Family to those of rivals Rolls-Royce.

For the owner-driver yearning for something a cut above the average, Daimler offered the smaller, lighter and cheaper overhead-valve engined range, commencing with the 15hp model of 1933.

Daimler's BSA parent had acquired Lanchester in 1931, and the new Fifteen's engine was effectively a six-cylinder version of the Laurence Pomeroy-designed four powering the Lanchester Ten.

The Fifteen's 1,805cc six drove via the traditional fluid flywheel transmission and worm-drive rear axle, while other chassis features included a mechanical fuel pump, push-on handbrake and servo-assisted hydraulic brakes. Revamped with a 2.0-litre engine for 1935, the Fifteen remained in production until the end of 1936, by which time around 6,000 cars had been sold, making it the most successful Daimler to date.

This 2.0-litre Fifteen was acquired in 2011 from a Daimler enthusiast and has seen little use since then. An old-style continuation logbook on file shows that 'AOR 107' resided in the Basingstoke area of Hampshire before coming to the Northeast. The car started readily when viewed recently, and its condition is described by the private vendor as 'good for age'. Accompanying documentation consists of the aforementioned logbook, a dating certificate, sundry bills, expired MoT (December 2012) and a V5 registration document. Three instruction manuals and a photocopied wiring diagram are included in the sale.

£11,000 - 13,000

€13,000 - 16,000



177

1933/1934 SINGER 1½-LITRE (2-LITRE) LE MANS SPORTS

Registration no. AHU 515

Chassis no. 2175

Engine no. O/V522



By the beginning of the 1930s, Singer was in a secure financial position and the third largest UK car producer behind Morris and Austin. Like rivals MG, Singer recognised the validity of the adage 'win on Sunday, sell on Monday' and pursued an active competitions programme during the 1930s, commencing with the Sports and Le Mans versions of the overhead-camshaft Nine that had been introduced in 1932. The Le Mans had resulted from a successful venture into endurance racing, when a Nine Sports took 13th place in the 1933 Le Mans 24-Hour Race. But it was in trials events that the sporting Nines proved particularly effective, successfully challenging the previously dominant MGs.

Capitalising on the Nine's success, in May 1933 Singer had introduced a 1½-Litre Sports based on the existing six-cylinder 14hp model, and predictably followed that up with a Le Mans version for '34. The six-cylinder 1½-Litre's 7th and 8th place finishes at Le Mans in 1934 would prove to be the highlight of its endurance racing career. In trials, rallies and other competitions though, the 1½-litre Singer remained a force to be reckoned with for many years.

Little is known of the history of this example of one of the 1930s' most desirable small sports cars prior to its acquisition by the previous owner in 1993, at which time it was first registered with Singer Owners' Club. It is has the 2.0-litre overhead-valve engine from a Singer 'Silent Six', which was installed in the early 2000s. The current vendor has owned the Singer since January 2002.

Currently registered in Monaco, the car has been campaigned enthusiastically, participating in the Scottish Rally, the first Rallye des Ardennes and various club rallies as well as touring Holland, France, Germany, Switzerland and Italy. While in the vendor's care the Singer has required little refurbishment apart from a full interior re-trim and a new hood and tonneau covers, while routine maintenance has been entrusted to marque specialists Trevor Cornelius and Dave Harwick. Sure to provide its fortunate new owner with much enjoyment, the car is offered with Monegasque registration papers and a quantity of expired MoTs and tax discs.

£18,000 - 25,000

€22,000 - 30,000

178

1927 DIATTO TIPO 20A TOURER

Registration no. BF 6409

Chassis no. 20308

Engine no. 20304



Originally a carriage maker, the Italian Diatto company later turned to railway engineering before abandoning its traditional businesses to become a motor manufacturer, setting up a new enterprise in 1905 in collaboration with Adolphe Clément. Its first cars were licensed Clément-Bayard designs, known as 'Diatto- Cléments'. After Clément's departure in 1909 the firm began making cars of its own design, the most significant and successful being the 12/15hp Tipo Unico, which formed the mainstay of production up to WWI.

Diatto added a light car to its range after the war but found itself unable to compete with FIAT in that market sector and turned to the production of a high-quality sporting car: the Tipo 20. Diatto's most famous model, the Giuseppe Coda-designed Tipo 20 was powered by a 2.0-litre overhead-camshaft four producing 40bhp. Breathed on by the Maserati brothers, racing versions produced up to 70 horsepower. A short-wheelbase Tipo 20S sports model followed, the original touring version being re-designated Tipo 20A. After a succession of financial upheavals and reorganisations, Diatto quit car production in 1927, though the reconstituted company continued with other forms of manufacturing. In 2007 Carrozzeria Zagato revived the name for a concept car displayed at the 2007 Geneva Motor: the Diatto Ottovù Zagato.

This Diatto Tipo 20A was sold new in rolling chassis form to Australia and bodied by Coffey Brothers in Melbourne where, reputedly, it was first owned by the notorious gangster, Joseph 'Squizzy' Taylor. Restored in Australia in the 1980s, the car was purchased by the current vendor in 2013 and brought to the UK. Over the last ten months the Diatto has undergone a most thorough re-commissioning and is presented in generally very good condition, running well.

Works carried out include overhauling the magneto (bill on file); rebuilding the water pump; overhauling the camshaft drive; fitting new valve springs and grinding in the valves; fitting a new solid copper cylinder head gasket; replacing and re-covering the floorboards; removing a dickey seat modification at the rear; fitting new rear wings; re-covering the running boards; nickel plating the brightwork; stripping and rebuilding the carburettor; making a new dashboard centre and sides; fitting correct Jaeger instruments; making new aluminium bonnet sills; and fitting discreet LED indicators. The vendor also rectified numerous minor mechanical defects (see detailed list on file).

Spare parts with the car include a Magnetti Marelli magneto, half shaft, fuel gauge, clutch aligning tool, exhaust cut-out, ignition cable tube, head gaskets (x2), a box of miscellaneous magneto spares and a set of side screens, etc. The toolbox contains a hub extractor, spare spark plugs, carburettor float, universal joint components, shackles, a box of lightbulbs, and many and various small parts. Accompanying documentation consists of an old Australian logbook, sundry restoration invoices and a V5C registration document. Currently MoT'd and taxed, 'BF 6409' represents a wonderful opportunity to acquire a rare and delightful Vintage touring car from a top Italian make.

£35,000 - 40,000

€43,000 - 49,000





179

Left-hand drive

1989 MASERATI 2.8-LITRE BITURBO SALOON

Registration no. F214 KGH

Chassis no. ZAM332B00JB207180



'There is no denying the Biturbo's style and flair reflect the earliest cars to come from Bologna.' – Mark Gillies, *Autocar*.

Maserati's mainstream model throughout the 1980s and the first series-production road car to employ a twin turbo-charged engine, the Biturbo debuted in two-door form 1982. Intended to challenge BMW and Mercedes-Benz in the luxury sporting saloon market, the Biturbo was of conventional, front engine/rear drive layout and featured all-independent suspension, four-wheel disc brakes, and an interior boasting sumptuous leather upholstery and plentiful wood veneer trim. The all-steel unitary chassis/body was styled in-house and built by Innocenti, part of the De Tomaso empire like Maserati. ZF five-speed manual and three-speed automatic were the two transmission options initially while a limited-slip differential came as standard. Produced initially with a 2.0-litre, three-valves-per-cylinder V6, the Biturbo gained 2.5-litre, 2.8-litre and 24-valve engines as the model range expanded throughout the 1980s to include four-door saloon and spyder variants.

A desirable 2.8-litre model, this left-hand drive Biturbo four-door saloon is finished in silver blue with blue leather interior and has the manual transmission option. 'F214 KGH' was purchased new for the Sondes Fields Collection from Meridien Modena, Lyndhurst by the late Howard E Cashin, who gifted it in 2003 to his brother, Joseph Cashin, since deceased. The Maserati was used sparingly while in the Sondes Fields Collection and has covered 71,280 kilometres (approximately 44,200 miles) to date.

Last used on the road in 2004, it has been started regularly and driven on private roads within the estate since then. The Biturbo has been maintained by the Collection's in-house mechanic, recent works including an annual service and the installation of a new fuel pump. Presented in generally very good condition and driving well, it should require only minimal re-commissioning before returning to regular use. Sold strictly as viewed, the car is offered with an expired MoT (2004) and V5 registration document.

£6,000 - 8,000

€7,400 - 9,800

No Reserve



180

1964 JAGUAR MARK X 3.8-LITRE SALOON

Registration no. UPD 621S

Chassis no. 306644DN

Engine no. ZB2046-8



'Undoubtedly the biggest surprise which this new Jaguar gives on taking the wheel for the first time concerns the matter of size. Its beautiful sweeping lines seen from the outside, and its spacious and luxurious interior sampled from within, both suggest the large car that it really is ... yet it does not feel a large car to drive. The finger-light controls, the good forward vision and, above all, the taut "oneness" about the whole car all combine to place a driver immediately at ease.' – *Motor* magazine on the Jaguar Mark X.

Launched in October 1961, the Jaguar Mark X was technically more advanced than preceding Jaguar saloons and featured independent rear suspension similar to that of the E-Type sports car. The same unit as that fitted to the contemporary E-Type, its engine was the tried-and-tested 3.8-litre XK six producing 265bhp on triple SU carburettors, and for a car weighing around two tons the 120mph Mark X was impressively quick, though inevitably the weight took its toll of the fuel consumption. The interior, like that of all Jaguar saloons, was exceptionally well appointed and comfortable, and the Mark X came with power-assisted steering as standard. By the time the face-lifted 420G version came along in 1966, the Mark X was being built with 4.2-litre engine and (optional) all-synchromesh gearbox while incorporating numerous other improvements.

This Mark X was exported new to South Africa and subsequently shipped back to the UK, becoming part of the Sondes Fields Collection in 1977. In 1994 the car was sent to Paladin Jaguar of Reigate, Surrey for restoration, which included an engine rebuild, a change of exterior colour from blue to red and an interior re-trim in cream vinyl (see bills on file). Maintained by the collection's in-house mechanic, whose hand-written notes are on file, the Mark X was last MoT'd in 2006, since when it has been started regularly and driven on private roads within the estate.

A new brake master cylinder was fitted recently and the steering box has been converted to power assistance by Power Steering Services. Presented in generally very good condition and running/driving very well, 'UPD 621S' should require only minimal re-commissioning before returning to active road use. Sold strictly as viewed, the car is offered with service manual, maintenance/service handbook, expired MoT (2006), V5 registration document and the aforementioned restoration bills.

£6,000 - 8,000

€7,400 - 9,800

No Reserve

1926 ROLLS-ROYCE 20HP BARREL-BODY TOURER COACHWORK BY BARKER & CO

Registration no. DS 8882

Chassis no. GOK2

Engine no. G1572

'This model was introduced to meet requests for a smaller, less expensive car in keeping with the trend after the First World War towards smaller cars for a wider market. Construction was simplified - but standards of workmanship were not compromised.' - Edward Eves, *Rolls-Royce, 75 Years of Motoring Excellence*.

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unitary construction of engine and gearbox, the latter featuring the modern innovation of a central ball change and 'Hotchkiss drive' rear axle.

The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central gearchange was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom.



The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3,127 to 3,669cc) and more-powerful cross-flow version of the Twenty's six-cylinder overhead-valve engine. This increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Apart from the revised engine, early 20/25hp chassis were identical to those of the last 20s, both models being produced during 1929. In total, 2,490 20hp models were built between 1922 and 1929.

Accompanying copy build sheets and chassis cards show that chassis number 'GOK2' was completed with open tourer coachwork by Barker & Co of London, one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. On completion the Twenty was shipped to Singapore and sold via The Borneo Company Ltd to a Mr Low Puay Kim. The following year, 'GOK2' sold again via The Borneo Company, on this occasion to one Allan Loke of Kuala Lumpur, Straits Settlements, now the capital of Malaysia. The next, and last, owner listed is one H L Barnett, also of Kuala Lumpur, while the final entry, dated 29.10.45, states 'abandoned in a damaged condition in Singapore'. Given the circumstances of the Japanese occupation of Singapore and Malaya (as it then was) in WW2 it is a miracle that the car survived at all.

Restoration commenced during the 1980s and was completed in July 1990 by Hung Seng Motor Cars in Singapore. Works carried out included a complete repaint and an interior re-trim, the engine having been restored at some time previously. Modern Lucas headlights, an SU fuel pump, and gold leaf applied to the steering controls and instrument bezels are the only notified deviations from factory specification.

In 1999 the car was purchased for the Sondes Fields Collection and brought back to the UK, since when it has been serviced by the collection's in-house mechanic, whose hand-written notes are on file. Recent works of significance carried out include an engine top-end rebuild and replacement of the kingpins. The Rolls-Royce was last MoT'd in 2006 but has been started regularly and driven on private roads within the estate since then. Presented in generally very good condition and running very well, 'DS 8882' should require only minimal re-commissioning before returning to active road use. Sold strictly as viewed, the car is offered with (copy) handbook, expired MoT (2006) and V5 registration document.

£50,000 - 70,000

€61,000 - 86,000



1927 HISPANO-SUIZA 27HP T49 WEYMANN SALOON COACHWORK BY H J MULLINER

Registration no. YF 554

Chassis no. 7874

Engine no. 7874

The choice of European Royalty, Indian Maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza was superbly engineered and imitated unashamedly by some of the world's leading car manufacturers. Although the marque was of Spanish origin, it was Hispano-Suiza's French-built cars that established it in the front rank of luxury automobile manufacturers following the end of WWI. During the conflict, Hispano engines had powered some of the Allies' finest fighter aircraft, and post-war the marque would adopt the stork emblem of French 'ace' Georges Guynemer's Escadrille des Cicognes, whose SPAD biplanes had used Hispano's V8 aero engine.

Not surprisingly, the first post-war Hispano drew heavily on this expertise, being powered by a Marc Birkigt-designed, 6,597cc, overhead-camshaft six derived from one half of a proposed V12 aero engine. A seven-bearing design enjoying the benefit of pressure-fed lubrication, the latter was built in unit with the three-speed gearbox and featured aluminium-alloy pistons running in steel cylinder liners screwed into the light-alloy block.

Maximum power was a heady 135bhp produced at just 2,400rpm, and the almost flat torque curve afforded walking-pace-to-85mph performance in top gear. A handful of prototype H6s was made at the company's Barcelona factory - King Alfonso XIII taking delivery of an early example in April 1918 - before production proper commenced at Bois-Colombes, Paris.

Sensation of the 1919 Paris Show, the H6 featured a light yet rigid four-wheel-braked chassis that matched its state-of-the-art power unit for innovation. Indeed, so good were its servo-assisted brakes that Rolls-Royce acquired the rights to build the design under licence. The H6 combined performance with flexibility, comfort with good handling, and safety with reliability in a manner which enabled Hispano-Suiza to compete successfully with Rolls-Royce, Bentley, Bugatti, Isotta Fraschini and the United States' luxury marques.

This success led to the introduction of two smaller but closely related Birkigt designs based on his H6, which were earmarked for production at Hispano's factory in Barcelona. These were the four-cylinder 2.5-litre T48 and six-cylinder 3.8-litre T49.



Chassis layout followed that of the Paris-built H6, featuring semi-elliptic springing all round and torque-tube drive, as did that of the overhead-camshaft engines, which delivered 60 and 90bhp respectively. These two 'T' series models were in production from 1924 until 1933.

Barcelona chassis number '7874' carries Weymann-type saloon coachwork. This type of body construction took its name from its inventor - Charles Terres Weymann - a Frenchman whose background in aviation led to him using a lightweight wooden framework for motor bodies, which was held together by steel plates and covered with fabric. The principal advantage of the Weymann system was its inherent flexibility, which meant that it was free of the squeaks, creaks and rattles that hitherto had affected all traditional coachbuilt bodies. It was an immediate success; as well as making bodies at its factories in France and (later) England, Weymann licensed production to numerous independent coachbuilders, the saloon body of this car being the work of H J Mulliner, one of this country's finest. The Barker-patented dipping Marchal headlights are another particularly noteworthy feature.

The car's first owner was a Colonel Guy Geddes, who purchased it from Albemarle Motors, London in 1927. On his death in 1958 it passed via the trade to one Mike Slay, who acquired the car in 1959 and after initial use placed it in storage. While in Mike Slay's ownership, '7874' was inspected by Hispano-Suiza authority George Briand, who wrote: 'I have examined the car and found it in very good condition... my records show also that throughout its life this car has been thoroughly serviced.'

Its next owner, Clive Sherriff, recalled the circumstances of his acquisition for The Hispano Society's newsletter in April 1991 (copy article on file). Slay told him that the T49 had been laid up after the Autovac failed, but although he never got around to fixing it had employed someone to turn the engine over once a week and polish the car. It took Clive Sherriff a few months to get it running again, much of his time being consumed by a painstaking reconstruction of the complicated silencer to original pattern. As part of the re-commissioning, the chassis, engine and brakes were carefully stripped and found to be in remarkably good order, confirming George Brand's observations. New tyres were fitted, the wheels repainted and some of the brightwork re-plated.

Rarely do cars of the quality of this remarkably original 'time warp' Hispano Suiza come to market. Marque specialist Derek Brown recalls seeing this car in the 1980s in Reading and has remarked on its exceptionally original and unmolested condition: matching chassis, engine and body numbers, and even the original interior - carefully re-Connollised - and the factory tool kit. It is doubtful whether any of the other surviving T49s, believed to number a dozen or so, are as original as '7874'.

Serviced regularly by the Sondes Fields Collection's mechanic, whose records are on file, the Hispano was last MoT'd in 2006 and still runs very well. The Autovac was rebuilt in 2010 and the car should require only minimal re-commissioning before returning to active use. Accompanying documentation consists of an expired MoT (2006) and a V5 registration document. Sold strictly as viewed, '7874' represents a rare opportunity to acquire an imposing motor car from one of the world's most prestigious makes, preserved in quite remarkable condition.

£60,000 - 80,000
€74,000 - 98,000



183

**1934 ALVIS SPEED TWENTY 'SB' TOURER
COACHWORK BY VANDEN PLAS**

Registration no. BMF 323

Chassis no. 11286

Engine no. 11735



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

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

This particular Alvis is an example of the second-series (SB) Speed Twenty with the all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. '11286' comes with a copy of its factory 'Car Record' which shows that it was delivered in 'chassis only' form to Messrs C Follett Ltd in London. The car carries two-door, four-seat coachwork by the London-based coachbuilder Vanden Plas, a firm that had forged its not inconsiderable reputation by a most fortuitous alliance with Bentley, bodying some 700-or-so of the latter's chassis during the 1920s, including the Le Mans team cars. The firm survived Bentley's demise and resurrection under Rolls-Royce ownership, diversifying into other makes, Alvis being one of the most prominent customers.

Restored at date unknown, the Alvis was acquired by the Sondes Fields Collection in the 1980s. The Collection's mechanic's accompanying notes detail various works in addition to routine servicing, including the installation of a new fuel system and a stainless steel exhaust, and overhauling the centralised chassis lubrication system and starter motor. Last MoT'd in 2006, the car has been driven only on private roads since then and is currently running well. Only minimal re-commissioning should be required before it returns to the public roads. Sold strictly as viewed, this powerful post-Vintage thoroughbred is offered with expired MoT (2006) and V5 registration document.

£70,000 - 90,000

£86,000 - 110,000



Further Properties

184

The Earls Court International Motor Show **1954 ROLLS-ROYCE SILVER DAWN SALOON**

Registration no. PXB 421

Chassis no. SRH44

Body no. 10027

Engine no. S22H

'The new Silver Dawn, which was exhibited for the first time at the recent International World's Fair at Toronto, is designed to appeal to those overseas connoisseurs who appreciate the quality of a Rolls-Royce but who do not require a chauffeur-driven car.' – *The Autocar*, 22nd July 1949.

Despite the popularity of the Crewe factory's 'standard steel' body, pioneered on the MkVI Bentley and continued on the Rolls-Royce Silver Dawn, a coachbuilt alternative remained the preferred choice of many customers, including Mr J H Thursby of Grosvenor Square, London W1, who purchased this Silver Dawn for his wife. Chassis number 'SRH44' carries saloon coachwork by Hooper & Co in that company's distinctive 'Empress Line' style.

One of only 12 Silver Dawns built to body design number '8401', it was chosen by Hooper's Chief Designer Mr Osmond Rivers to be featured on their stand at the 1954 Earls Court International Motor Show in October of that year.

The colour was changed by Hooper, to metallic pearl black (code '9955'), prior to delivery on the 27th November 1954.

Following an estimate for accident damage in May 1957, Hooper's recommend the following: 'Owing to the difficulty in matching to perfection the colour, we suggest that this is further discussed with a view to recellulosing the complete body and wings in order to effect a satisfactory finish.' The figure agreed for the cost of the change to the current Midnight Blue livery was £45.



On 10th August 1960 'SRH44' was sold to one R S Mead in Maidenhead and only three months later passed to a Mr A B Stothard of Alderley Edge. There is no further information about 'SRH44' until 20th October 1969 when it was sold on behalf of Mr Richard Alden Levy of San Francisco, California at a public auction in Denver Colorado, the purchaser being Mr Robert Samuels of French & Co, a New York antique dealer.

On 18th May 2002 'SRH44' was sold at public auction at the Rockefeller Centre, New York and in 2003 was purchased from The Real Car Company of Bethesda, Wales by the current vendors. While in the vendors' care the Silver Dawn has been enthusiastically campaigned on numerous R-REC events including the Yorkshire Section's weekend at Kendal in the Lake District in 2003, after which it was driven to Thornbury Castle for the vendors' wedding anniversary. In 2004 the car attended the R-REC French Section's Centenary Celebration at Villarcieux-Ile de France near Versailles where it was presented with a glass bowl by Madame Lalique for the Concours d'Élégance (3rd prize).

In July 2005, 'SRH44' went on the R-REC Austrian Section's rally to Velden am Worthersee in the south of Austria, travelling via the Black Forest and Salzburg. From Velden am Worthersee, the Rolls-Royce was driven into Italy for breakfast and on to lunch in Bled, Slovenia, while the drive back to Zeebrugge was broken by an overnight stop on the Rhine in Germany. In 10 days 'SRH44' had clocked up just over 2,000 miles.

In August 2006 the Silver Dawn went on the R-REC Euro Rally to Norway; in September 2007 on the Euro Rally to Bad Saarow near Berlin; and in September 2008 on the final Euro Rally to St Moritz. While on the latter event the vendors drove into Italy and came back over the Stelvio Pass on the return journey. The Rolls-Royce has enjoyed a somewhat quieter life in more recent years, staying closer to home, attending the Goodwood Revival Meeting (in 2012) and the R-REC Yorkshire Section's Crewe weekend (in October 2013).

On all of these rallies 'SRH44' has never 'failed to proceed', as Sir Henry Royce would have said. Indeed, the car has always behaved impeccably. Running well, the engine has good oil pressure and does not smoke, while the automatic gearbox changes correctly. Currently MoT'd and taxed, this much loved and well travelled Silver Dawn is offered with sundry bills, old-style logbook and V5 registration document.

£28,000 - 35,000

€34,000 - 43,000



185

1939 LAGONDA V12 SALOON 'DE VILLE'

Registration no. GSU 221

Chassis no. 16035

Engine no. 16035



1

GSU 221 is loaded from the Trout public house, 1967



'In making an evaluation of the better British cars, the Lagonda V12 certainly must be considered an excellent design and one that contributed to raising the state of the art - not forgetting, of course, that it probably should be considered W O Bentley's masterpiece.' - *Road & Track*, October 1978.

A quite remarkable piece of automotive engineering, the W O Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100mph in standard tune. Not only that, but the magnificent, 4.5-litre, V12 engine produced sufficient torque to endow the car with a walking-pace-to-maximum capability in top gear. First seen in 1936, the Lagonda V12 did not commence deliveries until 1938 and only 189 had been built before the coming of WW2 ended production.

The example offered here was purchased in January 1956 from the Castle Garage, Torquay by Norman 'Iggy' Egginton, landlord of The Trout public house in Longtown near Hereford. While on holiday the current owner spotted the Lagonda - minus its radiator and bonnet - while he was filling his car with petrol. A pint later and an offer had been made to buy it for £120, which was accepted later. Apparently, the car had been laid up since the radiator froze one night in the 1960s. The Lagonda finally changed hands in September 1967 (see 'as found' photographs on file).

After the radiator had been repaired and a new water pump fitted, the Lagonda was started on Easter weekend 1968 by being towed behind the owner's TR4A.

The engine was then rebuilt by the Solo Motor Company of Worthing and the cosmetics attended to, after which the car was used for the next few years until (in 1983) the vendor decided that a complete restoration was called for. This 'last nut and bolt' rebuild was entrusted to Brian Wilson (of Vintage & Classic Restorations, Oxfordshire) and completed in March 1985 by Barry Blight at a cost of £60,000, which at the time was almost double the average UK house price! When the Lagonda returned to the road, the DVLC (as it then was) issued a new registration number - 'GSU 221' - despite strenuous efforts to retain the original registration, 'HPL 289'. The car was much used for weddings and trips to the races until approximately 2000, when the coolant boiled while queuing for Ascot and the block cracked.

The radiator, bonnet, front bumper and lights were removed, followed by the engine, which was then stripped, cold-stitch repaired and pressure tested, all being found satisfactory. It was then that the company carrying out the engine rebuild went into administration and the vendor had no option but to take it away, still dismantled. The Lagonda has not turned a wheel since then. For transportation and photographic purposes the radiator, bonnet and front bumper have been temporarily refitted.

With all engine parts readily available from marque specialists, this relatively straightforward restoration project represents an exciting opportunity for the Lagonda enthusiast. Still presenting well and possessing a delightful patina, the car is offered with bills for the aforementioned restoration, Lagonda Club dating letter, expired MoT (1988) and V5 registration document. Sold strictly as viewed.
£30,000 - 40,000
€37,000 - 49,000





186

1955 BENTLEY S-SERIES SALOON

Registration no. EDS 357A

Chassis no. B151AP

Engine no. BA325



'The Bentley 'S' Series is a very attractive car with superb lines, appearance and finish. It costs a lot of money, but to the connoisseur who must have the best it is worth every penny. This will still be a glorious car in 45 years' time, just as my own 1911 Silver Ghost is today.' - *John Bolster, Autosport, 1956.*

Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Type were introduced early in 1955. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping. Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the traditionally undisclosed power output of the dependable inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms.

Automatic transmission was now standard equipment, with manual transmission a Bentley-only option up to 1957. Fast - 100mph-plus - relatively economical and cheaper to maintain than the successor V8-engined versions, the classically elegant S1 is arguably the most user-friendly of all post-war Bentleys.

This Bentley S1 saloon was purchased by the vendor from his son in 2003. Accompanying history consists mainly of bills issued by A B Classics of Spalding, Lincolnshire over the period 2006-2008 totalling £12,214. Works carried out include a braking system overhaul; removal of the engine and gearbox and a re-spray of the inner wings and firewall; re-facing the cylinder head and valve seats and replacing the inlet valves and exhaust valve guides; overhauling the crankshaft damper; and replacing the starter ring gear. In addition, four new tyres were fitted recently at a cost of over £1,000 (invoice on file). The car is finished in two-tone black/grey with grey leather interior, and is described by the vendor as in generally good condition, with very good chassis. Documentation supplied consists of the aforementioned bills, and the car also comes with owner's handbook, workshop manual, current road fund licence and V5 registration document.

£15,000 - 18,000

€18,000 - 22,000



187

1938 MORGAN 4/4 ROADSTER

Registration no. RN 6805

Chassis no. 468

Engine no. MA 456



An island of constancy in an automotive sea of change, the Morgan Motor Company looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, the Morgan 4/4 is the world's longest running production vehicle, today's version being recognisably the same car as its 1936 forebear and none the worse for that as the ever-lengthy waiting list would seem to confirm. After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeled car at Olympia in 1910.

The first four-wheeled, four-seater Morgan appeared in 1936 powered by Coventry Climax's 1,122cc, four-cylinder, inlet-over-exhaust engine. Two years later a special Climax-engined sports model competed at Le Mans, qualifying for the Biennial Cup. A special Standard 1,267cc overhead-valve four-cylinder engine was introduced for the 1939 season and would continue to power the 4/4 model to 1950.

Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly updated with more modern engines and currently is powered by the 1.6-litre Ford Sigma unit.

One of only 900-or-so of its type built pre-war, this early Climax-powered Morgan 4/4 is a matching-numbers example that was fully restored in the UK in 2004/2005. It was then sold to Greece where it was owned by a TV presenter/actor, appearing in many locally produced films and television advertisements. We are also advised that the car won many concours awards in Europe. After some nine-or-so years in Greece, the Morgan was brought back to the UK by the current vendor and is described by him as in generally very good condition. The car is offered with sundry bills, various photographs and V5 registration document.

£30,000 - 40,000

€37,000 - 49,000

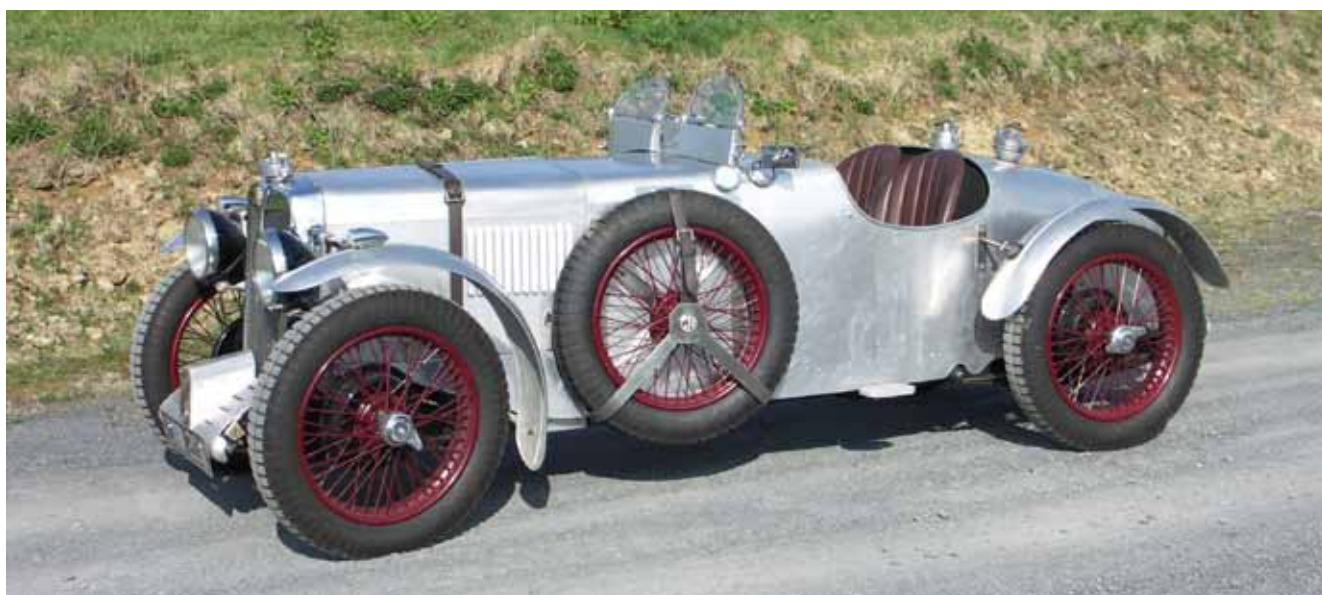
188

1939 MG TA MIDGET 'CRACKERJACK Q'
SUPERCHARGED SPORTS SPECIAL

Registration no. DBM 200

Chassis no. TA2295

Engine no. C29686



'Produced solely for competition purposes, only eight Q Types were built by Abingdon at the latter end of 1934. Aspiring racing drivers were offered the Q Type with same bore and stroke of the earlier 750cc P Types.' – Richard Monk, *'The MG Collection'*.

The car offered here has been built in the style of the legendary Q-Type MG Midget, which made its competition debut on Whit Monday in 1934 at Brooklands together with Austin's racing Seven. The Austin came third in one of the races and broke the J4 Class record for the Mountain Circuit, but the MG won the next race outright and regained the 750cc lap record. The Q-Type Midget employed several stock MG components, its chassis combining the 7' 10" (or thereabouts) wheelbase of the K3 with the 3' 9" track width of the new N-Type. It also used the latter's steering and brakes, although the latter were upgraded with special competition drums. Its bodywork was almost indistinguishable from the K3's. The Q-Type's engine was a race-tuned P-Type unit with a K3-style pre-selector gearbox attached. The 746cc four-cylinder unit was fitted with a new Zoller vane-type supercharger developed by Messrs Laurence Pomeroy and Michael McEvoy in collaboration with the Abingdon works.

The high-pressure Zoller boosted the engine at 25-28lbs/in2, giving the Q-Type a maximum power output of 147bhp in its final form. This represented a specific output of almost 200bhp/litre, a figure superior to that of the Mercedes-Benz and Auto Union Grand Prix cars of the period. Generally considered to be 'too fast for their chassis', only eight of the racing Q-Types were built, but undeniably they were very potent.

MG TA 'DBM 200' was supplied new to Dunham & Haines of Luton and first registered on 1st September 1939 to a Mr Oliver Barnett Goodman of 46 Westbourne Road, Luton. Owned by a Mr G Bann of Bolton in 1963, the MG was in need of restoration by 2008 and was purchased by a marque specialist. A total restoration was then carried out, completed in 2009, and the car was purchased by the current vendor in October of that year.

Noteworthy features include a restored chassis; rebuilt 1,350cc XPAG engine with larger valves, unleaded valve seats, new timing chain, etc; Ford five-speed gearbox with balanced prop shaft; rebuilt steering and front suspension; and new wiring throughout. Other new components include the radiator core, brakes, instruments, stainless steel exhaust system, front and rear lights, K3-style quick-release filler caps, Brooklands screens, mirrors, leather-trimmed seats, wheels and spinners, and tyres/tubes.

Compound Curvatures of Nottingham made the Q-Type style aluminium-alloy two-seater body. In 2013 the engine was fitted with a new Mirage supercharger, supplied by Steve Baker. Described by the private vendor as in generally excellent condition, this exciting recreation of one of the legendary British sports cars of the 1930s is offered with MoT to June 2015 and V5C registration document.

£50,000 - 70,000

€61,000 - 86,000





189

Property of a deceased's estate

C.1947 JAGUAR 2½-LITRE 'MARK IV' SALOON

Registration no. GRU 575

Chassis no. 510568

Engine no. P586



Like the majority of Britain's motor manufacturers, Jaguar Cars, as William Lyons' SS concern had been renamed in 1945, commenced post-war production with a range of pre-war designs. Essentially stopgap models pending the arrival of an entirely new generation of Jaguars, these comprised the compact 1½-Litre and the larger 2½/3½-Litre model. The latter was retrospectively known as the 'Mark IV' after the Mark V's introduction in 1948, although this was never a factory designation. Built on a generous 120" wheelbase, the 'Mark IV' retained a separate chassis featuring beam front and live rear axle suspension, semi-elliptic springing and Girling mechanical brakes.

The stylish all-steel coachwork was available in saloon or drophead coupé forms and featured the kind of luxurious and well-appointed interior that would become a Jaguar hallmark. Used by SS Cars since 1934, the engine was Standard's rugged seven-bearing six fitted with a Weslake overhead-valve cylinder head and coupled to a four-speed manual gearbox.

Standard boss Sir John Black had indicated that the larger engines would no longer be available once peace returned, so Lyons bought the tooling and brought their production in house, relying on Standard only for the 1½-litre unit. In 3½-litre form the Jaguar six produced 125bhp, an output good enough to propel the sturdily built Mark IV to over 90mph.

This particular Jaguar 2½-Litre saloon is offered for sale following the death of its owner, who is believed to have owned it since the 1960s. Well stored and apparently fundamentally sound, the car was last used in 1978 and will require re-commissioning before returning to the road. The interior trim appears original and is in very good order, while the fitted tool kit is almost complete. It is hoped that documents and further information regarding its history will have come to light by time of sale.

£15,000 - 20,000

€18,000 - 25,000

No Reserve



190

1959 MGA 1600 ROADSTER

Registration no. YSL 224

Chassis no. GHNL/76737

Engine no. 16GA-V8129



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

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

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

This matching-numbers MGA 1600 roadster was restored in the UK in the early 2000s and then taken to Greece where it was owned and driven by a shipping magnate's daughter. Winner of many concours awards in Europe, it was brought back to the UK by the current vendor and is described by him as in generally very good condition. The car is offered with a V5 registration document.

£15,000 - 20,000

€18,000 - 25,000



191

**1982 MASERATI MERAK SS COUPÉ
COACHWORK BY ITAL DESIGN**

Registration no. YNE 120Y

Chassis no. AM122A 657

Engine no. 520405



Maserati followed-up its first mid-engined supercar - the Bora - with the similar Merak. Launched in 1972, the latter was intended as competition for Ferrari's top-selling Dino 246 and used a stretched, 3.0-litre, 190bhp version of the four-cam V6 that had debuted in the Citroën SM (the French firm owned Maserati at the time). Competition from Ferrari's new V8-engined Dino prompted the introduction of a more powerful version - the Merak SS with 220bhp engine and revised interior - for 1975, ZF transmission being adopted shortly after. Widely recognised as one of the finest of contemporary V6s, the Merak SS engine was smooth, powerful and capable of delivering its urge over a surprisingly wide range for such a high performance unit.

Like any true thoroughbred, the Merak possessed handling commensurate with its breathtaking acceleration and 150mph maximum speed. Changes made to the SS suspension greatly improved ride comfort over that of the original Merak while alterations to the instrumentation, switch gear and interior, and the phasing out of the Citroën brakes in favour of a more conventional system, addressed some of the criticisms levelled at the earlier version. The most successful Maserati of its day, the Merak ceased production in 1983 after 1,832 had been built, 626 of them the SS version.

One of the last made and one of only approximately 300 right-hand drive Meraks, this matching numbers example has been the same ownership for the last 12 years. The car was supplied new to Sam Speed Garages of Manchester and first registered on 1st April 1983. It subsequently passed through the hands of four owners before being acquired by a Mr Williams of London and Presteigne in 1996. In February 2002 the Merak was acquired by Corley Motors, from whom the current vendor purchased it in May '02. Originally supplied in 'Marrone' (metallic brown), the car was re-sprayed in its current 'Giallo Ginestra' (yellow) circa 2001 following bodywork repairs, and retains its original light tan leather upholstery, black dashboard and carpets.

Maintained with no expense spared, 'YNE 120Y' comes with receipts totalling £46,000 for work undertaken since 2002, including £35,000 spent with Bill McGrath Maserati since 2005. The car has been professionally stored in a Carcoon every winter since 2002 and is described as in generally very good/excellent condition. Accompanying documentation consists of the aforementioned service/maintenance bills, the original logbook, current road fund licence MoT to April 2015 and V5C registration document, and the car also comes with its original owner's handbook.

£20,000 - 25,000

€25,000 - 31,000



192

1974 BMW 2002 TURBO SPORTS SALOON

Chassis no. 4291057



'The 2002 Turbo upped the game again. Engine designer Alex von Falkenhausen eschewed the option of a larger engine shoehorned into the lightweight 2002 and instead developed the successful Group Five turbocharging idea for a fast road var. By using a KKK turbo coupled to the tii Kugelfischer fuel injection he created a 170bhp engine that offered Porsche 911-beating performance: 0-60mph in seven seconds, with a top speed of 131mph.' – *Octane* magazine.

Produced for the 1973/74 season only, the legendary BMW 2002 Turbo was Europe's first turbocharged production car. Demands for increased power for its medium-sized saloon had prompted BMW to introduce the original 2002 in 1968, and it was the fuel-injected 2002tii that provided the basis for the model's ultimate expression - the Turbo - which was readily distinguishable by its deep front air dam, wheelarch extensions and boot-mounted spoiler. This top-of-the-range model had been introduced following a successful racing programme that saw a works entered, turbocharger equipped 2002 win the 1969 European Touring Car Championship in the hands of Dieter Quester. Faced with having to compete against the Porsche 911 (subsequently banned from touring car racing) BMW had opted for 'bolt on' horsepower courtesy of a turbocharger, the result being a hike from 210bhp to around 270 horsepower in race trim.

The road version made do with 'only' 170bhp, which in a compact package resulted in outstanding performance; the Turbo's top speed was 130mph, making it the fastest and most exciting medium-sized sports saloon of its day. Today this rare model (only 1,672 were made, all left-hand drive) is rightly regarded as a modern classic and much sought after.

Currently Italian registered, chassis number '4291057' was delivered new in Germany, residing initially for many years in Aachen, Nordrhein-Westfalen, and has been meticulously maintained. The recent Italian owner has passed on paperwork showing the car left Germany for Italy in 1994. With just over 75,000 miles on the clock and a very original interior, its most recent Italian owner believes it has been in two or three big collections and barely used at all. Finished in Chamonix White and described by the current private vendor as in generally very good condition, this iconic BMW is offered with Italian registration papers, an original manual, and a Certificate of Authenticity from the BMW Archive in Munich.

£22,000 - 26,000

€27,000 - 32,000

The John Perkins Collection

The following 14 vehicles are offered from the collection of the late John Perkins. John was a dealer in Messerschmitts in period in London, his affection for the marque was such that once he moved into the hotel trade on the south coast he planned to set up a museum charting the history of the KR200 and its derivatives. Sadly this project was never completed, but the vehicles offered here are a fascinating selection of the type and a fitting tribute to John.



193

C.1990 JAGUAR D-TYPE 4.5-LITRE REPLICA

Registration no. 735 EXW

Chassis no. 12700

Engine no. 28200



'This 190mph technical masterpiece, designed, built and prepared totally within Jaguar, was to achieve a hat-trick of spectacular Le Mans victories in the 1950s.' - Paul Skilleter, *Jaguar: The Sporting Heritage*.

Jaguar's multiple Le Mans wins in the 1950s - twice with the C-Type and three times with its D-Type successor - as well as numerous victories in the other great classic endurance events, have ensured a continuing healthy demand for replicas of these rare and exotic works sports-racers.

Constructed in 1989/90, this replica of Jaguar's legendary Le Mans-winning D-Type uses an LR Roadsters Ram LM body/chassis kit, Jaguar XK engine and manual/overdrive gearbox. Constructed around a tubular-steel backbone spaceframe chassis, the LR Roadsters D-Type featured steel-braced glassfibre bodywork in the long nose, long fin, passenger-carrying style with full-width windscreen first seen on the works Le Mans cars in 1955. Based almost exclusively on Jaguar running gear, unlike some of its rivals, the Ram LM was described by *Kit Cars & Specials* magazine as having 'undisputed mechanical integrity,' and reckoned 'one of the most desirable replicas we have yet laid our hands on.'

The factory claimed a performance, depending on engine tune, of 0-60mph in approximately 5.9 seconds and a maximum speed in overdrive top approaching 150mph, stunning figures even by today's standards.

'735 EXW' is powered by an XK engine prepared by the Forward Engineering Company Ltd of Meriden, Coventry. Dated November 1989 and addressed to the car's former owner, Mr Paul Blair, the accompanying specification sheet states that the engine would be enlarged to 4.5-litres (93x100mm bore/stroke) incorporating gas-flowed ports, 1 $\frac{1}{8}$ " inlet valves, 45DCOE Weber carburetors, WAD camshafts, heavy-duty valve springs, heavy-duty con-rods and a Tuftrided crankshaft, the reciprocating components being balanced to zero. A maximum output of around 300bhp at 5,500rpm was estimated. Delivery was scheduled for around the middle of January 1990. Paul Blair had bought the D-Type as a rolling chassis in 1989 and there are various invoices relating to its construction on file. The late owner purchased the car from Central Car Sales in 1996 for £16,250. Last taxed in 1996, the D-Type is presented in generally good order and ran and drove well when during a short test drive recently, though it will need re-commissioning following many years in storage. There is no registration document with this Lot.

£20,000 - 30,000

€25,000 - 37,000



194

1953 AUSTIN HEALEY 100/4 BN1 ROADSTER

Registration no. OAC 540

Chassis no. 146419

Engine no. B 139561



Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost, high-performance, limited production sports car and aimed at the US market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. In fact, the car first appeared at Earls Court badged as a 'Healey Hundred' and was re-badged 'Austin-Healey' while still on its stand after Austin boss Leonard Lord bought the rights to the design. It was just as well that he did, for Healey would take over 3,000 orders during the Show yet his company had never made more than 200 cars in a single year!

Lord had been happy to agree to supply Austin Atlantic components as the model had not been selling well in its intended market - the USA - and was scheduled for deletion. Low-revving and torquey, the Atlantic's 2,660cc four-cylinder engine produced an unremarkable 90bhp but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds. A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956.

In 1953 a team of drivers including Donald Healey and George Eyston set a host of international and AMA speed records at Utah's Bonneville Salt Flats driving two Healey 100s. Highlights including a maximum speed of 143.626mph and 1,000 kilometres at an average of 127.00mph achieved by the tuned car and 24 hours at an average of 104.3mph set by the AMA-selected 'off-the-showroom-floor' example. A muscular sports car to delight the purist, the 100 was not bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959.

This early Austin-Healey 100 has been fitted with glassfibre wings and modified to accommodate two small seats in the rear. Accompanying documentation consists of an old MoT certificate (expired 1988), a V5 application form and an old-style continuation logbook (issued 1972) recording one John Seeger of Ripon as owner at that time. Restored circa 1997, the car has been in storage for some considerable time, will require re-commissioning prior to further use and is sold strictly as viewed.

£12,000 - 15,000

€15,000 - 18,000



195

1955 MESSERSCHMITT KR175 MICROCAR

Registration no. KJY 656

Chassis no. 9537

Engine no. 3132795



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

The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards!

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

This Messerschmitt KR175 was sold to the late owner in 1994 by marque specialist Nick Poll, who restored it for him circa 2001 (see photographs on file). One Alan Hitchcock owned the Messerschmitt before Nick Poll, and the car has had six previous owners in total. Finished in black with yellow leather interior, 'KJY 656' appears in generally good condition, and we are advised that it would start if connected to a fresh battery. It should be noted that the engine capacity is recorded as 148cc on the accompanying V5 registration document.

£6,000 - 9,000
€7,400 - 11,000



196

C.1963 MESSERSCHMITT KABINENROLLER 'TG1400' SPECIAL

Registration no. OCT 499L

Engine no. ROBERTS82.2



This unique Messerschmitt Kabinenroller was built in the late 1960s/ early 1970s by the boys of Roxeth Manor Secondary School in Eastcote Lane, South Harrow, Middlesex. Overseen by project director Charles Hull, it took several years to complete, consuming over 2,000 man-hours in the process.

Once seen as a possible competition car suitable for sprints and hill climbs, the Messerschmitt - known to its creators as 'Bubble and Squeak' - incorporates two Mini front sub-frames, one at either end. The rear wheels are locked in the straight-ahead position, though with some built-in flex and hence a measure of rear-wheel steering when pressing on. The original engine started life in a Minivan and was purchased for £5.

Mounted aft, the engine currently fitted is a 1,400c BMC A-Series unit equipped with two Weber 45DCOE carburetors (with one choke blanked off), a multi-branch exhaust system and an oil cooler. An article about the Messerschmitt/Mini hybrid was published in *The Motor* magazine (week ending 24th March 1973 edition) an extract from which is on file together with photographs of the car's restoration in 1994.

Re-commissioning will be required before it returns to the road. There are no documents with this Lot, which is sold strictly as viewed.

£6,000 - 9,000

€7,400 - 11,000



197

1960 MESSERSCHMITT KR201 ROADSTER REPLICA

Registration no. GJM 603

Chassis no. 75766



Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork and floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Production ceased in 1964 after some 30,000 KR200s had been made.

Introduced in June 1957, the Messerschmitt KR201 Roadster is one of the most glamorous of all the 'kabinenroller' (cabin scooters). The 191cc Fichtel & Sachs engine featured a raised compression ratio of 8.0:1 compared to the KR200's 6.3:1, producing an extra 2bhp and endowing the sporting KR201 with a maximum speed of 65mph.

In creating the Roadster, the bubble effect of the closed car was lessened and a simple elegance created by the frame-less windscreen and scissors-type hood, while the interior featured handsome black-trimmed upholstery picked out in imitation snakeskin. The front seat was adjustable and could be tipped up for convenient entry. A Cabriolet version (with fixed side windows replacing the Roadster's de-mountable screens) was introduced late in 1958.

According to letters on file from the owners' club, this KR201 Roadster replica is believed to be a converted hardtop, although when and by whom the conversion was carried out is not known. 'GJM 603' was acquired for his collection by the late owner in 1988 from one David Garner, who had owned it since 1980. Last taxed and MoT'd in 1988/89, the car will require re-commissioning before returning to the road following long-term storage. Offered with V5 registration document.

£8,000 - 12,000

€9,800 - 15,000



198

1960 MESSERSCHMITT KR200 SUPER REPLICA

Registration no. VWV 76

Chassis no. 74682



Prohibited from manufacturing aircraft by the victorious Allies, Messerschmitt turned other commercial enterprises in the aftermath of WW2. Introduced in 1953 as the Fend, after its co-designer Fritz Fend, the Messerschmitt Kabinenroller (cabin scooter) microcar was soon being marketed under the parent company's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit.

Sited at the rear, the single-cylinder two-stroke motor produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork and floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards!

Aware that many were sceptical about the durability of such a fragile looking vehicle, Messerschmitt set out to break the 24-hour speed record for vehicles under 250cc using a specially prepared Kabinenroller: the KR200 Super. The running gear was left virtually standard, but for the record attempt a special single-seat low-drag body was fitted and the engine tuned for increased power. Run at the high-speed Hockenheim circuit in Germany, the attempt delivered 22 international speed records for Messerschmitt, including a new 24-hour mark, which was set at 103km/h (64mph).

This replica of the record-breaking KR200 Super was purchased from one Russell Church in 1993; the late owner paid £11,500 for 'VWV 76', which was described at that time as in 'immaculate' condition. We are advised that the car would run if fitted with an exhaust system. Offered in need of re-commissioning, it comes with an old-style logbook and V5 registration document.

£8,000 - 10,000

€9,800 - 12,000

199

1958 MESSERSCHMITT/FRM TG500 MICROCAR

Registration no. DSV 200

Chassis no. 20578

Engine no. 2763



Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Later models carried the diamond-shaped FMR badge, standing for Fahrzeug und Maschinenbau GmbH Regensburg. Production ceased in 1964 after some 30,000 KR200s had been made.

Derivatives included the KR201 Roadster and Cabriolet soft-tops and the fearsome four-wheeled TG500 sports model, known unofficially as the 'Tiger'. As its nomenclature suggests, the TG500 was powered by a 500cc engine: a twin-cylinder air-cooled two-stroke designed by the firm of Fichtel & Sachs. Unlike that of the single-cylinder KR175 and KR200, the TG500 unit came with a reverse gear in the 'box. The basic monocoque bodyshell of the KR200 three-wheeler was retained, albeit modified at the rear to accommodate two wheels and independent suspension.

The front track was extended slightly, and with the 10" diameter wheels placed at its extremities, the low-slung TG500 possessed excellent handling characteristics. Tandem seating and a hinged Perspex canopy were other KR200 features carried over, and the TG500 likewise was manufactured in hardtop and open Roaster/Cabriolet variants. With 19.5bhp on tap, the Tiger was capable of reaching 78mph, and to cope with this increased performance came with hydraulic brakes as standard instead of the KR200's mechanical stoppers.

This example of one of the rarest and most desirable of Kabinenroller variants was purchased from marque specialist Nick Poll by the late owner for his collection in 1993; he paid £20,000 for the car, which was described at that time as 'immaculate' and, presumably, had been restored. The accompanying V5 registration document indicates that the Tiger has been in the UK since 1984 and lists Nick Poll as the only other owner in this country. Last taxed and MoT'd in 1995, 'DSV 200' will require re-commissioning before returning to the road. We are advised that the fuel line is blocked but the car did run recently when connected to an auxiliary fuel supply. Finished in blue/green with black leather interior, this ultimate Kabinenroller is offered with the aforementioned V5 document.

£40,000 - 60,000

€49,000 - 74,000





200

C.1961 MESSERSCHMITT KR200 PROJECT

Chassis no. 75314

Engine no. 3132465



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

Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork and floor-mounted accelerator and clutch.

By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Production ceased in 1964 after some 30,000 KR200s had been made.

Sold strictly as viewed, this partly restored KR200 comes with engine and gearbox unit, rear sub-frame, pedal box, gear lever, etc. Prospective purchasers should satisfy themselves with this Lot's completeness or otherwise prior to bidding.

£2,000 - 3,000

€2,500 - 3,700

No Reserve

201

1956 MESSERSCHMITT KR200 PROJECT

Chassis no. 61828

Engine no. 2250342

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt Kabinenroller microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to enable access for the two occupants who sat one behind the other, tandem style. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. KR200 cabriolet and KR201 roadster versions followed. Production ceased in 1964 after some 30,000 KR200s had been made. Sold strictly as viewed, this KR200 Cabriolet restoration project comes with seats, soft-top, wings, fuel tank, pedal box, etc. Prospective purchasers should satisfy themselves with this Lot's completeness or otherwise prior to bidding.

£5,000 - 7,000

€6,100 - 8,600

No Reserve



202

C.1960 MESSERSCHMITT KR200 PROJECT

Chassis no. 73874

Introduced in 1953 as the Fend, after its co-designer Fritz Fend, the Messerschmitt microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork and floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Production ceased in 1964 after some 30,000 KR200s had been made. Sold strictly as viewed, this KR200 restoration project comes with front seat, steering gear, pedal box, fuel tank, etc. Prospective purchasers should satisfy themselves with this Lot's completeness or otherwise prior to bidding.

£2,000 - 3,000

€2,500 - 3,700

No Reserve





203

C.1960 MESSERSCHMITT KR200 PROJECT

Registration no. 472 FWL

Chassis no. 70230

Introduced in 1953 as the Fend, after its co-designer Fritz Fend, the Messerschmitt microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork and floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Production ceased in 1964 after some 30,000 KR200s had been made. Sold strictly as viewed, this KR200 restoration project comes with an engine, gearbox, sub-frame, wheels, suspension, pedal box, steering gear, seats, fuel tank, etc. Prospective purchasers should satisfy themselves with this Lot's completeness or otherwise prior to bidding.

£2,000 - 3,000

£2,500 - 3,700

No Reserve



204

1960 MESSERSCHMITT KR200 PROJECT

Chassis no. 69843

Introduced in 1953 as the Fend, after its co-designer Fritz Fend, the Messerschmitt microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork and floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Production ceased in 1964 after some 30,000 KR200s had been made. Sold strictly as viewed, this KR200 restoration project comes with a Perspex canopy, front suspension, pedal box, steering wheel, etc but is missing the engine apart from the crankcase. Prospective purchasers should satisfy themselves with this Lot's completeness or otherwise prior to bidding.

£2,000 - 3,000

£2,500 - 3,700

No Reserve

205

C.1962 MESSERSCHMITT KR200 PROJECT

Chassis no. 73956

Introduced in 1953 as the Fend, after its co-designer Fritz Fend, the Messerschmitt microcar was soon being marketed under its manufacturer's name, the change co-inciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork and floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Production ceased in 1964 after some 30,000 KR200s had been made. Sold strictly as viewed, this dismantled and engine-less KR200 project comes with a rear frame assembly, suspension, bodywork, wheels, etc. Prospective purchasers should satisfy themselves with this Lot's completeness or otherwise prior to bidding.

£2,000 - 3,000

€2,500 - 3,700

No Reserve



206

MESSERSCHMITT KABINENROLLER PROJECT

Introduced in 1953 as the Fend, after its co-designer Fritz Fend, the Messerschmitt microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. Tandem seating and handlebar controls were retained for the 191cc KR200 of 1955, which featured revised bodywork and floor-mounted accelerator and clutch. Production ceased in 1964. This Lot consists of a quantity of parts to build a Messerschmitt Kabinenroller: two chassis frames (one with '76362' chalked on it); a rear sub-frame; a drive unit numbered '61422'; two noses; front suspension parts; a luggage rack; rear bodywork; trim panels and patterns for new ones; various gauges and lamps; and a quantity of 'new-old-stock' clutch springs and other parts. Sold strictly as viewed.

£1,500 - 2,000

€1,800 - 2,500

No Reserve





207 N

Left hand drive

1967 STEYR-DAIMLER-PUCH HALFLINGER 4X4

Chassis no. 5358499

Engine no. 5359631



Austrian arms manufacturer Steyr turned carmaker after WWI, merging in 1935 with Austro-Daimler to create the Steyr-Daimler-Puch combine. Steyr did not resume production of its own cars immediately after WW2, instead manufacturing FIATs under licence for the Austrian market. One of its first in-house designs was the Halflinger 4x4, which took its name from an Austrian breed of horse. Designed by Erich Ledwinka, son of the legendary Tatra designer, Hans Ledwinka, the Halflinger was intended to meet the Austrian Army's requirement for a lightweight all-terrain vehicle to replace its ageing WW2 jeeps.

The Halflinger was powered by a 643cc horizontally opposed twin-cylinder engine - mounted at the rear - and four-speed four-wheel drive transmission with selectable high/low ratios. It weighed around 600kg, which meant that it could be picked up by four people of sufficient strength, and had a maximum payload of 500kg.

Manufactured between 1959 and 1975, the tough and durable Halflinger found customers all over the world, and not just among the military. One American owner drove the second-hand Halflinger he had bought in Vermont back to his home in California, a journey of some 3,000 miles, while Austrian journalist Ernst Weise took his on a 10,000-mile marathon trek from Vienna to Arabia. Like the Land Rover, the Halflinger was adapted for a wide range of both military and civilian roles, and by the time production ceased well over 16,000 had been made. There are enthusiastic Halflinger owners' clubs the world over.

This Swiss-registered Halflinger has been restored and is believed to have seen military use. Seldom driven by the vendor while in his private collection, it has been serviced regularly and is described as in generally very good condition, running and driving without fault. Import duties will be paid by the vendor.

£10,000 - 14,000

€12,000 - 17,000



208 N

Left hand drive

**1960 MV AUGUSTA 1100 D2 AUTOCARRO
MOTORCYCLE TRANSPORTER**

Chassis no. 1001022



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

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

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

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

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

£14,000 - 18,000

€17,000 - 22,000

209 N

Left-Hand drive

1966 JAGUAR FT BERTONE 420 COUPÉ

Chassis no. 1B 78923 DN



In 1966, the Jaguar importer for Northern Italy, Giorgio Tarchini, commissioned the legendary Carrozzeria Bertone to build a five-seater coupé based on the Jaguar 420 saloon, which was displayed on their stand during the 1966 Geneva Motor Show. At this time, Bertone had just parted company with its chief stylist, Giorgetto Giugiaro, who had moved to Carrozzeria Ghia to head its design centre. Giugiaro was replaced by Marcello Gandini, the man who would be responsible for such classics as the Miura, Jarama, Espada and Urraco for Lamborghini, not to mention the Alfa Romeo Montreal, Maserati Khamsin and Lancia Stratos. The 'FT' Jaguar would have been one of his first designs for Bertone.

The car was intended to honour the importing firm's founder, Ferruccio Tarchini, hence the 'FT' in the name. Initially it was planned to distribute this limited edition model through the Jaguar sales organisation in Italy and abroad, but in the end production was limited to just the prototype show car and one other, which was sold by Bonhams at its Paris sale in February 2012.

Predating the landmark XJ6 of 1968, this very handsome coupé has that familial Jaguar look, with a Mk10-style radiator grille and a very luxurious interior. This particular car is based on the Jaguar 420 platform and was supplied in 'CKD' (Completely Knocked Down) form, to be assembled in Italy with Bertone bodywork. Launched in 1966, the 420 was the final incarnation of Jaguar's amazingly successful medium-sized saloon line that had commenced way back in 1955 with the Mark 1.

The newcomer was, in fact, a face-lifted S-Type, the latter's Mark 2-style front end having been replaced by one reminiscent of the Mark X. A development of the hugely successful Mark 2, the S-Type/420 differed mechanically by virtue of its independent rear suspension. The latter had originated in the E-Type sports car and was first seen in saloon form on the Mark X. The 4.2-litre XK six-cylinder engine was standard on the 420, which incorporated other improvements such as alternator electrics, a limited-slip differential and dual-circuit brakes.

First registered in Italy in 1969, this left-hand drive Bertone prototype is presented in un-restored condition complete with its original tan leather interior and dark blue metallic paintwork. Other noteworthy features include a 'Frigette' air conditioning unit, electric windows and the four-speed/overdrive gearbox. Last used approximately eight years ago, the car has belonged to the Tarchini family from new and is sold on behalf of Giorgio Tarchini's son. The vendor informs us that the engine currently does not start, but it does turn over. Once restored to its former glory this rare coachbuilt Jaguar will surely be enthusiastically welcomed at the most prestigious of concours d'élégances worldwide. The car is offered with its original Italian libretto, copies of period newspaper clippings and copies of invitations to its presentation at the 1966 Geneva Motor Show.

£58,000 - 75,000

€71,000 - 92,000





210

1966 ASTON MARTIN DB6 MKI SALOON

Registration no. OPC 308D

Chassis no. DB6/2563/R

Engine no. 400/2461

'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – *Autocar*, 1966.

The culmination of Aston-Martin's long-running six-cylinder 'DB' line, the DB6 debuted at the Paris and London Motor Shows in 1965 and was recognisably related to the Touring-styled DB4 of 1958. The wheelbase was now 4" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. Although apparently a bigger car than its predecessors, the weight of the new model was in fact only fractionally increased.



Opening front quarter lights made a reappearance, but the major change was at the rear where a Kamm-style tail with spoiler marginally reduced aerodynamic drag and increased high-speed stability. The Tadek Marek-designed double-overhead-camshaft six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox and for the first time power-assisted steering was available.

This DB6 was supplied new via H W Motors to one J F P Tate of Limpsfield Common near Oxted, Buckinghamshire. The accompanying copy guarantee form shows that the car as originally finished in Capri Blue with matching Connolly interior trim, and lists automatic transmission, chromed wheels, 3-spoke hubcaps, heated rear screen and Fiamm horns as non-standard equipment fitted.

The current vendor purchased the Aston at auction in November 2001, at which time it was described as 'fully maintained and in excellent all round condition', benefiting from a recent (1999) cylinder head overhaul and conversion to unleaded compatibility by marque specialist Andy Chapman. While in the previous ownership, 'OPC 308D' had been a regular attendee at AMOC north-western area events. Kept in storage for the last few years, the car will require re-commissioning before returning to the road and is sold strictly as viewed. A V5 registration document comes with it.

£80,000 - 100,000

€97,000 - 121,000

211

1982 JAGUAR C-TYPE REPLICA BY PROTEUS

Registration no. FAS 477

Chassis no. 163053DN

Engine no. 7D56696-8



The XK120C's astonishing debut victory in the 1951 Le Mans 24-Hour Race and its follow-up win in '53 established Jaguar's first purpose-built racing sports car as one of the all-time great competition automobiles. Jaguar built only 54 C-Types and it is worth noting that the first three Formula 1 World Champions - Giuseppe Farina, Alberto Ascari and Juan-Manuel Fangio - all bought them as road cars. It is not hard to understand why: at the time of its introduction the C-Type represented the state-of-the-art in racing car engineering and thus was one of the most advanced road vehicles in the world.

Those multiple Le Mans wins in the 1950s, as well as numerous victories in the other great classic endurance events, coupled with superlative driving qualities that made it so attractive to three of the greatest drivers in history, have ensured a continuing healthy demand for replicas of Jaguar's rare and exotic sports-racer. An acknowledged master in this highly specialised field is Proteus Sports & Racing Cars Ltd, originally of Silchester, Berkshire, which since its foundation in 1985 has established an unrivalled reputation for quality reproductions of classic sports cars.

We are advised that this C-Type is one of the first two steel chassis cars built by the founder of Proteus in the 1980s, and the first of two cars started as part of a project to sell ready-built C-Types. It was the show model depicted in the original sales brochure (copy available). The car has had only two owners from new and over the last two years has been treated to an extensive and sympathetic mechanical and cosmetic renovation by the current vendor. The mechanicals were completely overhauled, the electrics rewired and the engine stripped, blueprinted and rebuilt.

The Proteus chassis is clad with all aluminium panelling, doors and new (2004) aluminium bonnet with an original Jaguar badge. It was repainted in 2004 in British Racing Green with silver painted and stone chip treatment to the inside of wings and bonnet. A 3.8-litre unit from a 1963 E-type, the engine is coupled to a four-speed all-synchromesh gearbox with electrically operated overdrive. Breathing via Weber 45DCOE carburettors on new alloy inlet manifold, the motor incorporates Burton high-lift camshafts and balanced internals and produces 290bhp gross (approximately 250bhp net). Fewer than 2,500 miles have been covered since the engine and gearbox were rebuilt, making them nicely run-in. Other noteworthy features include a new hand-built alloy radiator to exact 1953 Le Mans specification; polished stainless steel exhaust manifold and similar silencer with dual tail pipes; 1963 Jaguar Mark 2 front suspension with new springs; live rear axle; 3.33:1 ratio limited-slip differential; Dunlop disc brakes all round; carbon fibre brake pads; new 16" wire wheels shod with new Avon Turbospeed tyres; centre grille lamp; new battery and a tonneau cover.

The vendor advises us that the performance and handling are excellent with 0-60mph achievable in under six seconds and good fuel economy of 30mpg on a journey using the overdrive. Described as in immaculate condition both mechanically and cosmetically, this very well presented car is ready for either competition or touring. The 3.8-litre E-Type engine delivers both startling performance at high revs and loads of torque from about 1,500rpm, making it very adaptable to today's driving conditions. Registered with the DVLA as a 1963 Jaguar, and thus an historic vehicle, it comes with a V5C document and is currently MoT'd and taxed.

£52,000 - 60,000
€64,000 - 74,000





212

**1971 ASTON MARTIN DBS V8 AUTOMATIC
SPORTS SALOON PROJECT**

Registration no. ABW 169K
Chassis no. DBSV8/10334/RC
Engine no. V540/320



Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969.

With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

Chassis number '10334' was first registered in October 1971 to a Dr Donald Brown of Shirley, Solihull and originally carried the registration 'DB 48'. In 1983 the Aston passed to a Robert Hamish Brown of Evesham (possibly a relative) and was reregistered '999 RRB'. The next owner, one James Atkins of Cropedy, Oxfordshire, acquired the car in July 1993 and exported it that same month to Germany, the registration at the time being 'ABW 169K'. Converted (at date unknown) to left-hand drive configuration and partially dismantled (the removed parts are inside the passenger compartment), the car is offered for restoration and sold strictly as viewed. Accompanying documentation consists of two old MoTs (most recent expired 1983), DoT correspondence, export paperwork and copies of old V5s.

Should the vehicle remain in the UK, local import taxes of 5% will be applied to the purchase price.

£18,000 - 22,000

€22,000 - 27,000

213

NO LOT



214

AUSTIN HEALEY

Registration no.

Chassis no.

Engine no.



A veritable 'wolf in sheep's clothing', the Mk1 Sprite offered here is fitted with an all-alloy overhead-camshaft 998cc engine producing approximately 100bhp, roughly double the output of the A-Series original. This unique car is the work of Dawson Clarke, a man with considerable experience of working on Rootes rally cars, hence his choice of that manufacturer's B1-type engine. The four-cylinder B1 is a stronger derivative of the overhead-camshaft 875cc Hillman Imp power unit, which had been inspired by the Coventry Climax 'FW' series of competition engines.

The Imp carried its engine at the rear but the B1 was intended for fore-and-aft installation in the Talbot/Chrysler Sunbeam and thus ideal for the Sprite. Interviewed for an article about '700 DRM' published in 'MG Enthusiast' magazine (April 2012 edition, copy available) Dawson Clarke explained that his motivation for the project was curiosity about how an Imp-type engine would perform in a front-engined car. 'I had previously owned other Imp-powered sports cars - Davrian, Clan and Ginetta - although a Frog Eye with Imp power seemed just that little bit different! I knew 100bhp was achievable after working on many Imps used today in classic rally events, as for example those driven by Andrew Cowan and Rosemary Smith, Rootes drivers of the 1960s.'

Helping the motor on its way to that 100 horsepower output and 9,000rpm potential is a R17 rally camshaft and twin Weber 40DCOE carburettors, the latter off a 1960s Lotus Elite. Clarke retained the original BMC four-speed gearbox and upgraded the suspension and brakes to cope with the greatly increased performance (see magazine article for full specification). Completing the picture, the 'Coventry Climax' logo was engraved on the Talbot Sunbeam cam cover. A power-to-weight ration of approximately 155bhp/ton means that the Sprite's performance is electrifying (by way of comparison: a Mk2 VW Golf GTi 16V can boast only 147bhp/ton!)

Purchased by the current vendor at auction in April 2013, the car benefits from a new bonnet and a re-spray undertaken earlier this year, and is described as in generally very good/excellent condition, running and driving exceptionally well. Offered with the aforementioned magazine article, sundry restoration invoices, current MoT/tax and V5C document, this delightful 'Q car' affords the prospect of enormous fun this summer

£17,000 - 22,000

€21,000 - 27,000

215

1964 TRIUMPH GTR4 DOVÉ COUPÉ
COACHWORK BY THOMAS HARRINGTON

Registration no. AXJ 722B

Chassis no. CT228390

Engine no. CT23132E



'With the TR3A safely launched, Triumph looked at several ways to restyle the TR series. The 'Zest' project, which finally matured in 1961, became the new TR4. Its new body style was the work of Triumph's Italian consultant, Giovanni Michelotti.' – Graham Robson, *'The Triumph TRs'*.

First step in the TR's transition from uncomplicated, rugged sports car to something altogether more refined, the TR4 was introduced in 1961. Michelotti's new bodyshell brought the styling bang up to date while beneath the skin there numerous chassis changes. Rack-and-pinion steering, widened front and rear track, and an all-synchromesh gearbox contributed to improved driveability, while wind-up windows were a big advance on the preceding TR3's primitive side screens. The standard engine was the 2,138cc four-cylinder overhead-valve unit first offered on the TR3A, and when equipped with the optional overdrive the TR4 was good for a top speed of almost 110mph, as was its successor, the TR4A. Launched in 1964, the latter added independent rear suspension to the package, thus bringing the TR sports car into line with rest of the Triumph range. In this form the TR continued in production until 1967 when it was superseded by the six-cylinder TR5. Today, the four-cylinder TRs are among the easiest of post-war classic sports cars to own and maintain, being supported by a multitude of component suppliers and other specialists.

The very rare TR4 variant offered here features the 'Dové' fastback coupé conversion offered by the Worthing-based coachbuilder Thomas Harrington, which also produced a similar modification for the Sunbeam Alpine. The Harrington-converted TR4s were marketed by L F Dove Ltd, Triumph agents in Wimbledon, and were given that French-sounding name to extend their appeal to Europe. As well as the fastback roof, the Dové also featured a 15-gallon fuel tank, fold-down 2+2 rear seating and an opening rear hatch, making it an exceptionally practical long-distance tourer. The only problem was the price, which at £1,250 was approaching Jaguar E-Type territory. The Dové conversion was never offered on the TR4A.

'AXJ 722B' has been with the same private owner for the last 14 years and was restored by them earlier this year. We are advised by the vendor that the car is fundamentally sound, with bright paintwork, sparkling chrome and an exceptional interior. Other features of note include overdrive transmission, a full-length Webasto sunroof, wire wheels and the original tool kit, which is complete and still in place. Said to drive exceptionally well, with a positive feel and gorgeous sound, the car is offered with Heritage certificate, old-style logbook, current MoT/tax, V5 registration document and a quantity of expired MoT certificates and other documents. Harrington-converted TR4s come to market only rarely and this one is a guaranteed head-turner at any gathering of Triumph sports cars.

£18,000 - 24,000

€22,000 - 29,000



1992 FORD GT40 COUPÉ REPLICA BY GT DEVELOPMENTS

Registration no. IXI 352

Chassis no. GTD40 28891

Engine no. OH504883

'An original GT40 is priceless, but an equally charismatic alternative is the GTD40. The pair are indistinguishable from five paces, let alone 50, so faithful is GTD's replica even to the discerning eye. The GTD is no "kit car", but a thoroughbred in every sense.' - *Autosport magazine* 1989.

Based on Eric Broadley's Lola GT, the Ford GT40 was spawned by the Dearborn giant's ambition to beat Ferrari at Le Mans, a feat it duly achieved for the first time in 1966.

The GT40 project had commenced three years previously following Ford's failed attempt to buy into Ferrari, and was based at the Ford Advanced Vehicles plant at Slough. The man in charge of the predominantly ex-Lola team was John Wyer, architect of Aston Martin's 1959 Le Mans victory. The GT40 first ran competitively in 1964, but failed at Le Mans that year and in 1965.



That first sweet Le Mans victory would fall to the 7-litre MkII, with victory the following year going to a US-built MkIV 'J' car. (The GT40 MkIII was the British-built road-going version). Wyer and John Willment had taken over the Slough factory in January 1967, forming J W Automotive Engineering, and with backing from Gulf Oil further developed the GT40, winning Le Mans in 1967 and '68 using chassis number 'P/1075', the first car to win Le Mans twice.

A decade on from its final Le Mans win, the GT40 had become firmly established as one of the all-time great classic sports cars, leading to an increased demand for unmolested originals and the start of a replica-building industry. With a mere 107 GT40s being constructed at Ford Advanced Vehicles' Slough factory between 1966 and 1972, it is hardly surprising that a cottage industry of independent manufacturers arose to satisfy the continuing demand for replicas of Ford's charismatic Le Mans winner.

Located initially at Manchester and then at Poole in Dorset, GT Developments soon established itself as one of the foremost manufacturers of accurate GT40 replicas. Commencing in the early 1980s, GTD had started out making sub assemblies for Kenneth Vincent Attwell's KVA GT40 replica before going on to make complete cars. Ken Attwell had been a senior production manager at Ford's Swansea factory, and while there was responsible for taking body moulds from an original car, which he then received permission to use to build replicas.

Under the supervision of Ray Christopher, a director of the company, GT Developments later went on to build their own version in its entirety. It is this link via KVA to an original GT40 that made the GTD version superior to its rivals, plus the fact that Ray had concluded an agreement with Bob Lutz, then head of Ford Europe, for the supply of genuine parts.

Based on the Mk II and built by recognised experts GT Developments, this faithful replica of Ford's legendary Le Mans winner was commissioned by a Ford main agent in 1992. The history file contains much correspondence from the factory to the original owner concerning its specification. Noteworthy features include vinyl-wrapped blue and orange Gulf Oil livery; new black leather interior; air conditioning; high-performance Ford 302ci (5.0-litre) V8 engine with crossover exhaust system and MSD ignition; upgraded five-speed gearbox with right-hand shift; twin fuel tanks and pumps; fully adjustable Spax shock absorbers; and up-rated road springs. The car has been part of a private collection of supercars for the last 14 years and has covered only 21,816 miles from new. Offered with current MoT/tax and V5C document, 'IXI 352' represents a rare opportunity to acquire one of the very best replicas of this most iconic of sports cars.

£45,000 - 50,000

£55,000 - 61,000





217

One owner from new

1974 FORD CAPRI 'STAMPEDE' V8 COUPÉ BY JEFF UREN

Registration no. TTW 865N

Chassis no. WFOCXXGAECPU01693

Engine no. CF02F302



Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval' but beneath the skin the car remained typically Ford, sharing engines, gearboxes and many other components with the rest of the range. The first major revision arrived in 1974 in the form of the Capri MkII, which benefited from a more practical hatchback body restyled along cleaner lines and devoid of the original's fussy detailing. The old V4 engines were dropped, the MkII options being 1.3 and 1.6-litre pushrod fours, 1.6 and 2.0-litre overhead-cam fours and the 3.0-litre pushrod V6.

Of course, what British and European enthusiasts most wanted was a V8-engined Capri but the only one officially sanctioned was the 'Perana', built exclusively for the South African market. That didn't stop enterprising individuals creating their own, that offered here being the work of ex-British Saloon Car Champion, the late Jeff Uren. Uren took the title in 1959 driving his own Ford Zephyr before joining the factory racing effort, serving as team manager before moving on to the works-supported Willment operation. Forever associated with tuned and modified Fords, Jeff Uren was responsible for the V6-engined Cortina Savage as well as the Capri Stampede.

The rare Stampede offered here was purchased new and built by Jeff Uren in 1975 using a new Ford 302ci (5.0-litre) V8 engine (gas-flowed and blueprinted) and a manual gearbox, while other noteworthy features include up-rated suspension, Lockheed 4-pot brake callipers, Cosmic alloy wheels and a factory-fitted sunroof. But what really catches the eye is the amazing 'chameleon' paintwork that changes colour depending on the illumination and has lost none of its sparkle over the last 40 years.

This Stampede has had only one owner from new, who has carefully stored the car, preserving it in outstandingly original condition. The recorded mileage of only 21,264 is warranted genuine. Accompanying documentation includes correspondence between Jeff Uren and the owner, and various magazine articles about the car. Offered with (copy) old-style logbook, current MoT and V5 document, 'TTW 865N' represents a possibly once-in-a-lifetime opportunity to acquire one of these legendary high-performance Capris, lovingly preserved and fully documented.

£15,000 - 20,000

€18,000 - 25,000



218

1974 CHEVROLET CORVETTE STINGRAY '454' COUPÉ

Registration no. GNT 49M

Chassis no. 1Z37245405331

Engine no. 1Z37245405331



To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Styled in General Motors' Art and Colour Studio under Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. As had been the case with the previous (1956-62) generation of Corvettes, development proceeded slowly, being characterised by annual facelifts and few engineering changes of note. On the latter front, the long-overdue arrival of four-wheel disc brakes in 1965 was the most significant development.

Five years after the Sting Ray's arrival, a total restyle ushered in the 'Stingray' era, though the latter name was not officially applied to the model until 1969. Based on GM's 1965 Mako Shark II show car, the new-for-'68 Corvette coupé became a 'notchback' with removable rear window and detachable, two-piece 'T-top' (Targa) roof, while the roadster, or convertible, version could be ordered with an optional hardtop.

The previous generation's recessed pop-up headlights were retained while the windshield wipers were now concealed beneath a vacuum-operated panel, the latter feature being inherited from the Mako Shark II. Beneath the skin the chassis remained fundamentally unchanged.

This Stingray dates from 1974, the first year of the revised, spoiler-less, body-coloured rear end incorporating the now mandatory energy-absorbing bumper. Supplied new in the UK, the car has the 454ci (7½-litre), 270bhp 'big block' engine and automatic transmission, and is finished in Mille Miglia Red with black leather interior. 'GNT 49M' has covered a warranted 65,000 miles from new and comes with a large and comprehensive file detailing its service history. The Corvette has formed part of a collection of supercars for the last eight years and is described by the vendor as 'excellent for year' in all respects, with gleaming engine bay, excellent interior and amazing paintwork. Representing a rare opportunity to acquire a top quality example of an American sports car legend, UK-registered from new, this beautiful Corvette is offered with current MoT, V5 registration document and various magazine articles about the car.

£16,000 - 20,000

€19,000 - 24,000



219

1971 ASTON MARTIN DBS V8 SALOON

Registration no. DLR 8J

Chassis no. DBSV8/10187/R

Engine no. V540/107

'Anyone wondering why Aston Martin bother to make their own vee-8 when so many big American ones are so cheaply available need take only one look at the performance data... for the best explanation in the world. Whatever the undisclosed output of the Aston V8, it is enough to rocket this heavy car to 60mph from rest in exactly six seconds and to 100mph in only 14.7 seconds. Much more than this, we were able to reach 138 mph from rest in a mile and on the Continent record a mean maximum speed of 161.5 mph.' - *Autocar*, 8 July 1971.

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by Bill Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that, 'Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time.' Although less well known as such than the earlier 'DB' series, the DBS is yet another 'James Bond' Aston Martin, having featured in the 1969 motion picture, *On Her Majesty's Secret Service*, starring George Lazenby as the eponymous secret agent.



A full four-seater, the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

A desirable manual transmission model, 'DLR 8J' has enjoyed some concours success, receiving a 2nd place award at the AMOC Greenwich Concours in 1980.

The car comes with a most substantial history file of MoTs and bills from the factory and recognised marque specialists dating back to 1977 together with a album of photographs, test reports, etc. Noteworthy features include suspension, wheels and tyres upgraded to Vantage specification, further enhancing this most capable of Grand Tourers, while relatively recent major works carried out include an interior re-trim by Tove Trimming (2001) and a braking system overhaul by Panelrama (2006).

Finished in dark blue with tan leather interior, the car is described by the vendor as in generally very good condition and offered with the aforementioned history file, current MoT/tax and V5C registration document. An owner's manual, parts catalogue and workshop manual are included in the sale.

£50,000 - 60,000
€61,000 - 74,000



220

1980 RANGE ROVER 4X4 ESTATE

Registration no. BEV 674W

Chassis no. LHABV1AA103581

Engine no. 3413 4452



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 idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover.

Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache. A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8. The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need.

The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

This early Range Rover was sold new on 1st January 1981 via Dutton-Forshaw, Blackpool equipped with the desirable options of Sundym glass and power-assisted steering. No subsequent history is known until 2007 when the car was acquired by the previous owner. The latter intended to restore it but never started the project and the Range Rover was still in need of restoration when it was acquired by the current vendor in December 2013. Since then the chassis has been fully restored and under-sealed, the body treated to a bare-metal re-spray, and the engine and transmission reconditioned. In good condition for its age, the original Palomino Beige velour interior (the so-called 'teddy bear' trim) was left untouched. Described as in generally very good/excellent condition, the car is offered with its original logbook, current road fund licence, V5 registration document and MoT to 28th April 2015 (no advisories). The provision of electronic ignition is the only notified deviation from factory specification.

£15,000 - 20,000

€18,000 - 25,000



221

Factory prototype FEV06

1995 ASTON MARTIN DB7 VOLANTE CONVERTIBLE

Chassis no. SCFAA3112FEV06

Engine no. AM10100023



It was the company's 1987 acquisition by Ford that ensured the future of Aston Martin, and the former's takeover of Jaguar two years later which made possible the revival of the DB line, dormant since the end of DB6 production in 1970. Jaguar's axed XJ-S replacement - the XJ41 - was deemed more suitable as an 'entry level' Aston Martin, and work on the project commenced towards the end of 1991, responsibility for the final design being given to Tom Walkinshaw's TWR Group. A little under three years after the DB7's debut at Geneva, the planned Volante convertible was launched simultaneously at the Detroit and Los Angeles auto shows in January 1996, the coupé becoming available in the USA at the same time.

Prototype DB7 Volantes known as 'FEVs' (Fully Engineered Vehicles) had been undergoing tests on UK roads from the second half of 1994, the car offered here being the last of the six built. Unusually, some of these prototypes, instead of being destroyed when they had served their purpose, as is usually the case, were retained by TWR Engineering and eventually sold off. Thus, in early 2001, 'FEV06' passed via X K Engineering Ltd to Profile Executive Cars of Warwick, who owned it from March 2001 to November 2002.

The next owner, from November 2002 onwards, was Mr John Hartigan of Redditch, who sold the Aston to the current vendor in January 2008. Since 2011 the DB7 has been in Hong Kong (see registration document on file), seeing regular use until around a year ago when the vendor switched to another car. Since then the ECU has developed a fault and thus the Volante, which is currently a non-runner, is sold strictly as viewed.

A manual transmission model finished in Cheviot Red with Ivory Connolly leather interior, 'FEV06' is described as in generally good condition, the ECU fault notwithstanding, with fair paintwork and interior and excellent transmission. The only non-factory modification notified is a Quicksilver sports exhaust system, with walnut steering wheel and titanium pedals the current odometer reading of this desirable soft-top Aston Martin is approximately 54,000 miles. Representing a rare opportunity to acquire a genuine prototype Aston Martin, the car is offered with DVLA Vehicle Record extract and the aforementioned HK registration document.

£17,000 - 22,000

€21,000 - 27,000

No Reserve

222

1954 BENTLEY R-TYPE 4½-LITRE SALOON

Registration no. MRX 196

Chassis no. B170WH

Engine no. B85W



'The Bentley B7 (R-Type) is above all a car de grand luxe et de grand tourisme. It has the dignity and space of a town carriage, yet, in open country, it has all the attributes of a sporting vehicle.'
– John Bolster, *Autosport*.

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the MkVI Bentley. Rolls-Royce's first post-WW2 product, the latter was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith which, although mechanically similar to the MkVI, was nevertheless exclusively a coachbuilt car. The new 'standard steel' body - produced by the Pressed Steel Company, of Oxford - was available at first only on the Bentley MkVI, the equivalent Rolls-Royce - the Silver Dawn - not appearing until 1949. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the MkVI (and Rolls-Royce Silver Dawn) measuring 10' exactly. The Crewe-built range featured a new design of independent front suspension, hydraulic front brakes and a new 4,257cc, six-cylinder, 'F-head' (inlet-over-exhaust) power unit. The latter was enlarged to 4,566cc in 1951 while a much-needed improvement to the standard bodywork arrived mid-way through 1952 in the shape of an enlarged boot together with associated alterations to the rear wings and suspension, subsequent models incorporating these changes being known as the R-Type Bentley and E-Series Silver Dawn.

Chassis number 'B170WH' was manufactured in 1954 and, like that tested by Autosport, has the Rolls-Royce/General Motors Hydramatic four-speed automatic transmission that had recently become available as an option (and would be standardised on the successor Bentley S-Series).

Writing for a magazine devoted to motor sport, John Bolster might have been expected to decry the presence of automatic transmission in a car carrying the Bentley badge, but far from it. Declaring it to be 'one of the greatest improvements of modern times', Bolster reckoned that the auto 'box added 'greatly to the pleasure of driving and takes all the fatigue out of motoring in London.'

'B170WH' comes with comprehensive records of body and mechanical maintenance for the period 1964 to 2009, mainly with Rolls-Royce/Bentley specialists, the related invoices totalling in excess of £60,000. Major works carried out include a gearbox overhaul at 123,807 miles (in 1998); a total engine overhaul and 'unleaded' conversion at 125,843 miles; and the installation of a higher (14/41) rear axle ratio at 132,023 miles. (The current odometer reading is 136,410 miles). Five new Michelin radial tyres were fitted at 125,622 miles. Noteworthy features include a stainless steel exhaust system, sunroof, James Young spare wheel cover (fitted when new) and a full compliment of original tools.

Benefiting from long-term careful maintenance, the Bentley is said to drive superbly, with all systems – heating, sunroof, central lubrication, etc – functioning as they should. The car is offered with the aforementioned service/maintenance records, old-style logbook, current road fund licence and V5 registration document.

£35,000 - 40,000
€43,000 - 49,000





223

1964 AUSTIN MINI COOPER 970 'S' RALLY CAR

Registration no. FTW 659C
Chassis no. C-A2S7-549571
Engine no. 9F-SA-X29231



'To its credit, the 970S remained competitive in racing for many years, although after the end of the homologation period many 970S Coopers were converted to different A-series engines, making the original 970cc car a genuine rarity today.' – Chris Rees, *'Complete Classic Mini'*.

Ringling the changes on combinations of bore and stroke, BMC ended up making the Mini Cooper in no fewer than five different engine capacities, some of which were chosen solely for the purpose of homologation for competitions. One of the latter was the short-stroke 970 'S' unit, which was only available to special order. Once the 1,000-or-so required for homologation had been completed, the model was quietly dropped.

This original Austin Cooper S (one of only 963 produced with the 970cc engine) was first registered on 12th March 1965 and comes with full ownership history. The BMIHT dating letter on file records the date of manufacture as 18th August 1964, while a letter on file dated 1989 states that at that time it was the earliest 970 'S' known to the Mini Cooper Register.

Acquired by the current vendor in 1999, 'FTW 659C' was rebuilt and competition prepared to 1965 Monte Carlo Rally specification by an ex-BMC Abingdon mechanic in 2002, for use by the owner in historic rallies. Since then the car has been maintained, developed and further prepared by Car Craft Scotland Ltd of Loanhead to an exceptionally high standard, regardless of cost.

'FTW 659C' has completed three Rally of the Malts events, two Welsh Castles and the Rally of the Tests with prize-winning success, and benefits from a recently completed professional total mechanical and body refurbishment. Far too lengthy to reproduce here, a detailed listing of works carried out and the car's full specification is in the large history file. Highlights include an engine rebuild, gearbox rebuild, electrical rewiring and a re-spray.

Described as in generally excellent condition, this rarest of Cooper 'S' variants is offered with an old-style logbook, sundry restoration invoices, MoT/tax to 28th February 2015 and V5C registration document. Some removed original parts are included in the sale.

£23,000 - 28,000
€28,000 - 34,000



224

1937 DRA (RILEY) 9HP SPORTS SPECIAL

Registration no. IU 3297

Chassis no. 1100

Engine no. 10598



In the pits at the Limerick Grand Prix, 1938

This unique post-Vintage racing special was constructed by an Adare garage owner, W T Doherty, who drove it in the 1938 Limerick Grand Prix. The Limerick Grand Prix was run between 1935 and 1938 (1937 excepted), the first winner of the event being Luis Fontes driving an Alfa Romeo, while other major manufacturers represented include FIAT, Austin, MG, Bugatti, Maserati, Alta, Lea Francis, Riley, Sunbeam and Frazer Nash. Doherty had already competed in the event having entered an MG in the 1936 race.

There were 17 starters for the 1938 race – a handicap – with none other than ERA driver Tony Rolt on 'scratch'. Rolt set fastest lap before retiring from a race notable for its attrition rate, only five cars making the finish. The win went to the MG Midget of Belfast man J D McClure at 54.21mph, and although the DRA failed to complete the race it was credited with 8th place having covered 53 laps at an average speed of 45.31mph. The Limerick Chronicle's report observed: 'Several of the drivers were rather inexperienced, and many rather wild skids were witnessed.' Doherty also drove the car in the 1938 Irish Motor Racing Rally, finishing 4th, and in several smaller events.

DRA stands for 'Doherty Racing Automobile', and in a letter on file to a subsequent owner, Mr Ronald Mathews of Portarlinton, its creator states that he used parts from as many as 27 different cars in its construction. These included a Straker Squire (fuel tank) and a Citroën (radiator shell). Most of the car is Riley, the engine being that of a 9hp model. Doherty sold the DRA around 1945 and since coming into the vendor's family's possession circa 1966 was used by them up until the mid 1970s being placed in dry storage at that time.

It was restored in 1967 by David Dunn but following such a lengthy period out of use will require re-commissioning, including re-metalling of the engine's bottom-end bearings. This unique Irish-built special is offered with the aforementioned letter and photographs of it in the pits at the Limerick Grand Prix of 1938.

£35,000 - 40,000

€43,000 - 49,000

1992 AIRSTREAM 350LE CLASS A MOTORHOME

Chassis no. 1GBKP37N7M3312946

Airstream has been viewed as the premier manufacturer in the American recreational vehicle business since Wally Byam started making his unique 'Silver Bullet' trailers in the early 1930s. Since then their space age designs and aerodynamic forms have defined the American trailer scene. Indeed, NASA used a modified Airstream trailer for its quarantined astronauts during the Apollo Programme and in more recent times employed a fleet of Airstream motorhomes to transport astronauts to the launch pad.

Airstream started manufacturing Class A motorhomes in 1974 using a construction method for the 'fuselage' that was lightweight, aerodynamic and very strong. Built on a high-speed Chevrolet coach chassis, the 1992 Airstream 350LE motorhome offered here is one of the last of the classic motorhomes built with the expensive-to-produce, aircraft-style, semi-monocoque, aluminium construction.

This spectacular vehicle attracts attention wherever it goes, and with its modern updates is as practical and useable as any modern motorhome. It looks particularly at home at any historic motor racing event.

Although left-hand drive, the Airstream is said to be surprisingly easy to drive in the UK, with light steering, responsive automatic transmission, cruise control and a quiet and powerful 7.4-litre V8 engine. It can cruise all day at the legal limit, with stability aided by an automatically adjusting, air-suspended Tag axle arrangement. Surprisingly, it has reasonable economy for its size and can be driven on some older car licenses thanks to a GVW of 7,500kg.

This classic Airstream was fully restored in the UK in 2010 by LAS Motorhomes of Northampton, the restoration featuring in an article published by RV Magazine. The quality of the interior puts that of most modern motorhomes to shame and features original hardwood furniture and fittings in oak.



The soft furnishings and seats have been re-upholstered in leather by a trimming company specialising in aircraft interiors. Modernised fittings include solid oak flooring; Corian worktops; heating and air conditioning; full-size 'memory foam' double bed; new flat screen televisions; audio and entertainment (X-Box); powered driver's and passenger's seats; and an electrically folding sofa.

The aluminium fuselage has been painstakingly stripped, polished and repainted to a very high standard while the Alcoa aluminium wheels have been polished and re-lacquered. To complement the highly polished exterior, brand new matching Zipdee awnings have been fitted all round. Less visible work includes refurbishment of the self-levelling jacking system; replacement of the under floor; rewiring for UK 240-volt supply; chassis refurbishment and under sealing; re-plumbing; refurbishment of the running gear including brakes; new front adjustable airbags; and new tyres all round. Engine work included new timing chains and a replacement radiator.

This Airstream 350LE has covered relatively few miles for such a vehicle, the current odometer reading being only 63,000. Its generous specification includes cockpit air conditioning plus twin roof-mounted air conditioning units, which in combination with twin auxiliary LPG heaters keep the vehicle chilled or warm even in extreme weather.

There is a self-levelling hydraulic jacking system; automatic power step; 7.0kW twin-cylinder Onan generator; and three coach batteries. A large fresh water tank and large black and grey water holding tanks allow for a weekend's stay without connecting up. Airstream is a byword for comfort and this example has an island double bed at the rear, a large leather couch and dinette seating, which can also be converted into double beds.

The kitchen has a gas hob with microwave oven above and an extraction fan, plus a large fridge freezer and lots of solid oak cabinets and draws. Bathroom facilities include a full-size shower, LPG water heater and a full-size ceramic flushing toilet. Storage is taken care of by two wardrobes, bathroom cupboards, and drawers under the couch and bed. Externally there is one large patio and three window awnings. External storage includes a large boot and lots of slide-out under-body lockers. Manoeuvring is aided by a reversing camera, docking lights and electric/heated mirrors. Described as in generally very good condition, this ultimate classic motorhome is offered with sundry restoration invoices, current road fund licence, MoT to August 2014 and Swansea V5 document.

Please note VAT at 20% on hammer price and buyer's premium will apply.
£70,000 - 90,000
€85,000 - 110,000





226

1992 ROVER MINI 'ITALIAN JOB' SALOON

Registration no. K445 XPH

Chassis no. SAXXNYADBB060838

Engine no. 12A2BG03259677

Launched in October 1992, the limited edition 'Italian Job' sought to capitalise on the enduring popularity of the eponymous 1969 motion picture starring Michael Caine, in which the Mini Cooper played a central role. Although styled like the contemporary Cooper, the Italian Job made do with the standard 50bhp, 1,275cc engine rather than the former's fuel-injected 63bhp unit. Special features included bonnet stripes, spoked alloy wheels, white-painted grille, twin driving lamps, colour-matched external mirrors, black bumpers, tinted glass and, of course, a unique 'Italian Job' bonnet badge. The latter also adorned the three-spoke steering wheel that complemented the Black Tweed interior trim and Mini Mayfair instrument pack. 1,000 cars were made for the UK market and a further 750 for Italy. This Mini Italian Job was supplied new to its first (lady) owner via main agent Wadham Kenning Rover and had covered 31,000 miles when she offered it for sale at auction in December 2007. Purchased then by the current vendor, the Mini was used for a while before being swapped for another, and then repurchased. Used sparingly, it has covered 64,500 miles from new and is described as in generally good condition. Recent works, undertaken in April 2014, include fitting a new radiator, brake discs, front wheel bearings and chromed bumpers. Currently forming part of a large private collection that is being reduced, the car is offered with sundry bills, current road fund licence, MoT to April 2015 and V5C registration document. The original black bumpers come with it.

£3,000 - 5,000

£3,700 - 6,100



227

Left-hand drive

1988 JAGUAR XJR-S 5.3-LITRE CONVERTIBLE

Having done Jaguar's international sporting image no end of good by winning the 1984 European Touring Car Championship at the wheel of an XJ-S, Tom Walkinshaw was called upon to give the Coventry manufacturer's road cars a performance makeover. Walkinshaw's JaguarSport company was already producing body and suspension kits for the XJ-S and in 1988 the factory sanctioned an official model incorporating Walkinshaw's enhancements – the XJR-S. Priced at £38,500, the latter was launched in August 1988, capitalising on Jaguar's second consecutive World Sports Car Championship and victory at Le Mans that year. Walkinshaw's modifications to the running gear were relatively modest yet the transformation of the XJ-S's road manners was marked. The following year the XJ-S's 5.3-litre V12 engine was stretched to a full 6.0 litres, gaining close to a hundred horsepower in the process, while reworked suspension incorporating stiffer springs/anti-roll bars and Bilstein gas-filled struts formed part of the package also. A colour-matched body kit, prominent boot spoiler, 16" Speedline alloy wheels and a full leather interior further differentiated the XJR-S from its humbler brethren. A top speed of more than 160mph was claimed for the XJR-S, which at £45,500 in 1989 was by a considerable margin the most expensive Jaguar on offer. The XJR-S was always a limited production model, with just 837 being made between 1989 and 1993 compared to more than 115,000 XJ-S cars in total. This early left-hand drive example is finished in Ice Blue with cream interior and has automatic transmission. The car has been owned by a Swiss collector for a number of years, residing in Basel, and currently displays a total of 82,000 kilometres (approximately 50,900 miles) on the odometer. In regular use and kept serviced, it benefits from a refurbished fuel injection system and is described as in generally very good condition, driving very well. Import duties will be paid by the vendor.

£8,000 - 12,000

£9,800 - 15,000

228

**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 365GT4 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 unrestored 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 - 16,000

€12,000 - 20,000



229

Left-hand drive

1970 MORRIS MINI MOKE

Registration no. BOU 82H

Chassis no. AB000630L813295

Engine no. 8AC-UH3497

Like that other great cult car of the post-WW2 era - the Volkswagen 'Beetle' - the Mini proved amenable to all manner of imaginative interpretations by devotees, though its boldest reinvention - the Jeep-like Moke - came from BMC itself. Conceived as a military vehicle but rejected by the British Army, the Moke was redeveloped for the civilian market, deliveries commencing in 1964. The car's open design meant that, even with the optional weather protection erected, it was not the ideal vehicle for the British climate and the vast majority ended up overseas. Production too was transferred abroad after 1968, continuing in Australia until 1981. Australian-built Mokes were already being exported to Portugal in kit form and production proper commenced there in 1983. In 1990 Rover sold the Moke project to Italian motorcycle manufacturer Cagiva, which continued production in Portugal until 1993. Sold as a utility vehicle in overseas markets but in Britain viewed more as a fashion accessory, the Moke captured the 1960s' spirit of freedom and self-expression more effectively than any other car. The Moke's prominent role in Patrick McGoochan's cult - and oft repeated - TV series *The Prisoner* has only served to maintain its popularity and today this quirky Mini variant remains highly sought after. Previously registered in Italy, this left-hand drive Mini Moke was purchased by the current vendor at Bonhams Monaco Sale in May 2012 (Lot 273) since when it has been treated to new seat cushions. We are advised that 'BOU 82H' is in generally good/very good condition, although the water pump needs replacing. Sold strictly as viewed, the car is offered with current tax and V5C registration document.

£6,000 - 8,000

€7,300 - 9,800





230

C.1956 DAIMLER CONQUEST CENTURY DROPHEAD COUPÉ

Chassis no. D87650

'With the power-operated hood folded away you have a fast open tourer that just laps up the miles. In seconds, when required, the hood comes up to the elegant "de ville" position; and a further simple adjustment gives you a snug closed car with the warmth and comfort of a saloon.' – The Daimler Company Limited, extolling the virtues of the Conquest Century Drophead Coupé. Small by Daimler standards, the Conquest was, according to The Autocar, 'designed to cater for the driver who requires a vehicle of high quality and detail finish, coupled with a good performance, but does not want a large or heavy car.' The medium-sized Conquest debuted at the 1953 Motor Show featuring a new 2.4-litre, overhead-valve, six-cylinder engine coupled to the familiar Daimler fluid flywheel and pre-selector gearbox, and retained a separate chassis incorporating independent front suspension and Girling hydro-mechanical brakes. Announced the following year and equipped with an improved, 100bhp engine incorporating an aluminium-alloy cylinder head and twin carburettors, the Conquest Century version was good for around 90mph. One of an estimated 234 Conquest Century drophead coupés made, this example was purchased by the current owner in 2009. The car benefits from re-upholstered leather seats and is described as in generally good condition, running and driving, though we are advised that the soft-top and rear suspension need to be overhauled. Sold strictly as viewed, the car comes with French Carte Grise and Contrôle Technique.

£10,000 - 15,000

€12,000 - 18,500



231

1960 AUSTIN-HEALEY SPRITE MKL ROADSTER PROJECT

Chassis no. AN5 42499

'The Sprite's only rivals were the Berkeley and the Lotus Seven. Only the Lotus could reach 50mph faster, neither was as quick on the straight in standard form, and neither could compete in finish, strength or comfort.' – Eric Dymock, *'The Sprites and Midgets'*. Having forged strong links with BMC in the process of developing the successful Austin-Healey 100, Donald Healey turned his attention to designing a smaller version intended to make sports car motoring affordable to a wider sector of the market. Raiding the BMC parts bin for suitable components, Healey used Austin's 948cc A-Series engine; the A30/35's front suspension and rear axle; the Morris Minor's steering rack; and an MG twin master cylinder. Although its power train and running gear were entirely conventional, as well as thoroughly tried and tested, Healey's new baby was notable for its state-of-the-art unitary construction body/chassis. Christened 'Sprite', the new sports car entered production in March 1958 featuring a distinctive forward-hinging bonnet/wings topped by two fixed 'frog eye' headlamps, thus ensuring instant recognition and the now-familiar nickname. Despite a Spartan equipment level - even the front bumper was listed as an extra! - the 'Frog Eye' sold well, which was not really surprising as there was nothing competing with it either on price or performance. This 'barn find' Sprite is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£1,500 - 2,500

€1,800 - 3,100

No Reserve

232

1992 MERCEDES BENZ 600SEL SALOON

Registration no. J600 MML

Chassis no. WDB1400572A0478

Engine no. 12098022-0009225

In 1991 Mercedes-Benz replaced the old S-Class with an equally appealing, sleek new design in the modern idiom. As one might expect, these new S-Class luxury saloons were designed to be world leaders in their market sector and were lavishly equipped in the best Mercedes-Benz tradition. Topping the range was the 6.0-litre V12-powered 600SEL delivering a 0-100km/h (62mph) time of 6.1 seconds and a top speed of 156mph. This 600SEL was less than a year old when it was acquired as his main transport by a company owner/director. The model was chosen for its twin airbags, the Mercedes-Benz 600SEL being the only luxury saloon to have this feature at that time. Replaced in 2008 by a Volkswagen Phaeton, it has been laid up in the company's warehouse and will require appropriate mechanical/electrical re-commissioning before further use. Finished in blue with matching leather interior, 'J600 MML' currently displays a total of 98,884 miles on the odometer and is described as in generally good condition, with 'fair/good' electrics. Additions to the standard specification include telephone/umbrella compartments; televisions in the two front headrests (with matching leather covers); a DVD/CD player in rear armrest; a television tuner/VCR player in the First Aid box space; and a radio tuner in the front glove box. Accompanying documentation consists of sundry bills and Swansea V5C document.

£2,000 - 4,000

€2,500 - 4,900



Ferrari Classiche certified, concours winning
 1966 Ferrari 275 GTS
 Coachwork by Pininfarina
Refer Department

The ex-Mac McKenzie, 'Bluebell'
 1929 Bentley 4½-Litre Racing Two Seater
£480,000 - 540,000

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In current ownership for 27 years
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The ex-Norman Wisdom
 1937 Jaguar SS100 2½-Litre Roadster
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1964 AC Cobra 289 Mark II Roadster
£500,000 - 550,000



Bonhams

GOODWOOD FESTIVAL OF SPEED SALE

Friday 27 June, 2014

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Further entries invited



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1936 Mercedes-Benz 540K Cabriolet A
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*Offered direct from the Mercedes-Benz
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*The 1954 Paris Salon de l'Automobile
and 1955 London Motor Show*
1954 Mercedes-Benz 300 SL 'Gullwing' Coupé
Refer Department

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Coachwork by H. J. Mulliner
€600,000 - 800,000

1909 Mercedes 35hp open tourer
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Bonhams

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Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. They may not reveal the true condition of the *Lot*. A photograph or illustration may not reflect an accurate reproduction of the colour(s) of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical parts may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such

items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams’* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

Estimates

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams’* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer’s Premium* payable. *Lots* can in fact sell for *Hammer Prices* below and above the *Estimate*. Any *Estimate* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

Condition Reports

In respect of most *Lots*, you may ask for a *Condition Report* on its physical condition from *Bonhams*. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. Nor does the *Seller* owe or agree to owe you as a *Bidder* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you. However, any written *Description* of the physical condition of the *Lot* contained in a *Condition Report* will form part of the *Contractual Description* of the *Lot* under which it is sold to any *Buyer*.

The Seller’s responsibility to you

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

Bonhams’ responsibility to you

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller’s* agent only (unless *Bonhams* sells the *Lot* as principal).

Bonhams undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams’* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that examinations, investigations or tests have occurred.

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not 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 strung musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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MOTORCYCLE INDEX

Lot No	Year	Model			
61	c.1927	AJS 2¼hp	76	1951/55	Matchless 497cc G80S
68	1927	AJS 350cc Model K7 'Big Port' Project	106	1955	Moto Guzzi 192cc
6	c.1952	AJS 497cc Model 18S Project	99	1970	Moto Guzzi 50cc Dingo Cross
42	c.1954	AJS 348cc Model 16 Trials	50	1982	Moto Guzzi 850cc Le Mans MkIII
43	1959	AJS 498cc Model 20 Project	102	1961	MV Agusta 235 Tevere
78	c.1982	Aprilia 280cc TX Climber Trials	65	1928	Norton 490cc CS1
4	c.1928	Ariel 557cc Model B Project	86	1954	Norton 490cc ES2
64	1934	Ariel 601cc 'Square Four' Project	87	1958	Norton 350cc Model 50
72	1936	Ariel 499cc Red Hunter Competition Model	47	1960	Norton 498cc ES2/Model 77 Café Racer
70	1947	Ariel 998cc Model 4G Square Four	92	1961	Norton 490cc ES2
35	1953	Ariel 998cc Square Four MkII	94	1970	Norton 745cc Commando S
71	1956	Ariel 500cc Trials Sidecar Outfit	84	1972	Norton 750 Commando Interstate
41	1957	Ariel 350cc Red Hunter	83	1974	Norton 850 Commando Roadster
73	1957	Ariel 500cc HT5 Scrambles	93	1974	Norton Commando 850
75	1958	Ariel 500cc VH Red Hunter	88		Norton 250cc Manx Racing Motorcycle
101	1960	Benelli 125cc Leoncino	67	1915	OK Junior 2¼hp Lightweight
98	1971	Benelli 231cc 2C Racing Motorcycle	5	1929	Royal Enfield 2¼hp Model G
85	1972	BMW 745cc R75/5	63	1921	Rudge 499cc Multi Project
52	1983	BMW 980cc R100RS	58	1922	Rudge 499cc Multi IoM TT Model
116	1976	BRM-Yamaha Racing Sidecar Outfit (BRM P205)	104	1919	Scootamota 125cc
2	1928/31	Brough Superior Overhead 680 Project	69	1926	Scott 600cc Flying Squirrel
1	1935	Brough Superior 1,096cc 11-50hp	60	1929	Scott Flying Squirrel Tourer Project
7	c.1942	BSA 500cc M20	111		Steib Sidecar
33	c.1950	BSA 646cc A10 'Golden Flash'	62	1928	Sunbeam 493cc Model 9
8	c.1952	BSA 249cc C10 Project	36	1955	Sunbeam 489cc S8
9	c.1952	BSA 249cc C11 Project	120	1990	Suzuki VX800
37	c.1955	BSA 35cc Winged Wheel	48	1974	Triton 650cc 'Café Racer' Project
80	1955	BSA 500cc 'Gold Star'	89		Triton 650cc 'Café Racer'
91	1955	BSA 500cc Gold Star Production Racing Motorcycle	59	1918	Triumph 550cc Model H Project
31	c.1955	BSA 646cc Road Rocket	3	1924	Triumph 550cc SD
81	c.1957	BSA 500cc 'Gold Star'	66	1928	Triumph 500cc TT Model
32	c.1960	BSA 646cc A10 'Golden Flash'	40	1947	Triumph 349cc 3T Project
79	c.1963	BSA 646cc Rocket Gold Star	74	1951	Triumph 499cc Trophy
44	c.1965	BSA 343cc B40	107	1960	Triumph 250cc 'Tigress' scooter
34	1966	BSA 500cc A50 Royal Star	49	1960	Triumph 5TA Speed Twin Project
74A	1924	Cedos 348cc Motorcycle Combination	97A	1966	Triumph 646cc 'Bonneville'
95	1950	Douglas 348cc Mark IV	46	1972	Triumph 649cc T120V Bonneville
112	c.1947	Ducati 49cc Cucciolo	82	1973	Triumph X75 Hurricane
51	1990	Ducati 900SS	110		Triumph Sprinter
113	1953	EMI 32cc Cyclemaster	117		Triumph Trident 'Trackmaster' Racing Motorcycle
100	1962	Gilera 175cc Giubileo	97	1949	Turner Manufacturing 168cc 'Bi-Van' Delivery Tricycle
38	1959	Greeves 246cc 24DB Sports Single Project	108	1937	Velocette 349cc MAC Grass-Track Racing Motorcycle
39	c.1961	Greeves 249cc Sports Twin Project	96	1954	Velocette 349cc MAC
77	1961	Greeves 250cc Trials	53	1951	Vincent 998cc Black Shadow
90	c.1963	Honda 125cc CR93 Racing Motorcycle	54	1951	Vincent 998cc Rapide Project
118	c.1975	Honda CR750 Replica Racing Motorcycle	56	c.1952	Vincent 998cc Rapide Project
119	c.1983	Honda VF750F Interceptor Racing Motorcycle	114	1955	Vincent 49cc Firefly
105	1946	James 122cc ML	55	1955	Vincent 998cc Black Prince Project
103	1901	Labre & Lamaudière	115		Yamaha XJ650 Maxim
121	1960	Matchless 650cc G12 CSR Project	57	1927	Zenith-JAP 678cc Model 6-80
45	1962	Matchless 350cc Model G5	109	1934	Zenith-JAP 245cc LC1

MOTOR CAR INDEX

Lot No	Year	Model			
215	1992	Airstream 350LE Class A Motorhome	211	1989	Jaguar XJR-S 5.3-Litre Convertible
163	1934	Alvis Speed Twenty 'SB' Tourer	168	1939	Lagonda V12 Saloon de Ville
177	1957	Aston Martin DB MkIII Sports Saloon Project	187	1962	Lancia Appia Saloon
194	1966	Aston Martin DB6 MkI Saloon	210	1989	Maserati 2.8-Litre Biturbo Saloon
196	1970	Aston Martin DB6 Sports Saloon	206	1982	Maserati Merak SS Coupé
219	1995	Aston Martin DB7 Volante Convertible	217	1992	Mercedes Benz 600SEL Saloon
199	1971	Aston Martin DBS V8 Automatic Sports Saloon Project	232		Messerschmitt Kabinenroller Project
200	1971	Aston Martin DBS V8 Saloon	189	1963	Messerschmitt Kabinenroller 'TG1400' Special
220	2002	Audi A6 Allroad Quattro Estate	175	1955	Messerschmitt KR175 Microcar
192	1964	Austin Cooper S	176	1956	Messerschmitt KR200 Project
171	1953	Austin Healey 100 BN1 Roadster	183	1960	Messerschmitt KR200 Project
179	1959	Austin-Healey 100/6 BN6 Roadster	188	1962	Messerschmitt KR200 Project
186	1961	Austin-Healey Sprite MkI Roadster	229	c.1960	Messerschmitt KR200 Project
185	1960	Austin-Healey Sprite MkI Roadster Project	230	c.1960	Messerschmitt KR200 Project
152	1925	Bean 11.9hp Saloon with division	231	c.1961	Messerschmitt KR200 Project
150	1923	Bean 12hp Van	182	1960	Messerschmitt KR200 Super Replica
160	1929	Bean 14hp 14-seat Omnibus (30cwt)	181	1960	Messerschmitt KR201 Roadster Replica
161	1930	Bean 14hp 25cwt Pickup Truck	178	1958	Messerschmitt/FRM TG500 Microcar
155	1926	Bean 14hp Commercial Pickup	198	1971	MG B GT V8 Coupé by Costello
153	1925	Bean 14hp Four Seat Tourer	169	1939	MG TA Midget 'Crackerjack Q' Supercharged Sports Special
151	1925	Bean 14hp Saloon	180	1959	MGA 1600 Roadster
154	1926	Bean Model 4 12hp Tourer	166	1938	Morgan 4/4 Roadster
157	1927	Bean Model 6 Short 14 Faux Cabriolet	197	1970	Morris Mini Moke
173	1954	Bentley R-Type 4-Litre Saloon	184	1960	MV Augusta 1100 D2 Autocarro Motorcycle Transporter
174	1955	Bentley S-Series Saloon	204	1977	Porsche 924 Coupé
201	1974	BMW 2002 Turbo Sports Saloon	205	1980	Range Rover 4x4 Estate
164	1935	Daimler 2.0-Litre 15hp Saloon	221	2003	Robin Hood 2B Sports Project
228	c.1956	Daimler Conquest Century Drophead Coupé	224	c.1920	Rochet-Schneider Type 20000 Flat-bed Lorry Project
158	1927	Diatto Tipo 20A Tourer	156	1926	Rolls-Royce 20hp Barrel-body Tourer
165	1937	DRA 9hp Sports Special	172	1954	Rolls-Royce Silver Dawn
203	1975	Ferrari 365GT4 2+2 Berlina	170	1952	Rolls-Royce Silver Wraith Saloon
202	1974	Ford Capri 'Stampede' V8 Coupé by Jeff Uren	216	1992	Rover Mini 'Italian Job' Saloon
214	1992	Ford GT40 CoupÉ Replica by GT Developments	167	1939	Salmson S4E Tourer Project
225	c.1944	Fordson Model N Tractor Project	227	c.1955	Sebring Sports Special Project
159	1927	Hispano-Suiza 27hp T49 Weymann Saloon	223	1933/1934	Singer 1-Litre (2-Litre) Le Mans Sports
226	c.1947	Jaguar 2-Litre 'Mark IV' Saloon	195	1967	Steyr-Daimler-Puch Halfinger 4x4
207	1982	Jaguar C-Type Replica by Proteus	162	1933	Talbot AV105 'Alpine Replica' Tourer
212	1990	Jaguar D-Type 4.5-Litre Replica	191	1964	Triumph GTR4 Dove Coupé
208	1983	Jaguar D-Type Replica	209	1987	Vixen Motorhome
193	1966	Jaguar FT Bertone 420 Coupé	222	2007	Volkswagen Transporter T5 T30 4Motion SWB Passenger Van
190	1964	Jaguar Mark X 3.8-Litre Saloon			

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