

## THE BEAULIEU SALE

Collectors' Motor Cars,  
Motorcycles and Automobilia  
Saturday 6 September 2014  
The National Motor Museum  
Beaulieu, Hampshire



# Bonhams





# THE BEAULIEU SALE

## Collectors' Motor Cars, Motorcycles and Automobilia

Saturday 6 September 2014 at 11:00

The National Motor Museum,  
Beaulieu, Hampshire  
SO42 7ZN

### VIEWING

Friday 5 September 10:00 to 17:00  
Saturday 6 September  
09:00 event exhibitors  
10am general admission

### SALE TIMES

Automobilia 11:00  
Motorcycles 13:00  
Motor Cars 14:00

### SALE NUMBER

21902

### CATALOGUE

£25.00 + p&p  
(admits two)

### BIDS

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

Please note that bids should be submitted no later than 16:00 on Friday 5 September. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 8700 270 089 fax or [bids@bonhams.com](mailto:bids@bonhams.com)

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](mailto:bids@bonhams.com) with "Live bidding" in the subject line 48 hours before the auction to register for this service.

### ENQUIRIES

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

Motorcycles  
+44 (0) 20 8963 2817  
[motorcycles@bonhams.com](mailto:motorcycles@bonhams.com)

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

### ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 8700 270 090  
+44 (0) 8700 270 089 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 323  
Back cover: Lot 272

### IMPORTANT INFORMATION

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

#### Bonhams 1793 Limited

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

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

#### Bonhams 1793 Ltd Directors

Robert Brooks Co-Chairman,  
Malcolm Barber Co-Chairman,  
Colin Sheaf Deputy Chairman,  
Matthew Girling Global CEO,  
Patrick Meade Global CEO,  
Geoffrey Davies, Jonathan Horwich,  
James Knight, 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, 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 +/- 90 lots of automobilia per hour and circa 30 vehicles per hour.

## Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the vehicles. It is also advised that the vehicles 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

Vehicles 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](http://www.hagertyinsurance.co.uk)

# Your contacts for this sale

## Motor Car Specialists

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

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

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rob.hubbard@bonhams.com

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## Motor Car Administrators

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## Motorcycle Specialists

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james.stensel@bonhams.com

Bill To  
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bill.to@bonhams.com

## Motorcycle Administrator

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+44 (0) 20 8963 2817  
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## Automobilia Specialists

Toby Wilson  
+44 (0) 20 8963 2842  
toby.wilson@bonhams.com

Adrian Pipiros  
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adrian.pipiros@bonhams.com

## Buyers/Sellers Accounts

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

## Press Office

Ruth Fletcher  
+44 (0) 20 7468 5870  
+44 (0) 20 7468 8209 fax  
ruth.fletcher@bonhams.com

Julian Roup  
+44 (0) 20 7468 8259  
+44 (0) 20 7468 8209 fax  
julian.roup@bonhams.com

## Catalogue subscriptions

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

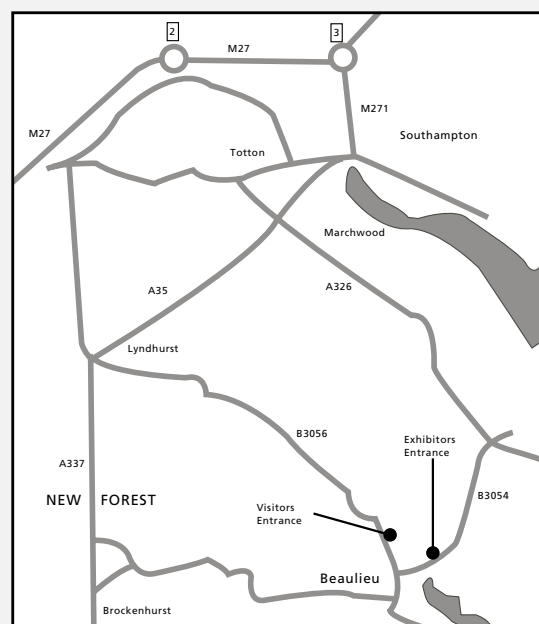
## Recommended Transporters

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

# Directions to the National Motor Museum



## Sale Admission for Catalogue Holders

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

## Bonhams at Beaulieu

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

# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 10am on the day after the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10am Tuesday 16 September 2014 by appointment only. (Owing to the departments absence at the Goodwood Revival Auction).

To arrange collection please contact the Automobilia Department 020 8963 2840 or [automobilia@bonhams.com](mailto:automobilia@bonhams.com) to make an appointment.

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

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

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

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

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

## Motor Cars & Motorcycles

Motor Cars must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Monday 8 September.

Motorcycles must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Sunday 7 September.

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

### Removal and Storage of Vehicles

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

Polygon Transport registered address:

### Polygon Transport

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

### Vehicle Removal charges

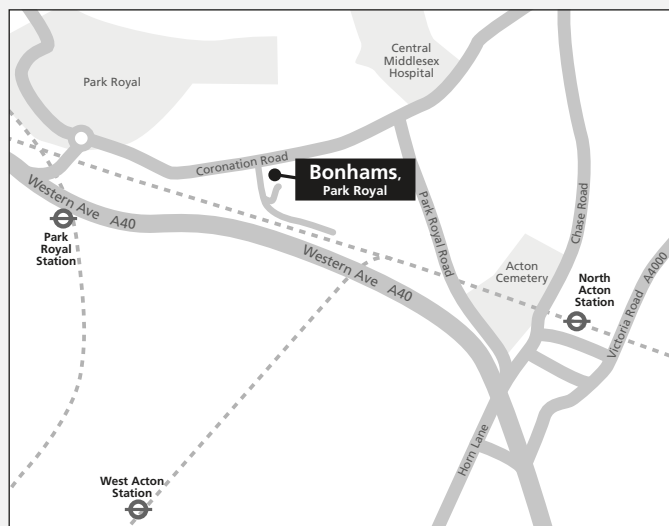
£75 + VAT per motorcycle  
£120 + VAT per motorcycle combination  
£210 + VAT per motor car

### 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).



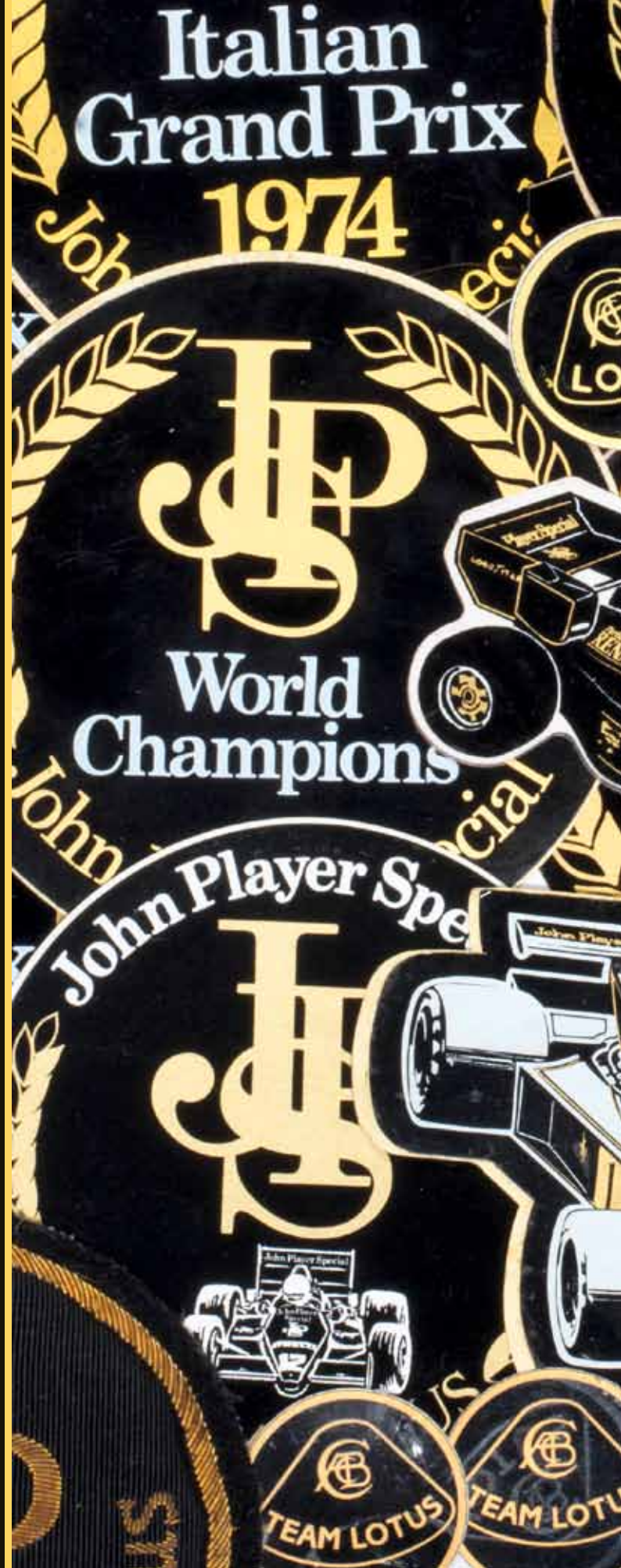


## AUTOMOBILIA

11:00

Lots 1 - 174

Images of each lot can be found at:  
[www.bonhams.com/21902](http://www.bonhams.com/21902)







Nice  
Ron  
John

LOTUS

LOTUS

John Player  
Special

2

DUCKHAMS

LOTUS

TEAM LOTUS

John Player Special

John Player Special

John  
Player  
Special

MERAS

TEAM LOTUS

TEAM LOTUS

John Player  
Special

DUCKHAMS

ALBION ADVERTISING  
LICHFIELD 56251



John Player  
Team Lotus



1♦

**A GOOD COLLECTION OF MOTORING BOOKS,**

comprising BRDC: Pole Position; number 603/1000, signed by Hon. Gerald Lascelles, Ivan Rendall: The Power and the Glory published by BBC, 1991; Graham Hill & Neil Ewart: Graham published by Hutchinson/Stanley, 1976, dedicated by Bette Hill; Jenks: A Passion for Motor Sport (special BRDC edition, signed by The Lord Hesketh) published by Motor Racing Publications, 1997; Stirling Moss & Doug Nye: Fangio, a Pirelli Album published by Pavilion, 1991; Lord Montagu & David Burgess-Wise: Daimler, 1995, dedicated and signed by both authors, and other books.

(Qty)

£260 - 300

€330 - 380

2♦

**DAVID WESTON: ROLLS-ROYCE FANTASIA,**

limited edition number 238/850, signed by the author, quarter bound in leather with tooled spine, hard covers, 124 numbered pages with full colour illustrations, complete with slipcase and press-pack.

£250 - 300

€320 - 380

3♦

**A COLLECTION OF MOTORING BOOKS,**

comprising Johnnie Green: Bentley Fifty Years of The Marque, 1973, with dust jacket; Lawrence Dalton: Those Elegant Rolls-Royce, 1978, with dust jacket; an Aston Martin DB4 & DB4 GT workshop manual, Part Number 20-43-130 (2nd reprint), black card covers, worn, and other books.

(Qty)

£200 - 300

€250 - 380

4♦

**ASSORTED MOTOR ENGINEERING VOLUMES,**

including Paul N Hasluck: The Automobile, Special Edition, Volumes I-III; H Thornton Rutter: Motors of To-day, Volumes I-V; and Modern Motors Volumes I-IV; Arthur Judge: Modern Motor Cars, Volumes I-III; Rankin Kennedy: The Book of the Motor Car, Volumes 1-IV; Taso Mathieson: Grand Prix Racing 1906-1914, in slipcase; and Rene Bellu: Toutes les Renault (French text).

(21)

£250 - 350

€320 - 440

5♦

**BERND HOLTHUSEN: LAGONDA; PUBLISHED BY PALAWAN PRESS,**

limited edition (440/1000), 426 pages, blue canvas hard covers, in slipcase, a well illustrated history of the marque,

£300 - 400

€380 - 510

6♦

**DOUG NYE: 'DRIVING AMBITION' THE OFFICIAL INSIDE STORY OF THE MCLAREN F1; PUBLISHED BY MCLAREN CARS LTD,**

limited edition (304/1000), signed by Mansour Ojje, Ron Dennis, Gordon Murray and Creighton Brown, 407 numbered pages, applied with 'GTR 24 Heures du Mans winners' chassis plate, black cover embossed with steering wheel and F1 V12 badge, library box case mounted with McLaren badge, complete with packing box.

£350 - 450

€440 - 570

7♦

**TWO LOTUS FORMULA 1 BOOKS,**

comprising Michael Oliver: Lotus 72 Formula One Icon; published by Coterie Press, publishers edition (12/50) with signatures by Emerson Fittipaldi and the author, 237 numbered pages with additional 48 numbered pages exclusive to publishers edition books, black covers with embossed Team Lotus badge and black library box, together with The Lotus Book Collectables, limited edition, with original packaging, numbered 63/1000, presented in green slipcase with gold coloured Lotus badge to front

(2)

£400 - 500

€510 - 630

8♦♦

**A LARGE COLLECTION OF ASSORTED MOTORING BROCHURES AND SALES LITERATURE,**

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

(Qty)

£700 - 900

€880 - 1,100

9♦♦

**THE AUTOCAR; A RUN OF BOUND ISSUES FROM VOLUME 97 JANUARY 1952 TO DECEMBER 1972,**

some bound with indices, together with assorted issues of Automobile Quarterly including Volume 1 Number 1, other loose magazines, three Volumes of Classic Car and 'Encyclopaedia dell' Automobile' (Italian Text) in seven Volumes.

(Qty)

£300 - 400

€380 - 510

10♦♦

**THE BROOKLANDS GAZETTE & MOTORSPORT; VOLUME 1 TO VOLUME 75 NUMBER 4, 1924 TO APRIL 1999,**

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

(Qty)

£3,000 - 3,500

€3,800 - 4,400

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

11♦

**A COLLECTION OF CAR, COMMERCIAL AND AGRICULTURAL VEHICLE AND AEROPLANE SALES BROCHURES AND RELATED EPHEMERA,**

including Chevrolet 1959, Bristol 405 1955, Citroen DS with price list for 1960, Jaguar XK140, Lagonda 1953, VW 1953, David Brown 25D tractor postcard, Studebaker Trucks 1952, Mann Egerton Crellin-Duplex coach, De Havilland Vampire, Dove and Heron catalogues, and other sales catalogues, press cuttings and ephemera.

(Qty)

£250 - 320

€320 - 400

12♦

**A ROLLS-ROYCE 40/50HP SIX CYLINDER SALES CATALOGUE, JANUARY 1914,**

cord tied, cream card covers, some discolouration, wear and loss to covers, 71 numbered pages, with 14 tipped-in coloured plates, 4to.

£400 - 500

€510 - 630



13

**ITEMS RELATING TO ROLLS-ROYCE MILITARY ARMoured CARS,**

including a metal Armoured Car Instructor's sleeve badge and a gilt-embroidered uniform patch, a metal badge for the 12th Royal Lancers Armoured Car Regiment, period monochrome press photographs featuring the cars including pre-War and wartime operations in Palestine, North Africa Campaign and Army recruitment drives, and a 2nd edition of Major T I Dun: From Cairo to Siwa Across the Libyan Desert With Armoured Cars.

(Qty)

£250 - 350

€320 - 440

14 ♦

**A QUANTITY OF ASSORTED PIRELLI CALENDARS,**

from 1984-2012, all in original boxes.

(29)

£250 - 300

€320 - 380

15•

**SEVEN PRE-WAR BROOKLANDS OFFICIAL RACE CARDS,**

comprising one for 1928, one for 1930, four for 1931 and one for 1932, together with two Brooklands Year Books for 1932 and 1933, a 1951 Goodwood International Car Race Meeting programme and a Rolls-Royce Silver Shadow and Bentley T instruction manual.

(12)

£250 - 300

€320 - 380

16 ♦♦

**A MIXED LOT OF ASSORTED COACH WORK FIXTURES AND FITTINGS,**

comprising two windscreens with mounting brackets, running boards and wings in various conditions and sizes, various seats, handles, switches, dials and other items.

(Qty)

£250 - 300

€320 - 380

17 ♦

**AN AUTOJUMBLER'S LOT,**

including a French veteran three-trumpet brass horn by SMA, a Smith & Sons bronze carburettor, stamped 162, four Jaguar twin-eared wheel spinners, pair of Lucas oil-illuminated side-lamps, an Oldfield sidelamp for restoration, a Smiths opera sidelamp, a pair of Marchal Agree No.97 electric lamps, for restoration, a Delage 6-Cylinder 18-2Hp maintenance manual, a small veteran wicker tea-set, a post-War vanity case with various fittings, and a Schuco Oldtimer tin-plate clockwork model of a 1902 Mercedes Simplex.

(Qty)

£500 - 700

€630 - 880

18

**A BLERIOT-PHI MIRROR-BACKED SPOTLAMP,**

nickelled body with alloy rim, 4¾ inch lens with reflector and bulb, 2¾ inch diameter mirror to rear, complete with mounting bracket, together with a Phares Besnard mirror-backed spotlamp, brass body, 4¾ inch convex lens with reflector and bulb, with 3 inch mirror to rear, with cast alloy mounting bracket.

(2)

£150 - 200

€190 - 250

19

**FIVE ELECTRIC HORNS,**

comprising one pair of Lucas short trumpet wind-tone horns, the other a pair of Hella streamlined horns, and an under-bonnet Klaxon, various conditions, for restoration.

(5)

£250 - 350

€320 - 440

20

**A BOA CONSTRICTOR WIDE TRUMPET HORN,**

coiled brass body, lacking bulb, together with an oil illuminating lamp by Frankonia, brass bodied, side flange mount with loop handle, 5 inch diameter main lens, three tiered chimney and ruby tell-tale to rear, and a small bulb horn.

(3)

£300 - 400

€380 - 510

21

**A SPEEDOMETER AND OIL PRESSURE GAUGE FOR AUSTIN 7 ULSTER,**

the 100mph speedometer by Smiths, black dial, numbered 22835, with drive cable, the oil gauge by Coley, with pipe, offered together with a British Jaeger dashboard clock and a Junghans 8-day angle-mounted brass dashboard clock.

(7)

£250 - 350

€320 - 440

22

**AN EARLY JAEGER PARIS 'TOURS MINUTE' REV COUNTER, FRENCH,**

AM type, black dial with 0 to 2400 Arabic numerals, outer chapter ring, cast alloy case numbered 67780, bevelled glass lens, bezel 9.5cm diameter.

£800 - 1,000

€1,000 - 1,300

23 ♦

**A JAGUAR E-TYPE SERIES 3 V12 EXHAUST SYSTEM,**

with quad fantail outlet, original and in used condition.

£250 - 300

€320 - 380



12



22

24 ♦

**ASSORTED SPARES BELIEVED INVICTA 12 45/90HP,**

comprising 6 brake rods (2 with brass adjusters), two centrelock spinners, handbrake lever, accelerator arm with mounting bracket, universal joint, flywheel and starter ring and four cast alloy dashboard to scuttle mounting brackets, together with other spares possibly for the same, comprising clutch parts, a short prop shaft, two friction shock absorbers and a 7½ inch diameter crown-wheel.

(Qty)

£250 - 350

€320 - 440

25 ♦

**A GOOD PAIR OF MERCEDES-BENZ 300SL OVER-RIDERS AND OTHER 'GULLWING' SPARES AND PARTS,**

over-riders chromed, used, but in overall good condition, together with various seals/washers, four brakes shoes, cylinder head and gasket and other parts, some new/old stock in Mercedes-Benz boxes.

(Qty)

£250 - 350

€320 - 440



41

26

#### **A PAIR OF SU TYPE HV5 CARBURETTORS,**

1 5/8 inch, brass bodies, complete with float chambers, used condition, together with an Autovac unit, all previously fitted to an Invicta with 4.5 Litre Meadows engine.

(3)  
£300 - 400  
€380 - 510

27 ♦♦

#### **A SET OF FIVE CHROMED WIRE WHEELS TO FIT MK II JAGUAR,**

worn with some loss to chrome, two fitted with Avon 205/70 R15 95H Turbospeed tyres.

(5)  
£250 - 350  
€320 - 440

28

#### **A DUNLOP 'M' TYPE WHEEL,**

17½ inch diameter outer rim, to fit 5.00 x 16 tyre, with four central fixing bolt holes, and 12 'spoke' holes, used.

£250 - 350  
€320 - 440

29 ♦♦

#### **A LOT OF ASSORTED WHEEL DISCS, TYRES AND INNER TUBES,**

including a set of five 24 inch wheel discs to suit a Rolls-Royce 40/50Hp, a set of five 19½ inch wheel discs and seven assorted tyres, together with three inner tubes sized 600 x 550-17, a pair of Bentley MkVI inner tubes sized 650 x 700 -16 and four Dunlop inner tubes sized 525 x 650-17.

(Qty)  
£250 - 350  
€320 - 440

30 ♦♦

#### **A VINTAGE RADIATOR,**

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

£100 - 200  
€130 - 250

31 ♦♦

#### **A ROLLS-ROYCE 40/50HP RADIATOR, PRE-1933,**

drawing number 77675, comprising red badged header tank, surround with shutters and core (with old repair), 83 x 61.5cm, used, lacking radiator cap.

£300 - 400  
€380 - 510

32 ♦♦

#### **A BENTLEY 3½ LITRE RADIATOR,**

comprising core, surround and shutters (loose), with Winged 'B' black enamel badge to top, 80cm high overall.

£600 - 800  
€760 - 1,000

33

#### **ASSORTED MOTORING CLUB BADGES,**

some enamel, including a badge bar fitted with eight badges for National Motorists Association, by Collins, numbered 2436, AICCR, Touring Club de Belgique, Automobile Club d'Italia, United Danish Motorists, Automovil Club Argentino, Automobile Club Torino, and a plastic BRMA Member's badge, other loose club badges for Mont Blanc, Spain, Portugal, Uruguay, AA, RAC and others, a Centro Automovilista del Uruguay oval enamel plaque, 12cm high, two Smiths car clocks, a Brevet 8-day dashboard clock, a Salsbury inspection lamp, and various items of motoring ephemera.

(Qty)  
£250 - 300  
€320 - 380

34

#### **TWO ROLLS-ROYCE LIMITED MOTOR CLUB BADGES,**

comprising black enamelled 'winged' badge, 13cm wide, and a scarce Motor Sports Members badge with domed plastic front, 8cm diameter, together with a chromed enamel NSCC badge (believed Nottingham Sports Car Club), 12cm high.

(3)  
£250 - 350  
€320 - 440

35

#### **A DISPLAY OF EIGHTEEN CAR BADGES,**

many enamelled, club badges for various countries, including ACP (Portugal), Bulgaria Touring Club, Automobile Club d'Italia, ACL (Luxembourg), Touring Club de France, OAMTC (Austria), Automobile Club du Liban, Syria, Greece, Turkey, ADAC, Spain, Belgium, Ireland, Yugoslavia, and others, all mounted to a green baize display board, 47 x 77cm.

£300 - 500  
€380 - 630

36

#### **A GOOD COLLECTION OF RAC BADGES INCLUDING FOUR COUNTY AND CLUB CENTRES,**

the RAC Associate enamel centres comprising Civil Service, Junior Car Club, Western India AA and The Lancashire AC, together with a quantity of enamel and plastic centred examples of RAC member's and Associate Member's badges, some loose centres for fitting to badges, assorted badge surrounds, and some new/old stock badges in original boxes, assorted brackets and fittings, various conditions.

(Qty)  
£500 - 700  
€630 - 880

37

#### **SEVEN ASSORTED CAR BADGES,**

including four enamel badges for Bentley Drivers Club, RREC, Autocheques and Lagonda Club.

(7)  
£80 - 120  
€100 - 150

38

#### **A BADGE BAR FITTED WITH ELEVEN CAR BADGES,**

chromed bar with 'V' bend, fitted with 11 mainly enamel badges for British Field Sports Society, Royal Society of St George, The Beefeater Club, Wildfowl Trust, plastic BCC, St Christopher, RAC, Royal Australian Artillery, Jaguar Drivers' Club, Automobile Club de Luxembourg, and Midland Automobile Club, the bar 97cm long.

£300 - 400  
€380 - 510

According to information supplied by the vendor, this badge bar was formerly the property of Conservative MP Sir Gerald Nabarro (1913-1973), previously offered for auction as part of the Furzewell Collection, and was believed to have been fitted to one of his cars registered 'NAB 2'.

39

#### **THREE MOTORING BADGES,**

comprising a Circle of 19th Century Motorists, '30 Year Members' badge mounted on an ashtray, two RAC Members badges 1920/30s, one brass example by Elkington No.DH29 with enamel Union Flag centre, and a nickel plated type by Elkington No.DD932 with Union Flag centre, over-painted with some loss.

(3)  
£400 - 600  
€510 - 760

40

#### **A COLLECTION OF MASCOTS, BADGES AND OTHER AUTOMOBILIA,**

comprising four brass 'Rude Devil' mascots, a replica Stenson Cooke AA badge, three assorted AA badges, three small RAC badges, a finely enamelled 1929 Zielfahrt Zum Schleizer Dreiecks-Rennen plaque, other badges, chassis plates, engine plates and two brass bulb horns.

(Qty)  
£400 - 600  
€510 - 760



42

41  
**A 'ROBERT' MASCOT BY HASSALL AND FIVE BARC LAPEL BADGES 1908 & 1910**, the mascot signed nickel plated bronze body and helmet with spring mounted glazed ceramic head, 11cm high, on a turned wooden base, the badges comprising a 1908 boxed set of one member's and two guests' badges, set number 430 and 1910 one member's and one guest's badges from set number 724.  
(Qty)  
**£500 - 600**  
**€630 - 760**

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

42  
**AN ELEPHANT MASCOT, BY M PLEY, FRENCH, LATE 1920S**, signed indistinctly to side of base, nickelled bronze, a stylised flat depiction of an African elephant, 11cm high, mounted on a period radiator cap.  
**£150 - 200**  
**€190 - 250**

43  
**AN ART DECO HORSE MASCOT, FRENCH, LATE 1920S**, unsigned but believed to be by Darel, nickelled bronze with patination, in the form of a stylised leaping horse, 16cm long, mounted on a radiator cap.  
**£400 - 500**  
**€510 - 630**

44  
**A ROLLS-ROYCE 20-25HP 'SPIRIT OF ECSTASY' MASCOT, 1930-1935**, chrome plated, indistinctly marked around the base, 11.8cm high, mounted on a radiator cap.  
**£250 - 300**  
**€320 - 380**



43

45  
**A REPLICA MINERVA MASCOT**, after a design by Pierre de Soete, stamped 'P.d.S' under base of neck, nickelled hollow-cast bronze, depicting the head of the Roman goddess, 14cm high.  
**£100 - 150**  
**€130 - 190**

46  
**A REPLICA VAUXHALL 30-98 MASCOT**, unplated, mounted on a threaded radiator cap.  
**£150 - 200**  
**€190 - 250**

47  
**A REPLICA 'LOVEBIRDS' MASCOT**, after an original design by Poitvin, cast metal, in the form of two turtle doves perched on a ring, 12.5cm high, mounted on a wooden display base.  
**£250 - 300**  
**€320 - 380**

48  
**A FORWARD SLOPING BENTLEY 'WINGED B' MASCOT**, mounted on a radiator cap, together with another forward sloping Bentley mascot.  
(2)  
**£250 - 300**  
**€320 - 380**

49  
**ROLLS-ROYCE AND BENTLEY MASCOTS**, comprising a 1970s pattern 'Spirit of Ecstasy' mascot and two bonnet mounted Bentley 'Winged B' mascots to fit 'S' and 'T' type cars.  
(3)  
**£250 - 350**  
**€320 - 440**



45



47

50  
**ASSORTED AUTOMOBILIA**, comprising an Old Bill mascot by Bruce Bairnsfather, (drilled to crown of helmet), with mounting pillar and radiator cap, an Ice Skating Girl mascot by Desmo, on a wooden base, a Salmon & Trout Association leaping salmon trophy decoration and an Audition Japanese transistor radio, in the form of a Mercedes-Benz radiator.  
(4)  
**£260 - 300**  
**€330 - 380**

51  
**A ROLLS-ROYCE PHANTOM II 'SPIRIT OF ECSTASY' MASCOT, 1930-1935**, chrome plated, indistinctly marked around the base, 12.4cm high, mounted on a radiator cap with pressure valve.  
**£280 - 350**  
**€350 - 440**

52  
**A 'LA FRILEUSE' MASCOT, BY HENRI PAYEN, FRENCH, CIRCA 1920**, signed 'H.Payen' to rear of base, nickelled bronze mascot depicting a seated female nude with scarf protecting herself from the wind, 9.5cm high, mounted on an early bronze radiator cap.  
**£300 - 400**  
**€380 - 510**





54



56



53

**53  
AN AUSTIN CHUMMY 'GOLFER'  
MASCOT, 1920S**

cold-painted cast metal figure with golf ball head, mounted on a Bakelite Austin radiator cap, some wear and cracking to cap, 16cm high overall.

**£300 - 500  
€380 - 630**

**54  
TWO PRE-WAR CAR MASCOTS,**  
comprising a mechanical lighthouse 'water level' indicator, 1930s, chrome plated cast metal with cork float chamber, in working order, 21cm long overall, and a 'Spirit of Triumph' mascot believed by Fentons of Islington after a design by Frederick Bazin, chrome plated, on a display base, 22cm high overall.

(2)  
**£300 - 500  
€380 - 630**

**55  
A FINE STUTZ 'RA' MASCOT, AMERICAN, LATE 1920S,**  
patented 2nd February 1926, nickel plated, moulded with maker's details to back of the neck, 8cm high, mounted on a radiator cap.  
**£350 - 450  
€440 - 570**

Designed by Aurelius M Renzetti and D. Carlton Brown and patented on February 2nd 1926, the model of the Egyptian Sun God Ra was originally offered to Stutz owners fitted on a Bakelite radiator cap for 1926, and on a plated brass cap from 1927 onwards.

**56  
A 'TORCH BEARER' MASCOT BY F BAZIN, FRENCH, 1920S,**  
stamped F Bazin to the base, nickel plated bronze, 16.5cm high, mounted on a wooden display base.  
**£400 - 500  
€510 - 630**

**57  
AN 'ICARUS' MASCOT BY COLIN GEORGE FOR FARMAN CARS, FRENCH, 1920S,**  
nickelled silvered bronze, signed to rear of drapery, with all the foundry stampings from Contenot-Lelievre around the base and numbered '(28) 4395', wingspan 18cm, mounted on a bronze wheel hub.  
**£400 - 500  
€510 - 630**

**58  
A BACKWARDS LEANING BENTLEY WINGED 'B' MASCOT, LATE 1930S,**  
chromed, with double wings, for pre-War Derby Bentley, stamped with Registered Design No.823907 under wings, 13.5cm long, fitted to correct radiator cap with pressure valve.  
**£400 - 500  
€510 - 630**

**59  
A RARE 'FOUR ACES' MASCOT,**  
cast alloy, in the form of a hand holding four 'Ace' playing cards for each suit, 10cm high, mounted to a radiator cap and with wooden display base.  
**£400 - 500  
€510 - 630**

**60  
A FINE AND RARE 'RUNNING MERCURY' MASCOT BY SASPORTAS SPERANZA, FRENCH, 1920S,**  
signed, nickel plated bronze, depicting the fleet footed messenger of the Gods, 18cm long, mounted on a bronze Renault hub cap.  
**£400 - 500  
€510 - 630**

**61  
A 'ZEUS AND AEGINA' MASCOT, BY A DELM, FRENCH 1920S,**  
signed 'A Delm' to left side of base, nickelled bronze mascot depicting a large eagle carrying away a female nude, 22cm wingspan, mounted on a radiator cap.  
**£400 - 500  
€510 - 630**

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

**62  
TWO PRE-WAR ROLLS-ROYCE SPIRIT OF ECSTASY MASCOTS,**  
comprising a late Ghost type mascot, signed to the base and later re-chromed, 15cm high, and a pre-War kneeling Spirit of Ecstasy mascot, signed to base and date marked '26.1.34', 10cm long, mounted to a pressure valve, offered together with a chromed American Winged Goddess hood ornament, possibly for Cadillac or Plymouth, some pitting to chrome, 12cm long.  
(3)  
**£500 - 600  
€630 - 760**



58



48



48



132



59



60



61



63

63  
**A 'LUCIFER GOLFING SOCIETY' CAR MASCOT, BRITISH, 1921,**  
 unsigned, nickelled bronze, depicting a pipe-smoking devil in plus-fours with golf club over his shoulder and caddy of clubs at his feet, engraved 'Lucifer Golfing Society' around the base, 11cm high, mounted on an early radiator cap.  
**£500 - 700**  
**€630 - 880**

64  
**A RARE 'FLYING EAGLE' MECHANICAL CAR MASCOT, 1920S,**  
 solid nickel with hinged spring mounted wings that rise up when the car travels at speed, 17cm long, mounted on a Keystone brand 'Liberty' dog-bone radiator cap.  
**£500 - 600**  
**€630 - 760**

65  
**A GODDESS OF AVIATION MASCOT, BY HENRI MOLINS, FRENCH, 1920S,**  
 signed to base, nickelled bronze mascot depicting an allegorical draped goddess holding aloft an early airplane, 22cm high, mounted with a Boyce Moto Meter above a radiator cap on a brass base.  
**£500 - 700**  
**€630 - 880**

66  
**A ROLLS-ROYCE 'SPIRIT OF ECSTASY' LATE GHOST MASCOT, 1918-1925,**  
 by Charles Sykes, signed, copper plated with some loss to plating and patina, 16cm high, on a period radiator cap.  
**£600 - 700**  
**€760 - 880**



64



65



66



55



44



51



67



68



69

67

**A RARE 'GALLOPING HORSES' MECHANICAL MASCOT BY THE ACTION ORNAMENT COMPANY OF ST. PAUL, MINNESOTA, USA, 1920S,**

stamped under the mounting bracket, nickel plated, horses race as the four-cup wind turbine rotates, some old repairs, mounted on bracket with a Midget Boyce Motometer, on a period radiator cap, 17cm high.

£600 - 800

€760 - 1,000

68

**A SUPERBLY DETAILED 'HAWK' MASCOT, BRITISH, CIRCA 1930,**

nickel plated bronze, bird of prey clasp an oak branch, mounted on a conical stand, 12cm high with threaded mounting bolt and nut, contained in a Christmas present box with seasonal gift card to 'Ted....from Eileen'.

£700 - 900

€880 - 1,100

69

**AN 'ALFRED THE PENGUIN' MASCOT, BY JACQUES CARTIER, FRENCH, LATE 1920S,**

signed to right side of base, further stamped with 'Depose' mark and numbered 37, nickelled bronze mascot in the form of the striding cartoon character, lacking neck tag, some tarnishing and loss to nickel plating, 12cm high, mounted on a radiator cap.

£700 - 900

€880 - 1,100

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

70

**A ROLLS-ROYCE EARLY GHOST SPIRIT OF ECSTASY MASCOT, 1911-1914,**

signed 'Charles Sykes' and marked 'Rolls-Royce Limited Feb 6th 1911' around the base, nickelled bronze with patination, 18cm high, mounted on a bronze hubcap.

£800 - 1,200

€1,000 - 1,500

71

**'BUTTERFLY GIRL' AND 'SQUIRREL' GLASS MASCOTS,**

the 'Butterfly Girl' mascot by Desna Art Glass, modern, 19cm high, and a 'Squirrel' mascot in frosted glass, 13cm high, both after designs originally retailed as Red Ashay.

(2)

£250 - 350

€320 - 440

72

**A POST-WAR 'TETE D'AIGLE' GLASS MASCOT, BY CRYSTAL LALIQUE,**

engraved 'Lalique France' under base, in clear and frosted glass, 14cm long.

£300 - 400

€380 - 510





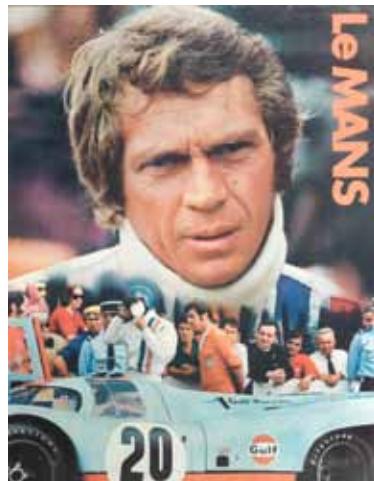
74



75



70



76



77

73  
**A BUTTERFLY GIRL 'RED ASHAY' GLASS MASCOT, 1930S,**  
clear satin glass, 19cm high, small chip to tip of nose, some larger chips to left wingtip and base.  
**£300 - 400**  
**€380 - 510**

74  
**A FINE 'VITESSE' MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 17TH SEPTEMBER 1929,**  
moulded 'R.Lalique' with double-tailed 'Q' and 'France' to either side of base, in satin glass, in the form of a forward-leaning female nude running her hands through her hair, 18.5cm high, offered together with a circular display base.  
(2)  
**£4,000 - 5,000**  
**€5,100 - 6,300**

75  
**A FINE AND RARE 'VICTOIRE' GLASS MASCOT BY RENÉ LALIQUE, FRENCH, INTRODUCED 18TH APRIL 1928,**  
moulded 'R.Lalique' with double-tailed 'Q' to left side of base and 'France' to right side, also known as 'Spirit of the Wind', measuring 26cm long, some air bubbles to neck and tip of hair, fitted within a correct Breves Galleries of Knightsbridge nickelled radiator mount with socket for electrical illumination with red tint cellulose filter, the whole mounted to a black circular steel display base.  
**£5,000 - 7,000**  
**€6,300 - 8,800**

76  
**A CINEMA CENTRE FILMS 'LE MANS' POSTER, COPYRIGHT 1971,**  
in full colour, 55 x 42cm, framed and glazed.  
**£300 - 400**  
**€380 - 510**

77 ♦  
**A VALVOLINE POSTER PRODUCED BY AFFICHES FROSSARD OF PARIS, 1920S,**  
depicting a Valvoline oil can and a smartly attired female driver in her blue car, 113 x 160, laid on zinc sheet for outdoor display, some wear and water staining, with wooden hanging battens top and bottom.  
**£2,000 - 2,500**  
**€2,500 - 3,200**

78  
**TWO HAND-COLOURD LITHOGRAPHED PRINTS BY MONTAUT AND GAMY,**  
comprising Targa-Florio 1098 after E Montaut, depicting the Isotta Fraschini of Trucco on his way to victory, and Coupe Gordon Bennett 1909 after Gamy, depicting a Curtiss Flyer, each framed and glazed (frame and glass loose on Gamy print), 48 x 93cm.  
(2)  
**£250 - 350**  
**€320 - 440**



92

95

94

93

79

**TWO GRAND PRIX RACING PRINTS  
AFTER ROY NOCKOLDS,**

each hand-coloured, the first depicting Fangio in the Maserati 250F at the 1957 German Grand Prix, 56 x 76cm, the second depicting Dick Seaman in the Mercedes-Benz W154 at the 1938 German Grand Prix, 47 x 64cm, each framed and glazed.

(2)

£300 - 500

€380 - 630

80

**STEWART WILKINS (BRITISH), 'FERRARI  
125 PIT SCENE - MONZA 1949',**

signed and dated 1997, charcoal on paper, depicting Ascari and Villoresi in discussion with the team over the car during a break in the testing session, 48 x 56cm, together with '1936 Lancia Astura', a study of the car by the same artist, signed and dated 1997, gouache on paper, 35 x 55cm, both mounted, framed and glazed, and a 1937 Mercedes-Benz 'Grosser Preis von Monaco' successes poster, some damp stains, with plastic coating, 68 x 48cm framed and glazed.

(3)

£250 - 350

€320 - 440

81 ◇

**TONY UPSON, 'AUTO MECHANIC'S  
MATE - FULL SERVICE',**

signed, acrylic on cut-out board, featuring a glamorous female mechanic, 134 x 98cm.

£300 - 400

€380 - 510

82 ◇

**TONY UPSON, 'SALES AND SERVICE  
GIRL',**

signed, acrylic on cut-out board, featuring a glamorous female garage attendant, 98 x 110cm.

£300 - 400

€380 - 510

83 ◇

**TONY UPSON, A HAND-PAINTED 'SALES  
AND SERVICE' SIGN,**

signed, reverse painted on Perspex, featuring a glamorous female garage attendant, framed, 95 x 80cm.

£300 - 400

€380 - 510

84 ◇

**TONY UPSON, 'FERRARI SERVIZIO  
GIRL',**

signed, acrylic on board, featuring a glamorous female garage attendant, framed, 127 x 48cm.

£300 - 400

€380 - 510

85 ◇

**TONY UPSON, 'ISLE OF MAN TT RACES',**

signed, acrylic on board, featuring image of a speeding rider on his motorcycle, 160 x 98cm.

£300 - 400

€380 - 510

86 ◇

**TONY UPSON, 'FERRARI SERVIZIO  
GIRL',**

signed, acrylic on board, featuring a glamorous female garage attendant, framed, 127 x 48cm.

£300 - 400

€380 - 510

87 ◇

**A FERRARI 'PRANCING HORSE'  
GARAGE DISPLAY EMBLEM,**

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

£250 - 350

€320 - 440

88

**A HAND-PAINTED 'ROYAL  
ENDORSEMENT' COAT OF ARMS,**

modern, fibreglass, in the form of the Royal Appointment crest, 70 x 70cm.

£250 - 300

€320 - 380

89

**A 'DB5' GARAGE DISPLAY EMBLEM,**

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

£250 - 350

€320 - 440

90 ◇

**A 'FERRARI' GARAGE DISPLAY  
EMBLEM,**

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

£250 - 350

€320 - 440

91 ◇ ◇

**'ASTON MARTIN' AND 'DB6' GARAGE  
DISPLAY EMBLEMS,**

modern, each cold-cast resin and aluminium composite, comprising Aston Martin winged badge, 150cm wide, and DB6 badge, 100cm high.

(2)

£500 - 600

€630 - 760

92

**AN UNUSUAL 1½ LITRE ENGINE  
PRIMING TAP KETTLE**

finished in early Indian blue enamel, complete with spout cap and chain, and with wooden carry handle some chips to the enamel, 22cm high.

£250 - 350

€320 - 440



93

**A GRANITE PATTERN 2 LITRE ENGINE PRIMING TAP KETTLE, CIRCA 1900,** fitted with original spout cap and chain and with wooden carry handle, some chips to the enamel in places, 24cm high.  
£300 - 400  
€380 - 510

94

**AN EARLY ENGINE PRIMING TAP KETTLE OF 3 LITRE CAPACITY, 1890S,** with blue Straw Flower decoration, fitted with original spout cap and chain and wooden carry handle, some chips to the enamel in places, 28cm high.  
£350 - 450  
€440 - 570

95

**A 2 LITRE PRIMING TAP KETTLE, CIRCA 1905,** with unusual gilt decoration to body and spout, complete with spout cap and chain and wooden carry handle, some chips to the enamel, 26cm high.  
£350 - 450  
€440 - 570

96 ♦♦

**AN UNUSUAL BENNETT SMALL HAND-OPERATED ONE GALLON PETROL PUMP,** restored in Shell livery with a Shell "Get That Saving Spirit" brand plate and 1/2d price flag, with working 1/2 gallon and 1 gallon rack stop delivery bar and alloy gallon tabulator, pumping cylinder applied with a Shell Guaranteed Sealed Shell transfer, with original Goodyear delivery hose with bronze nozzle & fittings, 193cm high overall.  
£1,200 - 1,500  
€1,500 - 1,900

97 ♦♦

**AN EARLY ONE GALLON PETROL PUMP MANUFACTURED BY WAYNE TANK & PUMP CO LTD,** restored, in BP livery complete with gallon trip meter, polished steel lifting rack and working rack stop bar, BP "Best Possible Spirit You Can Buy" brand plate and a BP Union Jack 1/2d price flag, together with a Sealed Tank transfer on the cylinder, fitted with original Goodyear rubber delivery hose with bronze nozzle, 215cm high overall.  
£1,300 - 1,700  
€1,600 - 2,100

98

**TWO CASTROL ENAMEL SIGNS,** comprising one double sided flange mounted lettered in red on white, 40 x 60cm, and a single sided circular type in four colours, 60cm diameter.

(2)

£250 - 300  
€320 - 380

99

**A MOBIL OIL BB OIL CAN ENAMEL SIGN,** cut-out shape, single-sided, 50cm high.  
£300 - 400  
€380 - 510



96

100

**A VAUXHALL SALES & SERVICE ENAMEL SIGN BY WALKER & CO,** double sided, in four colours, 40 x 105cm.  
£400 - 500  
€510 - 630

101

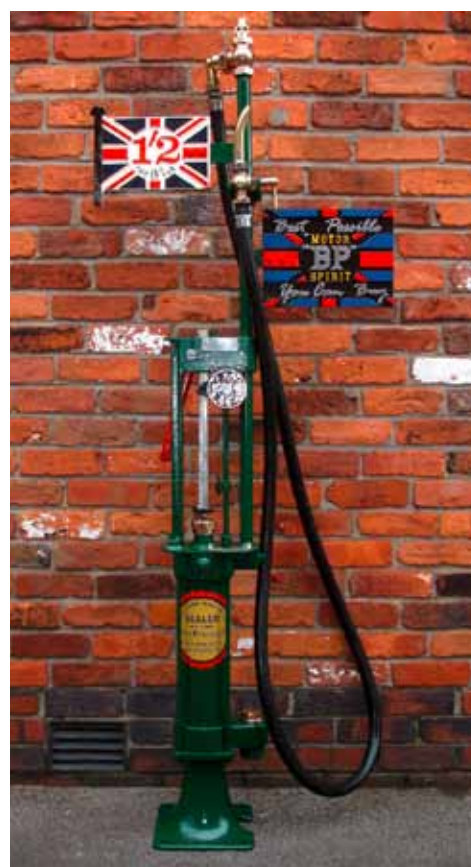
**A BRITISH AVON TYRES ENAMEL ADVERTISING SIGN,** in three colours, double sided flange mounted type with cut-out 'pointing finger' on lower edge, 30 x 46cm.  
£400 - 500  
€510 - 630

102

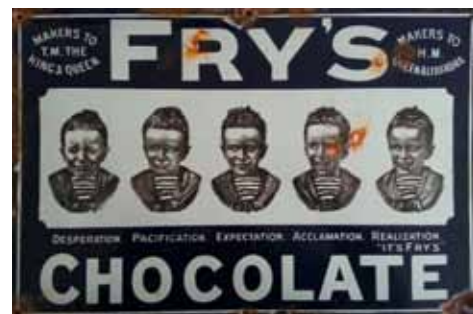
**A RARE FRY'S CHOCOLATE 'FIVE BOYS' ENAMEL ADVERTISING SIGN,** single-sided, small losses to enamel in places, but otherwise in good original condition, 30 x 46cm.  
£600 - 800  
€760 - 1,000

103 ♦

**AN 'ISO=VIS MOTOR OIL' SERVICE ENAMEL SIGN, AMERICAN, CIRCA 1930,** for The Standard Oil Company of Indiana, double-sided, circular, in red and blue on white enamel, marked 'Reliance Adv Co. Milwaukee' to lower edge, 76cm diameter.  
£600 - 700  
€760 - 880



97



102



103





104



106



107



105



109



108

104

**A 'TEXACO MOTOR OIL' ENAMEL SIGN, BELGIAN, 1931,**

single-sided, enamel in five colours, by Koekelberg of Brussels, for the German-speaking Belgian market, 74 x 50cm.

£800 - 900

€1,000 - 1,100

105 ◇

**A 'PROTOS AUTOS' ENAMEL SIGN, GERMAN, CIRCA 1910,**

single-sided, in blue on yellow enamel by Boos & Hahn Ortenberg-Baden, 66 x 99cm.

£800 - 900

€1,000 - 1,100

106

**A 'TEXACO MOTOR OIL' ENAMEL SIGN, BELGIAN, CIRCA 1934,**

single-sided, with design by Delamare & Cerf in five colours, 74 x 50cm.

£850 - 950

€1,100 - 1,200

107

**A RARE 'SÉCURITÉ SUR PNEU GOODRICH' ENAMEL SIGN WITH ARTWORK AFTER GEO HAM (1900-1972), FRENCH, 1930S,**

double sided, with mechanic illustration, lettered in black on orange and white with Geo Ham signature, 80 x 60cm, some wear and loss.

£850 - 950

€1,100 - 1,200

108 ◇

**AN MG SAFETY FAST ILLUMINATING SHOWROOM SIGN AND A BIBENDUM FIGURE,**

the sign, white painted metal frame with white plastic front panel decorated with applied raised red lettering, 92cm wide, the seated advertising figure, in moulded white plastic, with painted sash, 46cm high.

(2)

£300 - 400

€380 - 510



119

109 ◇

**AN ALFA ROMEO ILLUMINATING SHOWROOM SIGN,**

circular with metal frame and domed decorated front panel, some wear to panel, 64cm diameter.

£300 - 400

€380 - 510

110

**A DUNLOP SHOP COUNTER ADVERTISING SIGN BY FRITZ DIENES OF MUHLHEIM,**

fully shaped letters in gold and black livery, 68 x 15 x 20cm.

£300 - 400

€380 - 510

111 ◇

**AN 'ASTON MARTIN ZAGATO MILANO CARROZZERIA' ILLUMINATING SIGN,**

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

£500 - 600

€630 - 760

112 ◇

**A 'LOTUS' ILLUMINATING SIGN,**

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

£500 - 600

€630 - 760

113 ◇◇

**A VINTAGE CAR TRUNK WITH THREE GRADUATED CASES, BY BREXTON,**

black leather-cloth case with nickelled locks and catches, sloped lid and curved fall-front opening to set of three suitcases with beige canvas interiors, with remains of old travel labels, the case 92 x 49 x 61cm, some residue marks to lid, together with four mounting brackets.

(5)

£280 - 340

€350 - 430

114 ◇◇

**A WESTFIELD PICNIC HAMPER FOR SIX PERSONS,**

1990s, olive green canvas case with dark brown leather handles, straps and trim, opening to reveal tartan cloth interior fitted with two flasks, six large ceramic plates with plastic plate covers (four with divided sections), six smaller ceramic plates, compartments containing six ceramic cups and six glasses, and with bag of cutlery, the case 70cm wide, some signs of use and fading to canvas case, offered together with seven spare plate covers.

(8)

£400 - 500

€510 - 630

115

**AN ALLIED PILOT'S SILK 'ESCAPE' MAP, 1943,**

double-sided mounted to show Southern Germany and Northern Italy, 73 x 82cm, framed and glazed.

£250 - 300

€320 - 380

116

**A ZEPPELIN COMMEMORATIVE CIGARETTE CASE IN CONTINENTAL SILVER, GERMAN, CIRCA 1930,**

stamped .835, the front with machined design of a map depicting two airships crossing the Atlantic Ocean, the interior gilt washed, engraved CWG to inside of front panel, with sprung holder in rear panel, 8 x 10.5cm.

£300 - 400

€380 - 510



120

117 ◇◇

**A TWIN BLADED WOODEN PROPELLER FROM A ROYAL AIRCRAFT FACTORY SE5A FIGHTER AIRCRAFT, 1917-18,**

laminated wooden construction, the hub embossed G565 No22, AB8080, 200HP, HISPANOSUIZA, SE5A, DIA 2514 M/M, with other stamped marks, drilled with 8 fixing holes and 7.8cm diameter central prop-shaft hole, 251.4cm long, the back of the hub fitted with two mounting plates, some minor wear to blades.

£800 - 1,200

€1,000 - 1,500

118

**SEVEN FIAT CAR SHOWROOM MODELS,**

featuring Fiat 126, Fiat 127, Fiat 130 by Pocher of Italy, together with a showroom model of a Citroen SM by Jouets Mount-Blanc, a Mercedes C111 by Schuco, a cast white metal Datsun Sunny, roof removes to reveal cigarette holder and music box, music box inoperative, a collection of motoring badges, including an enamelled British Trial & Rally Drivers Assn, a Royal Automobile Club Associate member's badge, number 50804, a Bugatti Owners Club car badge, and others.

(Qty)

£250 - 350

€320 - 440

119 ◇

**TWO 'LAND SPEED RECORD' WOODEN MODELS,**

wind-tunnel type wooden blockwork models, comprising one of the 1929 Irving-Napier Golden Arrow in gold-coloured paint and with Bakelite wheels, 59cm long, and another unidentified model of a streamlined Speed Record type car, in silver-coloured paint and with pin-marked 'airflow points', 46cm long, both contained in a wooden crate with lid.

(3)

£400 - 500

€510 - 630



121



122



123



124

120

**A FINELY DETAILED 1:8 SCALE MODEL OF THE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5,**

kit-built, constructed from mainly metal parts, originally licensed by both Eon Production and Aston Martin Lagonda Ltd, finished in Silver Birch, with opening doors, bonnet, boot and roof panel, and loaded with many of the '007 Special Equipment' features including machine guns, rear bullet-shield, cutting spinners, rotating number plates, finely detailed interior, with working lights and accelerator operating engine sound, 57cm long, together with a miniature Aston Martin black vinyl car cover a full set of 85 weekly issues of the magazine with which the parts were issued.

(Qty)

**£1,000 - 1,500**

**€1,300 - 1,900**

121

**AN MG TF CHILD'S CAR COMPLETE WITH BOX TRAILER,**

finished red, fibre-glass and wooden body on with steel bumpers on a box section metal chassis, fitted with 12 Volt electric motor, 2 wheel brakes, pneumatic tyres, working lights, horn and handbrake, offered complete with a purpose built trailer.

**£2,000 - 2,500**

**€2,500 - 3,200**

122 ◇◇

**A '1913 MODEL T FORD SPEEDSTER' CHILD'S CAR,**

custom-made working model of the famous 'Model 'T' Ford Speedster', approximately half size, 221cm long, 97cm wide and 97cm high, driven by 24 Volt electric motor and trans-axle, capable of 8mph with forward and reverse, traditionally constructed with steel box section chassis, aluminium clad wooden body, steel fenders and seat back, dummy petrol tank fitted with removable adult driving seat, accelerator pedal, rack and pinion steering, hand and foot front-wheel brakes, 300 x 17 wire spoked wheels with pneumatic tyres and spinners, 2 x 12 Volt batteries under the front seat, mock starting handle, working lighting system, with bulb horn and Perspex windscreen, coachwork finished in blue with red coach-lining, red wheels and black leatherette upholstery.

**£5,000 - 7,000**

**€6,300 - 8,800**

123 ◇◇◇

**C. 1900 BAKER & SONS HAND PUMP TROLLEY,**

founded in the early 19th Century, by 1900 T. Baker & Sons of the White Wall Iron Works, Compton, Berkshire, were making "liquid manure and water carts, sanitary tumbler carts, street watering carts and vans, street sweeping machines, builders and contractors carts, pumps and hoses". This rotary pump is mounted on a two-wheeled hand trolley; its handle is incomplete.

**£100 - 150**

**€130 - 190**

This lot when sold, if not collected from Beaulieu directly after the sale will be treated as a car and will be removed to off-site storage at the buyer's expense. (Please see details in the front of the catalogue)

124 ◇◇◇

**A MOBILE FIRE ESCAPE LADDER,**

this extendable fire escape ladder, painted white, would probably have served a large country house, dating from the 19th century, it is in need of attention to its spoked wooden wheels.

**£300 - 500**

**€380 - 630**

This lot when sold, if not collected from Beaulieu directly after the sale will be treated as a car and will be removed to off-site storage at the buyer's expense. (Please see details in the front of the catalogue)

125 ◇

**A PAIR OF HAND-BUILT 'AUTOMOTIVE' BAR STOOLS,**

modern, constructed from aluminium gearbox casings, with padded seat and chromed foot-rests, each 85cm high.

(2)

**£500 - 600**

**€630 - 760**





126

126 ♦♦

**A 50 INCH ORDINARY BICYCLE, CIRCA 1880**

tapered round tube back bone, sliding steel seat spring, with replaced leather saddle, foot step to rear on left, dropped handle bars with turned pear shaped grips, simple lever brake with matching grip to right hand, solid forks to hub, the 50 inch front wheel with opposed radial spokes, crescent shaped rims, hub (turns freely) adjustable cranks, with white rubber blocks, with 16 inch diameter trailing wheel.

£1,500 - 2,000

€1,900 - 2,500

127

**A GOOD LUCAS ORDINARY BICYCLE HUB LAMP, PATENT NUMBER 2493,**

black Japanned casing, hub mounting, complete with calliper adjusters and width gauges, 3¼ inch bevelled glass main lens, ruby side lenses, one mounted on sliding lighting window, ruby tell-tale to rear, complete with spring-mounted front door catches, polished reflector, reservoir, wick and wick adjuster.

£500 - 700

€630 - 880

128

**A SIGNED JAMES BOND BMW NUMBER PLATE FROM TOMORROW NEVER DIES, 1997,**

signed "T.N.D. Pierce Brosnan 007!" in black marker pen, embossed metal plate numbered B:MT2144 in black on white, 15.5 x 30.5cm.

£350 - 450

€440 - 570

According to information supplied by the vendor this plate was signed for Mr Michael Scottlaw, one of the Tomorrow Never Dies stunt driving team, by Pierce Brosnan, it was then presented as a gift to the son of one of Mr Scottlaw's friends as a 10th Birthday present in 2003.

129

**AN AUTOJUMBLER'S LOT,**

comprising an Oldsmobile car clock, nickelled dial with Arabic numerals by the Ansonia Clock Co, an RAC Associate Members badge with enamel Union Jack, four drip-feed oilers, two replica belt buckles, two Royal Enfield Motor Cycles illustrated sales catalogues for 1927 and 1929, and a Rolls-Royce Phantom IV handbook, number XVI, grey embossed hard backed covers for chassis 4-BP-5, 113 numbered pages, title page torn with loss, 8vo.

(11)

£300 - 400

€380 - 510

130

**A BENTLEY RADIATOR DECANter BY RUDDSPEED,**

chromed surround and grille, with dog-bone cap and red enamel badge, 20cm high.

£400 - 500

€510 - 630



127

131

**ASSORTED AUTOMOBILIA,**

including instruction books for Aston Martin DB5, Rolls-Royce 40/50hp Phantom III, Silver Wraith, Silver Cloud, Bentley Continental Sports Saloon, Bristol 2 Litre and Lancia Spider Avrelia GT2500, a Schuco tinplate clockwork toy with key, four badges for AA and RAC, a 'cock-a-snook' Imp figure, boxed Ferrari 250 Berlinetta Le Mans and MG Midget die-cast toys by Corgi and Dinky, and others.

(Qty)

£400 - 500

€510 - 630

132

**A BENTLEY RADIATOR DECANter BY RUDDSPEED,**

chromed decanter applied with red enamel badge, with green wire lattice grille, complete with cap, 20cm high.

£300 - 400

€380 - 510

133

**A CASED SET OF 36 STERLING SILVER COMMEMORATIVE MOTORING INGOTS, BY JOHN PINCHES, 1970S,**

produced in the mid-1970s for the Beaulieu National Motor Museum, each hallmarked London and struck with image of veteran, vintage or pre-War road or race car including Alfa Romeo, Bentley, Bugatti, Hispano-Suiza, Mercedes-Benz, and others, each ingot 52mm wide and weighing approximately 68gms, all contained within a fitted wooden case, 41cm wide, and together with 31 corresponding information cards.

£1,000 - 1,500

€1,300 - 1,900



## PETER WARR (1938-2010)

Peter Warr was best known as racing team manager of the Lotus, Wolf and Fittipaldi Formula 1 teams through the 1970s and '80s.

He became a leading figure in Formula 1 and during his long career nurtured several great racing drivers on their way to becoming World Champion.

Born in Kermanshah in what was then Persia, he completed his national service as an officer in the Guards, and first tried his hand at motor racing as a driver. By one of those quirks of fate he went to work for the emergent Lotus company in Hornsey in 1958, when he had just turned 20, after unwittingly strolling into the factory at Cheshunt and being mistaken for a new employee. After being handed a spanner and told to "Get on with it", within 24 hours he was working full-time. The link with Lotus would last, with various breaks, until he resigned over 30 years later.

He was a competitive racing driver in his own right – most notably winning the inaugural Japanese Grand Prix at Suzuka in 1963, in his own Lotus 23. But in October 1969 he was invited by Team Lotus founder, Colin Chapman, to become his F1 team manager.

He helped the relationship between the explosive Chapman and the abrasive World Champion-to-be Jochen Rindt in 1970; and two years later fostered Lotus's success with a youthful Emerson Fittipaldi in the John Player Special Lotuses.

Peter Warr was a meticulous administrator, a competent race engineer and accomplished in-race strategist.

At the end of 1976 he accepted an offer from Canadian Walter Wolf to run his new team, which he had taken over from Frank Williams. With driver Jody Scheckter in a brand-new Harvey Postlethwaite-designed Wolf WR1 car they won their debut Argentine Grand Prix. Scheckter also won in Monaco and Canada, and ran the World Championship close.

But in 1979 Wolf merged with Fittipaldi Formula 1, and Warr continued as team manager until mid-1981, when Colin Chapman invited him to return to Team Lotus. 'PEW' became team principal after Chapman died in December 1982. His relationship with Nigel Mansell was fragile, and Peter Warr was notably forthright. For 1985 he replaced Nigel Mansell with Ayrton Senna, who won six GPs for the team, his first victory coming after a stunning drive in the wet at Estoril.

Peter Warr remained with Lotus until 1989, when he left to become a permanent steward with the sport's world governing body, the FIA, and later Secretary of the British Racing Drivers' Club, before retiring to live in southern France, with his wife Yvonne. 'PEW' really was a major figure in motor racing history – playing his leading role over four decades.

Doug Nye, July 2014

## Lots 134 - 174.

### The motorsport collection of the Late Peter Warr.

134

#### A MERCEDES-BENZ 300SL CRYSTAL GLASS DESKPIECE BY DAUM,

engraved 'Daum France' to left sill, with moulded engine and interior detail, small bruise to underside of front bumper, 33cm long, in original box with packing and booklet.

£250 - 300

€320 - 380

135 • ♦

#### A QUANTITY OF BOOKS RELATING TO MERCEDES-BENZ AND MOTORSPORT,

including Beverly Rae Kimes: The Star and the Laurel; Chris Nixon: Racing the Silver Arrows; Michael Riedner: Mercedes-Benz W196 - Last of the Silver Arrows; David Scott Montcrieff: Three-Pointed Star; a deluxe edition of Prince Chula: Dick Seaman - A Racing Champion, and other general motoring and motorsport titles.

(Qty)

£250 - 350

€320 - 440

136♦

**A QUANTITY OF GRAND PRIX AND MOTORSPORT BOOKS,**

including seven Autocourse annuals for 1961/62, 1972/73, 1977/78-1980/81, and 1982/83, other motorsport annuals and reference books, racing driver biographies including Mike Hawthorn: Challenge Me The Race; Juan Manuel Fangio: My Twenty Years of Racing; Paul Hamlyn: Jim Clark - Portrait of a Great Driver; and other related racing and motorsport titles.

(Qty)

£250 - 350

€320 - 440

137

**AN F1 JPS LOTUS RENAULT V6 TURBO EF15 ENGINE CASTING,**

cast alloy, believed to be of the type used in the 1985/86 Lotus Renault 97T and 98T Grand Prix season race cars, signed in gold-coloured marker 'I will never forget four seasons with Team Lotus - Thanks - Bruno "More boost"', 37cm wide, mounted within a miniature Renault Sport wooden flight case, 44cm wide, together with an engine valve for the same, encased in Perspex, celebrating 20 wins and 50 pole positions for F1 Renault engines, another engine component, and two blueprints of the 1983 Lotus 94T.

(5)

£250 - 350

€320 - 440

138

**A LOTUS TWIN CAM COVER,**

cast alloy, painted blue, with cap and mounting bolts, to suit Lotus Cortina or possibly Elan, 46cm long.

£250 - 300

€320 - 380

139

**A COVENTRY CLIMAX TWIN CAM COVER,**

cast alloy, with four mounting bolts, 47cm long.

£250 - 300

€320 - 380

140

**TWO COSWORTH CAM/ROCKER COVERS,**

each cast alloy, comprising a rocker cover, 42cm long, with mounting bolts, and a cam cover, with casting number F2/22, 48cm long.

(2)

£250 - 300

€320 - 380

141

**TWO CAM/ROCKER COVERS FOR BRM AND HOLBAY,**

each cast alloy, comprising cam cover for BRM, 45cm long, and a Holbay rocker cover, with casting number H.S.C. 201, 43cm long, with mounting bolts.

(2)

£250 - 300

€320 - 380

142

**WALTER WOLF RACING TEAM CLOTHING AND COLLECTABLES,**

including two cream leather jackets, one hand-written 'P.Warr', two Nylon jackets, two T-shirts, a sweatshirt, neck-tie, a Michelob Formula One polo shirt and sweater, in yellow, each embroidered 'Peter Warr' to front, two Jody Scheckter sweaters (one hooded), a T-shirt and a scarf, a quantity of Jody Scheckter pop-stud buttons, a signed James Hunt publicity card, assorted embroidered patches and stickers, a Scalextric slot car, an unconstructed 1:12 scale model kit by Tamiya, and other items.

(Qty)

£250 - 300

€320 - 380

143

**TWO JOHN PLAYER TEAM LOTUS TEAM JACKETS,**

one with elasticated collar and cuffs and yellow piping to sleeves, embroidered JPS with laurel wreath and Union Flag to back, the other, with JPS circular patches, together with a yellow JPS Team shirt.

(3)

£250 - 300

€320 - 380

144

**TWO JOHN PLAYER TEAM LOTUS TEAM JACKETS,**

one with elasticated collar and cuffs and golden piping to sleeves, embroidered JPS with laurel wreath, the other, with JPS circular patches.

(2)

£250 - 300

€320 - 380

145

**PETER WARR'S 1972 JPS LOTUS TEAM JACKET,**

in black, zip-fastening with gold-coloured piping to sleeves and pockets, together with two black caps, one by Wilson with JPS patch and hand-written 'P.E.W.', and a JPS holdall.

(4)

£250 - 300

€320 - 380

146

**PETER WARR'S 1973 JOHN PLAYER TEAM LOTUS JACKET,**

black Nylon, with stitched label 'Peter' to inside collar, gold-coloured piping, JPS patch and evidence of removed Texaco label to front, Goodyear patches to sleeves and 'John Player Team Lotus World Champions 1972' printed logo to back, together with Warr's John Player Special Team Lotus crew shirt, stitched 'PEW' to inside collar, with JPS, Goodyear, Elf and Champion embroidered logos, a John Player Team Lotus child's jacket, and a JPS Union Flag knitted hat.

(4)

£250 - 300

€320 - 380

147

**A JPS LOTUS JACKET AND OTHER CLOTHING,**

black jacket size L, with JPS logo to breast, zip and pop-stud fastening, together with a V-neck sweater, in black, white and gold, a black, long-sleeved shirt, and a yellow polo shirt, all with JPS embroidered logos.

(4)

£250 - 300

€320 - 380

148

**A JOHN PLAYER TEAM LOTUS JACKET,**

in black, with stitched label 'Peter' to inside collar, zip-fastening and pockets, with gold-coloured piping to sleeves and gilt embroidered JPS logo to breast and JPS logo and John Player Team Lotus to rear, together with a John Player Special Team Lotus short-sleeve shirt in black and yellow, stitched 'P.E.W.' to inside collar, with embroidered logos to front and rear, and Champion and Elf logos to sleeves, (some loss to front tail), and two JPS caps.

(4)

£250 - 300

€320 - 380

149

**CAMEL TEAM LOTUS HONDA JACKETS AND CLOTHING,**

including Peter Warr's 1988 team jacket, in yellow and blue, hand-written 'PEW' to inside collar, with Elf, Courtalds, Honda and Goodyear sponsors logos and Camel embroidered logo to rear, together with a waterproof jacket, similarly branded, a pair of yellow waterproof trousers, a yellow leather Camel Racing jacket, another Nylon jacket, marked PEW, a short-sleeve sweater with Senna and Nakajima lettering to sleeves, a Camel Team Lotus holdall and a Honda F1 Racing Team cap.

(8)

£250 - 350

€320 - 440

150

**CAMEL TEAM LOTUS HONDA JACKETS AND CLOTHING,**

including a 1989 Team waterproof jacket, in yellow, with Camel Team Lotus, Epson and Goodyear sponsor's logos, a Camel Team Lotus Honda kagoule in yellow and blue, with blue trousers, body warmer of similar design, a large Camel holdall, with Peter Warr's travel tag, a smaller holdall marked PEW, two peaked caps, and a pair of blue waterproof trousers.

(10)

£250 - 300

€320 - 380





161 (part)



161 (part)



171 (part)

151  
**CAMEL TEAM LOTUS HONDA JACKETS AND CLOTHING,**

including a 1989 Camel Team Lotus jacket, in yellow, hand-written PEW to inside collar, with Epson, Goodyear branding to front and Camel embroidered logo to rear, two other Camel Team Lotus jackets, two sweaters, one short-sleeves and with Senna and Nakajima lettering to sleeves, a large holdall, worn with some staining and zip broken, and a cap.

(7)  
£250 - 300  
€320 - 380

152  
**CAMEL TEAM LOTUS HONDA JACKETS AND CLOTHING,**

including a 1987 Team Lotus Honda waterproof hooded jacket, in yellow with Team Lotus, Delonghi, Goodyear and Honda branding to front and sleeves and large Camel branding panel to rear, a body warmer similarly branded with sponsor's logos, a Camel 1987 Suzuka Grand Prix jacket, hand-written PEW to inside collar, a dark grey Camel Team Lotus cotton jacket, a knitted V-neck sweater, a holdall, used, and a blue peaked cap.

(7)  
£250 - 300  
€320 - 380

153  
**PETER WARR'S 1986 JPS LOTUS TEAM WATERPROOF OVERALLS,**

one-piece in black, by Henri Lloyd, hand-written 'Peter Warr' to label in hood, with JPS and DeLonghi embroidered patches, together with a Team Lotus crew shirt, stitched 'P E W' inside collar, a child's JPS World Champions jacket, and a pair of black shorts.

(4)  
£250 - 350  
€320 - 440

154  
**A LOT OF ASSORTED MOTORING ENAMEL LAPEL BADGES,**

pin and button-hole types, for various marques, including Ferrari, Alfa Romeo, Aston Martin, Maserati, Lancia, Jaguar, Porsche, Auto Union DKW, BMW, Lotus, Zagato, Abarth, ADMV, Scuderia Centro Sud, Nurburgring, a Madunina race car badge, and others.

£250 - 300  
€320 - 380

155  
**ASSORTED MOTORSPORT CLOTHING,**  
including two Goodyear Eagle team jackets and a bodywarmer, and other jackets, sweaters, T-shirts and caps, with various motorsport themes or branding.

(Qty)  
£250 - 300  
€320 - 380

156  
**ASSORTED MOTORSPORT CLOTHING,**  
including two jackets, a bodywarmer, two T-shirts and two knitted hats for Bell helmets, and other jackets, sweaters, T-shirts and caps, majority with motorsport themes or branding.

(Qty)  
£250 - 300  
€320 - 380

157  
**ASSORTED CAMEL TEAM LOTUS HONDA AND OTHER LOTUS RACE DRIVER COLLECTABLES,**

including several models, an unconstructed plastic kit, a Camel beach towell, assorted stickers including Senna and Nakajima, three JPS Lotus T-shirts, two for Ayrton Senna and one for Elio de Angelis, together with other race driver items including a signed James Hunt postcard and a Marlboro sticker, a Keke Rosberg signed sticker, a cased limited edition (0014/2000) Ayrton Senna Donington 1993 lapel badge, three Skol Fittipaldi shirts hand-stitched with Peter Warr's initials to inside collar and associated stickers, and assorted Grand Prix and race driver helmet lapel badges including Senna.

(Qty)  
£250 - 300  
€320 - 380

158

**FOUR BRITISH RACE POSTERS, 1960S,** comprising two 1962 RAC British Grand Prix Aintree posters, two BARC Crystal Palace Whit Monday posters, each 77 x 51cm, together with two 1980s JPS Grand Prix posters for Brands Hatch.

(6)

£250 - 300

€320 - 380

159 ♦

**FRAMED JPS LOTUS PHOTOGRAPHS AND PRINTS,**

including a JPS Lotus 95T print signed by Nigel Mansell and Elio de Angelis, (glazing cracked), a humorous cartoon illustration by Barry Foley relating to Peter Warr's departure from JPS Lotus to Walter Wolf Racing, other Grand Prix race photographs featuring Nigel Mansell and Elio de Angelis, and a presentation proof print (20/25) 'Birth of a Legend' after Robert Tomlin, signed by Peter Warr and members of the Team, and other mainly JPS prints and photographs.

(12)

£250 - 350

€320 - 440

160

**A GOLD LEAF LOTUS FORD PHOTOGRAPH SIGNED BY COLIN CHAPMAN,**

monochrome photograph, 24 x 29cm, depicting the car, signed with dedication to Peter Warr in gold-coloured marker 'Lets see a Championship in your first year Peter... Colin', together with two other Team Lotus race photographs and a larger photograph depicting a Mercedes-Benz 300SL, each framed, three glazed.

(4)

£250 - 300

€320 - 380

161

**MOTORSPORT PHOTOGRAPHS RELATING TO PETER WARR'S F1 CAREER,**

including a large framed and glazed 'P1 Ayrton' image depicting the Camel Team Lotus crew cheering home their winning driver, 40 x 60cm, eleven other large format colour photographs of teams, drivers and cars, together with five signed James Hunt publicity postcards depicting Hunt in Walter Wolf overalls.

(17)

£250 - 350

€320 - 440

162 ♦

**ASSORTED POSTERS, PRINTS AND CALENDERS,**

including a limited edition number 83/100 boxed set of 'Ferrari 1948-1987 40 Years of Formula 1' prints by Momo Design, other prints including one with signatures of Phil Hill, Jody Scheckter and John Surtees, three etched alloy plates, four photoprints of Walter Wolf Racing cars at speed (faded), a Motorola BTCC publicity poster signed by Tim Harvey, Justin Bell and others, various promotional calendars, and other ephemera.

(Qty)

£250 - 300

€320 - 380

163

**A 1988 FIA DINNER MENU SIGNED BY AYRTON SENNA,**

signed on the night Senna received his award for his first World Driver's Championship, 9 December 1988, in blue biro with dedication "To Andy Best Wishes....", 4to, card covers with decorative cord.

£500- 700

€640 - 880

164

**A 1991 BRDC INTERNATIONAL HISTORIC DINNER MENU, SIGNED BY MULTIPLE DRIVERS,**

for the event held on 27th July, signed to the cover by Cliff Allison, John Surtees, Tony Brooks, Denis Hulme, Stirling Moss, Carroll Shelby, Duncan Hamilton, Bruce Halford, Roy Salvadori, Jack Sears, Les Leston, and others, 8vo.

£300 - 400

€380 - 510

165

**EIGHT RACE DRIVER SIGNED ITEMS,**

including a Fangio signed 'thank you' card to Peter Warr, with envelope, a Graham Hill signed issue of Sports Car and Lotus Owner, a publicity postcard and Marlboro sticker, both signed by James Hunt, a Marlboro sticker signed by Keke Rosberg, a signed photograph of Emerson Fittipaldi, two Gold Leaf Lotus publicity cards, one signed by Emerson Fittipaldi and Ronnie Peterson, and a signed photograph of Cliff Allinson.

(10)

£300 - 400

€380 - 510

166

**PETER WARR'S PERSONAL RACING PARAPHERNALIA, AWARDS AND EPHEMERA,**

including three displays of entrant, competitor, driver, and staff passes for various early 1960's ADAC, Brands Hatch, Silverstone, Goodwood and other race events, associated official race programmes for events participated in by Warr including Grand Prix, ADAC Chimay, and others, several related tankards and awards, and other ephemera, including letters and correspondence.

(Qty)

£300 - 400

€380 - 510

167

**A QUANTITY OF ASSORTED JPS LOTUS PRESS MATERIAL AND COLLECTABLES,**

including 1970s race programmes, 1973 Season publicity booklets, other press ephemera, various diaries, four embroidered patches, assorted stickers, a cup and two glasses, three LP records, and other items.

(Qty)

£300 - 400

€380 - 510

168 ♦

**A GOOD QUANTITY OF ASSORTED DIE-CAST MODELS AND KITS,**

many 1:43 scale, by various makes including Brumm, Burago, Rio, Solido, and others, of assorted marques and models, including Mercedes-Benz, Ferrari, Lotus, and other Grand Prix, racing and road cars, a boxed Cooper remote controlled race car by Elm Toys, two Schuco tinplate Examico No.4001 toys, and some plastic kits, majority assembled, some requiring repair.

(Qty)

£300 - 400

€380 - 510

169

**A GOOD QUANTITY OF ASSORTED MOTORSPORT CLOTHING,**

including a Ferrari jacket, in yellow, worn, an Essex Motorsport holdall, and other jackets, sweaters, T-shirts and caps, many with motorsport themes or branding, including Champion, Magnetti Marelli, Valvoline, and others.

(Qty)

£300 - 400

€380 - 510

170  $\diamond$ 

**PETER WARR'S LEATHER BRIEFCASE,  
AND OTHER MEMORABILIA, PERSONAL  
ITEMS AND COLLECTABLES.**

the black leather case with Foca branding, together with various wallets and diaries, some personalised, together with assorted paddock and team passes on lanyards, a Club Team Lotus V-neck sweater, polo shirt and tie, several Gold Leaf Team Lotus 'Peter Warr' T-shirts, James Hunt signed postcard and Marlboro sticker, Team Manager certificates, two presentation 'wheel-spinner' ashtrays for Gold Leaf Team Lotus 1968-1970 and Indianapolis Word Champions 1963 & 1965, a quantity of Team Lotus lapel badges with a 1969 list of team recipients, two Esso 'Miss Drip' tin plaques, 14 Grand Prix commemorative coasters, cased RAC Classic Rally medals, and other collectables including lighters, key-fobs, watches (various conditions), patches including 1971 Watkins Glen, and a quantity of assorted stickers and other ephemera.

(Qty)

£300 - 400

€380 - 510

171

**FOUR 1962 SEASON EUROPEAN RACE MEETING POSTERS.**

comprising Grand Prix de Reims with artwork after Beligond, 57 x 39cm, ADAC 1000Km Rennen, 74 x 59cm, Chimay XXXII Grand Prix de Frontieres, 73 x 46cm, and Automobile Club Enna Autodromo di Pergusa, 99 x 69cm, each with fold marks.

(4)

£300 - 400

€380 - 510

172

**PETER WARR'S 1974 JPS LOTUS TEAM JACKET,**

black Nylon, with gold-coloured piping, zip-front with press-stud fastening with JPS, John Player Team Lotus, Duckams and Goodyear embroidered patches, and embroidered 'World Champions 1972 & 1973' to back, worn, together with a yellow JPS polo shirt by Coxmoor, a black hold-all and a JPS Union Jack knitted hat.

(4)

£350 - 450

€440 - 570

173

**PETER WARR'S 1985 JPS LOTUS TEAM JACKET,**

by Trojan, hand-written 'P E W' to label, black Nylon jacket with zip and two zipped pockets, and gold-coloured piping to sleeves, with gilt embroidered JPS logo to left breast and Olympus Cameras embroidered patch to right breast, and gilt embroidered logo to back, believed to be the jacket worn by Warr at the 1985 Portuguese Grand Prix, together with a yellow sweatshirt, the back lettered 'Ayrton Senna Walks on Water'.

(2)

£400 - 500

€510 - 630

174

ITEMS RELATING TO PETER WARR'S  
RACES WITH LOTUS AT THE 1ST AND 2ND  
JAPANESE GRAND PRIX, 1963 AND 1964,

including his 1963 driver's armband, rosette and two certificates relating to his A1 Class win in the Lotus 23 at the 1st Japanese Grand Prix at the Suzuka Circuit, two official race programmes for the event, and related press cuttings, together with Warr's driver's armband for the 1964 2nd Japanese Grand Prix JAF Trophy, an associated enamel car badge (some loss to enamel), a cased 2nd place medal, a competitors presentation award, and two certificates, awarded to Warr for 2nd place overall in the Lotus 27, together with other related magazines and ephemera, a rare Suzuka Circuit enamel pin badge, a Mitsubishi quilted jacket, two Suzuka Circuit caps, two modern cased sets of Suzuka Circuit spoons and forks, and other items.

 $(Q_{tv})$ 

£400 - 500

€510 - 630

175 - 250

**NO LOTS**

## END OF AUTOMOBILIA



# MOTORCYCLES

13:00

Lots 251 - 286

Images of each lot can be found at:  
[www.bonhams.com/21902](http://www.bonhams.com/21902)







251



253



252



254

251

**One owner from new**

**1949 AJS 348CC MODEL 16 TRIALS PROJECT**

Registration no. LYC 111

Frame no. 2327C Engine no. 50/16MC 2327C

Using models based on the wartime Matchless G3 military machine, 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. A 1950 model, this Model 16 Trials was sold new to the current owner via W P Edwards (Motors) Ltd of Taunton, Somerset. Dry stored and not ridden since the 1960s, the machine is offered for restoration and comes with its original old-style logbook. Sold strictly as viewed.

**£600 - 800**

**€760 - 1,000**

**No Reserve**

252

**C.1960 TRIUMPH TIGER CUB 199CC TRIALS**

Tiger Cub-mounted Roy Peplow's landmark victory in the 1959 Scottish Six Days Trial demonstrated that lightweights were not only competitive but also capable of winning major events. Brainchild of works rider Jim Alves, the trials version of the Tiger Cub had debuted in 1957 as the T20C and was steadily improved year by year until the Cub range was dropped by BSA-Triumph in 1967. The model's competitiveness in Pre-'65 events and the relative scarcity of genuine Trials Cubs has seen a number of road bikes converted for trials use in recent years, the example offered here, converted prior to its acquisition by the current owner, being one such. There are no documents with this Lot, which is sold strictly as viewed.

**£400 - 600**

**€510 - 760**

**No Reserve**

253

**Single family ownership from new**

**1953 VELOCETTE 192CC LE**

Registration no. PYA 596

Frame no. 17674 Engine no. 19144

Launched in 1948, the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. The unusual looking LE was a big success with police forces, for whom its attributes were more important than its appearance, gaining the sobriquet 'Noddy Bike' as a result. This particular LE was purchased new by the current vendor's father, who is the only owner listed in the accompanying original logbook. Garage stored and not ridden since the father's death in 1975, the machine will require careful re-commissioning - at the very least - before returning to the road. Sold strictly as viewed.

**£400 - 600**

**€510 - 760**

**No Reserve**

254

**C.1967 BSA 172CC BANTAM D10 PROJECT**

Frame no. F4070 Engine no. 6358

Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of 500,000 leaving the Birmingham factory before production ceased in 1971. The introduction of the 172cc D10 model in 1966 marked a number of important developments, the most important of which were coil ignition (replacing the old flywheel generator) and the adoption of a four-speed gearbox, while a raised compression ratio and bigger carburettor increased maximum power to 10bhp and top speed to 62mph. This example was purchased incomplete by the vendor, who since then has acquired a battery box, chain guard, mudguards and a set of forks from an autojumble. The seat, handlebars and control levers are new items purchased from a BSA specialist, while the headlight cowl, exhaust and tyres (new) were bought online. We are advised that the engine and gearbox have been stripped down and cleaned, the latter being fitted with a new 3rd gear. There are no documents with this uncompleted restoration project, which is sold strictly as viewed.

**£400 - 600**

**€510 - 760**

**No Reserve**

255

### C. 1967 TRIUMPH 200CC T20 TIGER CUB TRIALS

Engine no. T20B 8082

The T20 Cub has long proved popular with the top end of the trials community, not only when it first appeared but with classic trials riders today who can modify and improve these machines to suit. Built from parts regardless of cost in 2005 by the vendor (an auto race engineer), the engine being prepared by Bert Greenwood. The machine's specification includes: Wassall alloy fuel tank, Cebac adjustable shocks, alloy oil tank, Concentric carb and PVL ignition, larger capacity oil pump, braced alloy 'bars, new tyres, alloy rims, composite bash plate, side-fold kick-start; and with well crafted brackets and stays throughout. Not ridden since completion of the work, the high-spec Cub warrants close inspection by intending competitors. There are no documents with this lot.

£2,600 - 3,000

€3,300 - 3,800



255

256

### 1974 BULTACO 250CC SHERPA TRIALS

Frame no. RB-15801365

Engine no. PM-12400101

There had been outright victories by lightweights in major events before, but it was the arrival of the Bultaco Sherpa in the mid-1960s that drove the final nail into the coffin of the heavyweight four-strokes in national and international trials. Bultaco's meteoric rise to supremacy would surely have taken much longer had the Spanish manufacturer not had the foresight to recruit the world's greatest trials rider, Sammy Miller, to spearhead development. Bultaco already possessed enormous experience of building competition two-strokes for road racing and moto-cross, and a 250cc single-cylinder 'stroker' was the natural choice for the new Sherpa trials model that made its debut at Earls Court in the autumn of 1964. By Christmas Miller had chalked up his first victory; the rest is history. This recently restored example benefits from a re-covered seat and a powder-coated frame together with new mudguards, fuel tank and fork seals, the engine having been rebuilt by the previous owner. There are no documents with this Lot.

£800 - 1,200

€1,000 - 1,500



256

257

### 1978 YAMAHA TY250 TRIALS

Frame no. 493-201658

Engine no. 493-201658

Having come to dominate road racing and moto-cross, the major Japanese motorcycle factories turned their attention to the trials world in the early 1970s, recruiting top British riders to assist with machine development. In Yamaha's case this meant Mick Andrews, late of Ossa, who began work on the TY250 in 1973. A conventional, air-cooled, single-cylinder two-stroke equipped with Yamaha's reed-valve induction, the TY250 proved good enough for Andrews to win the arduous Scottish Six Days Trial in 1974 and the model went on to establish a formidable reputation in observed trails. Mono-shock rear suspension and a six-speed gearbox were among later innovations tried, both of which later found their way on to the production model. Restored in 2013, this example benefits from a rebuilt engine, powder-coated frame and re-chromed fork stanchions, while new parts fitted include the mudguards, steering head bearings, rear silencer, chains and sprockets, control levers and cables, Mikuni carburettor, and Betor gas shock absorbers. Electronic ignition and relocated footrests are the only other modifications notified. There are no documents with this Lot.

£1,500 - 2,000

€1,900 - 2,500



257





258

**Multiple National Concours-winning  
1934 S.O.S. 172CC MODEL KW 'BROOKLANDS'**

Registration no. OY 8151

Frame no. KW1100

Engine no. BZ 2422

The late Len Vale-Onslow started building his own make of motorcycle, the S.O.S., in a Worcester workshop in the 1920's. The concern was later transferred to Birmingham where Vale Onslow remain to the present day. S.O.S. - Super Onslow Special - was irreverently nicknamed the 'Soss' by riders of the day, the name inevitably being given an alternative spin by the makers, who termed it 'So Obviously Superior'. The S.O.S. was based on engines from Villiers of Wolverhampton, both in air- and water-cooled forms and was heavily entered, very successfully, in all forms of motor cycle competition, spanning, in its lifetime to 1939, the industry's transition to specialized designs for different types of event. One of the Birmingham company's specialist machines was the 'Brooklands' Model KW of which this is a very rare example. Equipped for road use, it was also built to order for competition. The 'KW' was expensive at £36 15s 0d and used an 'S.O.S.' 57mm x 67mm 'Brooklands' unit – in reality a Villiers bottom end with the famous S.O.S. water-cooled barrel and head - a conspicuous radiator and high-level pipes, together with a Burman '250' gearbox, in a short-wheelbase, lightweight, welded frame with large brakes and road equipment. This complete example has been restored to almost completely original specification by a master restorer and we are advised the machine has won its Class in no fewer than five Concours events including Founders Day, Tour of Birmingham, together with the Stafford, Bristol and Kempton Park Shows. An excellent runner, the S.O.S. will provide interest and fun on the road and at parade events. A rare opportunity to acquire a superb example of the 'Brooklands' S.O.S., well documented, demonstrating both Vale-Onslow's flair and the skill of its much-praised restorer.

**£3,900 - 4,500**

**€4,900 - 5,700**



259

**Property of a deceased's estate  
1937 VELOCETTE 348CC KSS MKII**

Registration no. EGN 930

Frame no. KSS 3808

Engine no. KSS 8116

Velocette's innovative two-strokes had proved reliable, economical and very popular but by the early 1920s it had become apparent that a more upmarket model was required. Other manufacturers were fielding new overhead-valve and overhead-camshaft machines, and Veloce Ltd followed suit, the Percy Goodman-designed, overhead-cam Model K first appearing in 1924. Of 348cc, the new engine employed a single overhead camshaft driven by vertical shaft, and was unusual in having a very narrow crankcase, an arrangement determined by the existing transmission and frame design, which made for a stiff crankshaft assembly. By the end of the 1920s Veloce's range of K-Series roadsters boasted a host of variations on the theme that included Normal, Sports, Super Sports, Touring, Economy and twin-port models. Introduced in 1925, the KSS was the Super Sports version while the KTS tourer employed the same overhead camshaft engine in virtually identical cycle parts, differences being confined mainly to mudguard style and wheel sizes. Introduced for the 1936 season, the MkII version of the KSS/KTS represented a major redesign, featuring many improvements including a new aluminium-alloy cylinder head with enclosed valve-gear, plus the cradle frame and heavyweight Webb forks of the new MSS. This KSS has been in single family ownership since 1957. Last taxed in 1968, it will, of course, require careful re-commissioning – at the very least – before returning to the road. Sold strictly as viewed, the machine comes with an old-style continuation logbook and V5/V5C registration documents.

**£5,000 - 7,000**

**€6,300 - 8,800**



260



262



261



263

260

**Property of a deceased's estate**  
**1959 VELOCETTE 350CC VIPER**

Registration no. 329 KPJ

Frame no. RS12507 Engine no. VR2217

'One's outstanding impression is of the exceptional flexibility and smoothness of the engine – it seems almost incredible that so much docile punch should be the product of no more than one cylinder and an 8.5:1 compression ratio,' enthused Motor Cycling about its test Viper. The high-performance 500cc Venom and its 350cc sibling, the Viper, were launched in 1956. The MSS frame and forks were retained for the newcomers while full-width alloy hubs were adopted to boost braking power. This particular Viper has belonged to the deceased's family since 1970 and was last taxed in 1974. In storage since then, though apparently maintained, the machine will require careful re-commissioning before returning to the road. Accompanying documentation consists of an old-style continuation logbook and V5/V5C registration documents (it should be noted that clerical errors have resulted in the frame and engine numbers being incorrectly recorded). A fairing and screen come with machine.

**£2,400 - 2,800**

**€3,000 - 3,500**

261

**Property of a deceased's estate**  
**1959 VELOCETTE 349CC VIPER/KSS SPECIAL**

Registration no. 990 LPB

Frame no. RS12778 Engine no. KSS 8358

Slotting Velocette's wonderful overhead-camshaft engine into later cycle parts has long been an accepted practice among aficionados of the Hall Green factory's products, and this example combines a 1959 Viper rolling chassis with the motor taken from a circa 1937 KSS MkII. The engine transplant was carried out in 1974 when '990 LPB' was acquired by the deceased's family, so the machine has existed in this form for some 40 years. The odometer reading (39 miles) and the machine's condition suggest that it may well have been restored at that time. However, it is not known when '990 LPB' was last used and thus careful re-commissioning will be required before the machine returns to the road. Accompanying documentation consists of an old-style continuation logbook and V5/V5C registration documents.

**£2,400 - 2,800**

**€3,000 - 3,500**

262

**STEIB S501 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. This Steib S501 was purchased at Bonhams' sale at The Bristol Classic Motorcycle Show in February 2012 (Lot 80). Since acquisition it has been refurbished with a new tyre/tube, mudguard, tonneau cover, screen and apron, while the original hood had been repaired. The sidecar comes complete with boot rack, boot key and attachments to suit a BMW. We are advised that there is no sidecar brake fitted. Offered with sundry invoices.

**£2,000 - 2,500**

**€2,500 - 3,200**

263

**1955 EXCELSIOR 250CC SESTT2 SPORTS TALISMAN TWIN**

Registration no. RTP 324J

Frame no. SAT 798 Engine no. 6597

In production until 1963, the tiny Excelsior company enjoyed only modest sales against such 'giants' as James and Francis Barnett. The Talisman Twin, nevertheless, was renowned for its smooth running. Dry stored for 10+ years the machine has remained un-ridden during the vendor's ownership. A clutch of MOT Certificates (1990 - 2002) on file sees the recorded mileage increase from around 9000m to 13500m, whilst other paperwork suggests the bike underwent an engine rebuild (and a re-paint) in 1980 and 1987 respectively. An undated letter from the Talisman record keeper states the machine is almost certainly one of very few Special Equipment Sports Talisman Twin 2 models, confirmed by the full width brakes. This rare lightweight twin appears complete, other than the rubber fork gaiters. Supplied with V5C and a 66-page Instruction Manual. SORN declared.

**£1,400 - 1,800**

**€1,800 - 2,300**



264 N

## 1905 LAURIN & KLEMENT 544CC MODEL CC DOURDAN

Engine no. 2873



'The Slavia was built in the Austro-Hungarian Empire by the Czech Laurin & Klement factory. The name Slavia was also used by the Laurin & Klement machines built under licence in Germany.' - Erwin Tragatsch.

Founded by two cycling enthusiasts, mechanic Vaclav Laurin and bookseller Vaclav Klement, Laurin & Klement produced its first bicycle at the Mlada Boleslav factory in 1895, choosing the patriotic 'Slavia' (Slavonic) trade name. The company built its first motorcycle in 1899, going on to become one of Europe's leading motorcycle manufacturers in the pioneering early years of the 20th Century. Like many of its contemporaries, Laurin & Klement experimented with a variety of engine positions before settling on what is today regarded as the conventional one. The engines too varied considerably in configuration, singles, v-twins and even inline fours being made. Production of bicycles ceased in 1905 at around the same time as the introduction of the new four-cylinder motorcycle and the appearance of the firm's first automobile: the twin-cylinder Model A voiturette. Laurin & Klement switched to car production exclusively in 1908 - thus ensuring its two-wheeled products' future rarity - and was bought by rival Skoda in 1925.

Bristling with interesting features, this rare Laurin & Klement v-twin was purchased by the current vendor, a prominent Italian private collector, from its elderly owner in the Czech Republic. Substantially original and complete, the machine has been kept in dry storage, untouched, for many years and is offered for restoration or conservation. There are no documents with this Lot, which is sold strictly as viewed.

£25,000 - 35,000

€32,000 - 44,000





## 1910 BRADBURY 3½HP PROJECT

Registration no. C 4173

Engine no. 2359



Established in Oldham, Lancashire in 1852, Bradbury & Company Limited claimed to be the first manufacturer to build an 'All-British Motor Cycle and Tri-Car', its products having first been ridden successfully in 1898. Although destined not to survive beyond 1925, Bradbury had amassed an impressive tally of awards and records prior to WWI. 'Speed and Reliability' were claimed as special qualities, and any machine which simultaneously held the 'English and Irish End to End Sidecar Records' - 'at record speed and without a single mechanical stoppage' - must have had a lot going for it. The 3½hp Bradbury employed a single-cylinder sidevalve engine of 554cc and could be ordered in single-gear belt-driven form or with the refinements of hub gears and chain drive. Perhaps the model's most unusual feature was a crankcase integral with the frame 'ensuring better balance, greater strength and rigidity'.

This rare Veteran-era Bradbury was purchased recently by the current vendor as part of a 'job lot' together with a restored Sun Precision (his primary objective). First registered in Yorkshire, 'C 4173' had belonged to the previous owner since at least the 1960s, as evidenced by the accompanying old-style continuation logbook, and was in its present condition when acquired by him some 50 years ago (see photographs on file).

The aforementioned logbook records the date of original registration as 3rd March 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). An accompanying letter, written by the VMCC's marque specialist, Mike Wills, confirms that this Bradbury dates from 1910.

The fuel tank is a copy of the original (now lost) while the engine - said to be in remarkably good condition - has a full complement of internals apart from the piston. The latter has been removed and is with the other detached components and spares, which also include valves and guides; cams and followers; a Philipson pulley; a Brown & Barlow carburettor and its control levers; and an ultra-rare original leather tool box with embossed 'Bradbury' logo. Offered for restoration and sold strictly as viewed, the machine comes with the aforementioned documentation, copy brochure/instructions, SORN and a current V5C document.

**£3,000 - 4,000**

**£3,800 - 5,100**





**C.1929 SCOTT 498CC SPORTS SQUIRREL**

Registration no. FC 8072

Frame no. 2963

Engine no. 6845R



This particular Sports Squirrel 'two-speeder' was purchased by the current vendor, an enthusiast for the two-speed Scott since the early 1950s, in around 1980. The machine was purchased from Glyn Chambers (another long-term Scott aficionado) though the DVLA was not advised of the change of ownership until January 1995. The registration document records the date of first registration as 27.3.25 but the motorcycle is clearly later than this, the frame number being correct for 1929. It seems unlikely that the engine is the original. The engine number is from the 1923 sequence and appears to be an original factory stamping. However the crankcase is definitely 1928/1929 as the engine is of the wide-bearing type, which was in production from late 1926 until two-speeder manufacture ceased in around 1931. It seems most likely that the 1923 engine was rebuilt into a new crankcase by Scott in 1928 or 1929, and stamped with the original engine number followed by 'R' for 'rebuilt by the factory'.

Restoration work carried out circa 1980 included an engine rebuild (block re-bored and new pistons fitted) and a magneto overhaul by Tony Stairs. The two-speed gear's centre drum was hard chromed and reground; a new Supersprox rear sprocket fitted; and the Pilgrim oil pump converted to 'dripper' operation by Gerry Howard. An additional tank has been fitted for lubrication of the two-speed gear because modern two-stroke oils are too low in viscosity. The original gear oil pump is retained. A later Amal carburettor is fitted in the interest of easier operation (the original Amal Binks two-jet instrument is included in the sale). A popular in-period upgrade, the twin front brake drums had been fitted very many years before. A new radiator was fitted at the time of restoration, since when the machine has barely been used. Taxed until May 2015, it is offered for sale only because of the vendor's advancing years and should require little more than gentle re-commissioning before returning to the road. The machine is offered with an expired MoT (2006), some old tax discs and V5/V5C registration documents. Sold as seen.

**£8,000 - 10,000****€10,000 - 13,000**



267

## 1930 SCOTT 596CC FLYING SQUIRREL TOURER & SCOTT SIDECAR

Registration no. GF 3083

Frame no. 3382

Engine no. FY3048A



Already famous for their iconic water cooled twin cylinder two stroke two speed machines, in late 1926 Scotts launched their completely new duplex framed 3 speed Flying Squirrel model. It was based on the 1926 works TT models, and the basic design was so right that it continued in production until 1950 when production ceased at the Saltaire factory. In 1929 the new Flying Squirrel Tourer was introduced, featuring amongst other things, the less expensive, but arguably superior, Webb forks instead of Scott's own "kite" variety. The only changes for 1930 were the addition of cast aluminium gear shields, and a different finish for the petrol tank which now featured a white top with black diamond motif in place of the previous year's black top with white diamond.

This 1930 Flying Squirrel Tourer is fitted with a genuine Scott Sports sidecar which was fitted in about 1980. The machine's first owner was a Mr. J. G. Campbell of Plumstead, and the Scott retains its original transferable London registration number. From 1973 until 2011 it was owned by a past president of the Scott Owners' Club, and was then sold to the vendor, another Scott enthusiast and official of the Club. Due to the presence of other machines in the garage, the outfit has not been used in the current ownership, and is being sold only because of the urgent need to release space for a new business venture. Unusually for Scott the frame and 596cc engine are the original pairing.

The radiator is a top quality replacement by Jack Butterworth (new Scott radiators cost around £1,000). The front hub is non standard but features a far superior cast iron brake drum and desirable torque stay to a higher point on the fork. The lighting and horn are 12 volt, via a 14ah battery housed in the sidecar boot & operating on a total loss basis.

In the current ownership the magneto section of the Magdyno was overhauled by Tony Stairs in November 2013. At the same time the dynamo drive gear was removed to reduce drag (but is supplied with the machine), & a new magneto chain was fitted. The Pilgrim pump reduction gear has been re-bushed, and a new drive peg fitted. The exhaust pipe and silencer were re-chromed. The front brake cable was replaced. In early 2014 it was noticed that the petrol tank was leaking in several places. It was sent to Ian Potter of Tank Care Services who extensively repaired it, re-sealed it with an ethanol proof sealant, and re-painted it in the correct 1930 colours.

The Scott is offered with 2 old style continuation log books, the first from 1949-1973, a V5, & current V5C, various old tax discs, and a letter from the previous owner. Due to the lack of recent use the machine is sold as seen.

£8,000 - 12,000  
€10,000 - 15,000







268

**1929 STANDARD 600CC TYPE 600S & BERNADET SIDECAR**

Registration no. BF 6592

Frame no. 518

Engine no. 518/2

'With first class design, quality workmanship and excellent finish, Standard motorcycles were among the best built between the wars.' – Erwin Tragatsch. Previously with Klotz, engineer Wilhelm Gutbrod founded Standard Fahrzeugfabrik in Ludwigsburg in 1926. The German firm built high quality motorcycles using proprietary engines from JAP and MAG at first, offering a wide variety of models as well as fielding overhead-camshaft works racers. In 1930 Gutbrod purchased the Swiss motorcycle maker Zehnder and three years later diversified into motor manufacture, building a small car designed by Josef Ganz, which was marketed under the 'Standard Superior' name. On the motorcycle side, Standard concentrated mainly on two-stroke lightweight models during the late 1930s. Relatively few motorcycles were made after WW2. An older restoration, this sidevalve-engined Standard motorcycle combination was purchased at Bonhams' Stafford sale in April 2010 (Lot 364) having spent the previous five years in an important private collection in Spain. Since acquisition the engine has been rebuilt and the headlight, sidelight and Jaeger speedometer overhauled. Described as in generally good condition, this rare, Banbury-eligible machine is offered sundry invoices, VMCC dating certificate, current road fund licence, V5C registration document, old French Carte Grise and a 'Standard' lapel badge.

**£5,000 - 6,000**

**€6,300 - 7,600**



269

**1956 DOUGLAS 348CC DRAGONFLY**

Registration no. 686 XUG

Frame no. 1409/6

Engine no. 1409/6

An extensively redesigned flat twin replaced Douglas's earlier models in 1955. Known as the Dragonfly, the newcomer featured a revised engine with stronger crankcase, single carburettor, alternator electrics and coil ignition. The duplex swinging-arm frame employed conventional Girling dampers in place of the preceding torsion bar set-up, while the old Radiadraulic front fork was dropped in favour of an Earles-type leading-link arrangement. The large headlamp nacelle extending back to the five-gallon fuel tank was another distinctive feature. Douglas's final model, the Dragonfly did not receive the development it deserved, production ceasing in March 1957 following the company's take-over by Westinghouse. Classic Bike magazine tested a Dragonfly in 1982, finding that although its top speed (79mph estimated) was down when compared to more modern machinery, it nevertheless offered remarkable grip and surefootedness in tricky conditions. Its 3.25-gallon tank and fuel consumption of around 80 miles per gallon attracted favourable comment too. This example was completely restored by the current owner over approximately a four-year period, commencing in 2003, and has covered only some 1,200-or-so miles since completion. New main and big-end bearings, valve guides and a complete gear cluster were supplied by the Douglas owners' club, and the rebuilt engine was fitted with Honda pistons and a Lucas distributor, the latter replacing the inferior Miller original. After completion the Dragonfly was featured in The Classic Motorcycle magazine (May 2009 edition, copy article available). Presented in beautiful condition, the machine is offered with four expired MoT certificates, current road fund licence and V5C registration document.

**£4,000 - 5,000**

**€5,100 - 6,300**

270

# **1951 VINCENT 499CC COMET PROJECT**

Registration no. LYW 761

Frame no. RC/1/8500

Engine no. F5AB/2A/6600

Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946, and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. Apart from its Burman gearbox and 'missing' cylinder, the Comet followed Series-C twin lines, featuring the newly introduced Girdraulic front fork and hydraulic dampers at front and rear, while the Meteor retained the old Brampton girders. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced. This particular Comet has been kept in dry storage since its acquisition by the current vendor in November 1963 and was last MoT'd for the road in 1964/65 (certificate on file). Offered for restoration and sold strictly as viewed, it also comes with an old-style V5 registration document. The machine's Smiths 5" 'Black Shadow' speedometer is a particularly noteworthy feature.

**£4,000 - 6,000**

**€5,100 - 7,600**



271

# **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.

**£12,000 - 14,000**

**€15,000 - 18,000**





**A replica of that featured in the cult 1979 movie  
'Quadrophenia', offered with a signed certificate from  
the film production company  
C.1966 LAMBRETTA LI 125 'JIMMY' REPLICA SCOOTER**

Registration no. ADY 59D

Frame no. 125LI3 143014

Engine no. 125LI 142893

The machine offered here is one of a handful of official replicas of the iconic Lambretta scooter ridden by actor Phil Daniels in the cult motion picture 'Quadrophenia'. Released in 1979, the film follows Daniels' character Jimmy, a young working class 'Mod' who hates his dead-end job and despises his parents, living only for parties, pills and his scooter-riding mates. 'Quadrophenia' famously dramatised the 1964 Whitsun Bank Holiday violent clash between Mods and their Rocker enemies in Brighton, an event 'celebrating' its 50th anniversary this year. The Who's 1973 concept album of the same name provided the film's memorable soundtrack.

The 'Jimmy' replicas were used to promote 'Quadrophenia' when the DVD version was re-released. They were authorised by the film company and made by recognised scooter-building specialist David John Wyburn using original Lambretta Series 3 models dating from circa 1966. This one is numbered '2' on the bodywork and comes with a certificate from the film production company signed by story consultant Alan Fletcher. We are advised that others in the series are owned by The Who and Liam Gallagher.



First registered in the UK in 2003, the machine has been painted in the correct colour scheme and carries the film version's registration 'KRU 251' on the front mudguard. Other noteworthy features include Southend shield badges, Wassell Lambretta badge, Stadium mirrors, Vigan Red Gem fork covers, fly screen complete with stickers, outrigger exhaust, and original Ken Cobbing air horns canister and Ken Cobbing seat – all shared with the film's original. We are advised that the tyres are genuine 1970s items no longer fit for road use; thus the machine is sold for display purposes only and without an MoT certificate. Described as in 'perfect' condition, this iconic Lambretta scooter is offered with a V5C registration document and the aforementioned certificate of authenticity from 'The Quadrophenia Collection'.

**£10,000 - 12,000**

**€13,000 - 15,000**



273

## 1972 BENELLI TORNADO 650S

Registration no. DBE 85K

Frame no. EA6168

Engine no. 6175



Best remembered for its racing fours and road-going sixes, the Benelli factory of Pesaro, Italy exhibited its first 650cc twin at the Milan Show in 1967, though production did not begin in earnest until 1971. Christened 'Tornado', the new model - it was hoped - would cash-in on the popularity of big parallel twins in the lucrative US market. With its 360-degree crankshaft and pushrod valve gear, the unitary construction Benelli motor aped its British rivals but followed Japanese practice by employing a horizontally-split crankcase and geared primary drive. Alternator electrics and a starter motor were introduced on the successor 650S. Production of the final version - the 650S2 - ceased in 1975. Engineered to a higher standard than their British counterparts, the Benelli twins were commensurately more expensive and relatively few made their way to these shores.

A machine for the parallel-twin connoisseur who dares to be different, this 650S Tornado was imported from Italy in 2006 and acquired from its first UK owner by the enthusiast vendor in 2010. The Benelli had been cosmetically restored to a high standard by the previous owner, leaving the current vendor to sort out the carburetion (returning the jetting to factory settings) and change the engine/gearbox oil to a type suitable for motorcycles with a wet clutch (details on file). The only notified modifications are stainless steel exhaust pipes, an Odyssey

battery and a Veglia 'mph' speedometer to match the rev counter. The current odometer reading is 6,002 miles while that of the removed 'km/h' speedometer (included in the sale) is 8,382 kilometres, making the combined total of the two instruments some 11,207 miles, which judging by the machine's beautiful condition may well be the distance covered from new. In addition to the original speedometer, the Tornado also comes with its last Italian numberplate, a pair of new footrest rubbers, three oil filters and a small quantity of other spares. The useful history file contains various instruction manuals, assorted technical information, sundry invoices, six expired MoT certificates, current V5C registration document and MoT to March 2015.

Prior to the carburettor settings being finalised, 'DBE 85K' was featured in Classic Bike Guide as part of a comparison test with a BSA Lightning (April 2011 edition, copy article available). Now sorted and running well, the Benelli is only offered for sale to make room for the vendor's increasing collection of Veteran and Vintage machines. The best example of its type we have seen, 'DBE 85K' is taxed to 2015 and represents a wonderful opportunity to acquire one of these rare Italian thoroughbreds.

**£4,500 - 6,000**

**€5,700 - 7,600**







274

**1965 TRIUMPH 649CC T120 BONNEVILLE**

Registration no. EFX 267C

Frame no. T120SR DU16479

Engine no. T120SR DU16479

Capitalising on its record-breaking success at the eponymous Utah salt flats, Triumph introduced a new twin-carburettor sports roadster in September 1958: the Bonneville. 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, the Bonneville continued in this new form as Triumph's top-of-the-range sports roadster. This particular Bonneville dates from 1965, by which time most of the handling problems associated with the earlier versions' twin down-tube frame had been rectified by the successor single-tube design. Its accompanying Triumph Owners MCC dating letter states that 'T120SR DU16479' was despatched new to the Triumph Corporation, Baltimore, USA. Restored during 2009/2010, the machine was first registered in the UK in March 2010 to Clarke's Classics of Gravesend, Kent, from who it was purchased by the current vendor that same month. Only used in dry weather, the Bonnie won 1st Prize in the 1960-1969 Class at the Ardingley Spring Classic Motorcycle Show in 2011 (award included in sale). Fully serviced by the vendor in February 2014, the machine is described as in generally good/excellent condition and offered with current road fund licence, MoT to August 2015, V5C registration document and a list of servicing works carried out since acquisition. Boyer electronic ignition is the only notified deviation from factory specification.

**£7,000 - 9,000**

**€8,800 - 11,000**



275

**Property of a deceased's estate**

**1960 BMW 490CC R50**

Registration no. 223 JJH

Frame no. 562079

Engine no. 562079

In the early 1950s, BMW concentrated on refining what were essentially pre-war designs, but by 1955 was ready with a brace of new machines, the R50 and R69. Of (nominally) 500cc and 600cc respectively, the newcomers inherited the up-dated flat-twin engine introduced on the R51/3 a few years previously but deployed this in all-new cycle parts, the most notable innovations being the Earles-type leading-link front fork and swinging-arm rear suspension enclosing the drive-shaft in the right leg - developments first seen on the works racers. Luxury tourers, the R50 and R69 sold to discerning enthusiasts to whom expense mattered little when set against the excellence of BMW engineering. Previously attached to a Steib sidecar, this R50 was purchased by the lady vendor's late father in August 1975 and following a breakdown circa 1978/79 was dismantled for repairs that were never carried out. Offered for restoration and sold strictly as viewed, the still dismantled machine comes with purchase receipt, expired tax disc (photocopy), DVLC correspondence and three instruction manuals.

**£1,500 - 2,500**

**€1,900 - 3,200**

**No Reserve**



276

## 1930 NEW IMPERIAL 350CC BLUE PRINCE

Registration no. BR 8414

Frame no. 13552

Engine no. 20973



Builder of the last British-made machine to win the Lightweight 250 TT (in 1936) New Imperial was unsurpassed for innovation during the 1930s, with models featuring pivoted fork rear suspension and unitary construction of engine and gearbox. The marque was established in 1900 when Norman Downs acquired a cycle company in Birmingham, which he reorganised as New Imperial Cycles. The firm's first motorcycles, designed along Werner lines, were shown at the 1901 Stanley Show in London but were not well received. Not until 1910 did Downs try again, launching a conventional JAP-powered model - the Light Tourist - that would prove an outstanding success. In racing, New Imperial concentrated on the 250 class, winning the Isle of Man TT trophy for 250cc machines in 1921 and their first Lightweight TT in 1924, a feat repeated the following year. On the commercial front, the late 1920s saw production facilities expand and proprietary engines abandoned in favour of New Imperial's own power units. Among their more conventional machines was the overhead-valve twin-port Blue Prince, built in both 500 and 350 versions, which was introduced in 1930 for the 1931 model year and remained a fixture of the range until 1936.

This very early Blue Prince's engine number indicates that it was built in July 1930 when New Imperial was stepping up production of its 1931 range, which would be announced the following month. The machine was first registered in Sunderland on 1st October 1930 as 'BR 8414' and was acquired by the current vendor in 1968 following the death of his uncle, its previous owner. A photograph of the machine taken at this time is in the documents file. Restoration proceeded sporadically over the succeeding 40-plus years and was only completed in 2011. Works undertaken include an engine rebuild, re-chroming the tank over a copper base, and modifying the rear mudguard to accommodate a 26"x3" tyre (the size available nearest to the unobtainable 650x65 original). Described as in generally good condition, this smart Banbury-eligible machine is offered with sundry correspondence and old/current V5/V5C documents.

**£8,000 - 12,000**

**€10,000 - 15,000**







277

277

**Property of a deceased's estate**

**C.1955 SUNBEAM 489CC S7**

Registration no. SOC 188

Frame no. S7 7716

Engine no. S8 13483

Equipped for long-distance touring by an enthusiast owner with a seemingly limitless appetite for accessories, some home-made, this charming S7 comes complete with fairing, screen, crash bars, tank-top luggage grid, rear luggage rack, front and rear panniers (the former doubling as leg shields), wind deflectors, foot boards, flashing indicators (with repeaters), spotlight, reversing lamp (!), mirror, tachometer, map holder and clock. Off the road in dry storage for some considerable time, the machine is offered for restoration, and Bonhams hopes that its new owner will retain this amazing assemblage of period upgrades, which contribute so much to its individual - indeed, unique - character. There are no documents with this Lot, which is sold strictly as viewed.

**£1,500 - 2,000**

**€1,900 - 2,500**

**No Reserve**



278

278

**Property of a deceased's estate**

**C.1955 VELOCETTE 192CC LE**

Registration no. KHM 970

Launched in 1948, the Velocette LE addressed the criticisms most often levelled at motorcycles - that they were noisy, dirty and needed special clothing to ride - achieving impressive levels of silence, comfort and practicality. The unusual looking LE was a big success with police forces, for whom its attributes were more important than its appearance, gaining the sobriquet 'Noddy Bike' as a result. Off the road in dry storage for some considerable time, this particular LE comes complete with full screen (detached), rear luggage rack and a set of original and very rare matching streamlined panniers. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£500 - 800**

**€630 - 1,000**

**No Reserve**



279

279

**Property of a deceased's estate**

**C.1955 NEW HUDSON 98CC AUTOCYCLE**

Registration no. KNJ 963

Frame no. ZE13622

Having ceased motorcycle production in 1933, New Hudson returned briefly to the manufacture of two-wheelers in 1940 with the Autocycle. The engine was Villiers' JDL and the Autocycle featured pedal transmission and a rigid front fork. Production resumed in 1946, by which time New Hudson was owned by BSA. Post-war developments included the adoption of pressed-steel, blade-type girder forks in 1948 and the Villiers 2F engine the following year. Deletion of the 2F power unit brought an end to Autocycle production in 1958. Ideal for mechanical re-commissioning and an 'oily rag' wipe-over, or full restoration if the purchaser so prefers, this delightfully original and apparently complete example is equipped with bulb horn, speedometer, a set of canvas panniers, and leg shields, the latter carrying AA and RAC badges. There are no documents with this Lot, which is sold strictly as viewed.

**£400 - 600**

**€510 - 760**

**No Reserve**

280

## 1998 BMW R1200C

Registration no. R290 OAD

Frame no. WB10424A4WZB03901

Engine no. 122EA43976052



In the early 1990s BMW thoroughly revised its range of large-capacity twins, effectively setting the pattern for the next 20 years. The traditional horizontally opposed engine configuration was retained, as was air-cooling, while improvements that included four valves per cylinder and fuel injection ensured that this new 1,085cc unit would meet emissions requirements yet be adequately powerful. In another novel departure, the engine served as the motorcycle's main structural element, with bolted-on sub-frames supporting the steering head at the front and the suspension unit and seat at the rear. Further advanced thinking was manifest in the 'Telelever' front suspension, with what looked like the legs of a conventional telescopic fork connected to a pivoting wishbone controlled by a single coil-sprung damper unit below the steering head.

When BMW introduced these all-new 'Boxer' twins in 1992, few people would have predicted that within a few years the range would include a 'cruiser' model, a type of motorcycle never previously offered by the German manufacturer. The cruiser is North America's most popular type of motorcycle so BMW could no longer afford to ignore this important market sector. The result was the R1200C, which combined the new fuel-injected 8-valve engine with BMW's Telelever front suspension and a traditional Monolever rear end,

rather than the Paralever that had been introduced in the late 1980s. Its styling was typically cruiser, featuring a low, stepped seat, forward-mounted footrests, 'ape hanger' handlebars and copious amounts of chrome. Unlikely as it may seem, the R1200C has even featured in a James Bond movie - 'Tomorrow Never Dies' of 1997 - being ridden in a chase scene by Pierce Brosnan playing the eponymous British secret agent.

Acquired by the current vendor in October 2003, this R1200C has had four previous keepers and currently displays a total of only 11,490 miles on the odometer. The machine was last serviced in August 2014 and is MoT'd to August 2015. Described by the vendor as in generally very good condition, it comes with V5C registration document and MoT certificate. A small screen and a set of original BMW leather-faced hard panniers complete with chromed frame - all in very good condition - are included in the sale.

**£4,500 - 6,000**

**€5,700 - 7,500**







281

**Property of a deceased's estate**

**1931 DOUGLAS 500CC MODEL F31**

Frame no. FD111

Engine no. ET103

Winner of the inaugural Isle of Man Sidecar TT in 1923 when he rode the legendary Douglas 'banking' sidecar outfit, ace rider/engineer Freddie Dixon began a fruitful association with the Bristol-based firm in the early 1920s. In 1925 he took up a technical post within the company where one of his first commissions was the redesign of the successful EW model, first seen at the 1928 Motor Cycle Show. Dixon left Douglas in early 1930 but before then had played a major role in the design of the 1931 range. Arguably the most significant new model was the A31, a utilitarian 348cc sidevalve that was below the 224lb taxation limit, while at the other end of the scale were two new overhead-valve sports models: the 500c F31 and 600cc G31. The newcomers boasted fully enclosed valve gear, full electric lighting equipment and an enclosed carburettor, while the gearbox was shifted back above the rear cylinder, in line with racing practice. The new F and G models, together with the rest of Douglas' 1931 range, were given a distinctive tartan surround to the tank panels. This rare overhead-valve Douglas was last taxed for the road in 2008, since when it has been kept in dry storage. Offered in need of re-commissioning and sold strictly as viewed, the machine comes with an old style-continuation logbook and V5C registration document.

**£6,000 - 8,000**

**£7,500 - 10,000**



282

**Property of a deceased's estate**

**1935 DOUGLAS 494CC ENDEAVOUR**

Frame no. AA/106

Engine no. 5J/106

The Bristol-based Douglas Foundry took up motorcycle production in 1907 with a machine powered by a horizontally-opposed, twin-cylinder engine, and the company would keep faith with this layout until it ceased motorcycle production in 1957. Traditionally, the Douglas twin has been installed fore-and-aft but for 1935 the firm sprang a surprise, announcing the Endeavour, its first model to be powered by a transversely mounted engine. Displacing 494cc, this new sidevalve power unit was shared with the simultaneously announced Blue Chief, though in the latter it was mounted fore-and-aft in the traditional manner. Shaft drive was adopted for the Endeavour, the crown wheel and bevel gears used being the same as those found in the contemporary Morris Eight car. The gearbox was a four-speed hand-change unit with the kick-starter pivoting outwards, BMW-style, while spring steel 'bumper bars', fitted to protect the projecting cylinders, were another unusual feature of this advanced design. Priced at £72 10s, the Endeavour was expensive for a sidevalve and it is estimated that as few as 50 were made over its two-year production life. It is one of the rarest of pre-war Douglas models. This rare survivor has been of the road in dry storage for some considerable time and is offered for restoration. The machine comes with an old style-continuation logbook and is sold strictly as viewed.

**£3,500 - 4,500**

**£4,400 - 5,700**

283

**Property of a deceased's estate**

**1951 DOUGLAS 348CC MARK V**

Registration no. VAS 114

Frame no. 10936-58

Engine no. 10494/5

'The popular model in the specialist range of 350cc machines, the Mark 'V' represents one of the most highly developed models in the Industry and has no rival for the motor-cyclist who needs efficiency, comfort, reliability and perfect road-holding.' – Douglas (Sales & Service) Ltd. Douglas's one-model range was improved by legendary racer/designer Freddie Dixon for 1948, re-emerging in revised form as the 'Mark III'. The latter featured new cylinder heads and a stronger frame, while 1950 saw the introduction of the interim Mark IV model with its distinctive triangular toolboxes, frame-mounted pillion footrests and un-sprung front mudguard. The arrival of the 80 Plus and 90 Plus sports roadsters led to the preceding 'standard' and 'sports' distinctions being dropped, the 'standard' roadster becoming the 'Mark V' in November 1950. Production ceased with the Dragonfly's introduction for 1955. This Douglas Mark V was last taxed for the road in 2006, since when it has been kept in dry storage. Noteworthy features include alloy wheel rims, flashing indicators, 'modern' switch gear and a Pride & Clarke speedometer. Offered in need of re-commissioning and sold strictly as viewed, the machine comes with V5C registration document.

**£3,000 - 4,000**

**£3,800 - 5,000**



284

**Property of a deceased's estate**

**C.1926 RALEIGH 2½HP**

Frame no. 3202

Engine no. 1282

Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engined, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin for sidecar pulling. One of the mainstays of the range was the popular 350cc, 2½hp model, a compact sidevalve-engined lightweight that, while not devastatingly fast 'flat out', accelerated smartly and handled well by the standards of its day. A typical Vintage-era Raleigh, this example is powered by a 348cc single-cylinder sidevalve engine driving via a three-speed Sturmey-Archer gearbox and chain final drive, and would have set you back around £60 when new. The machine has been off the road in dry storage for some considerable time and will require re-commissioning and the customary safety checks before further use. There are no documents with this Lot, which is sold strictly as viewed.

**£2,500 - 3,500**

**£3,100 - 4,400**





285

### **C.1928 HARLEY-DAVIDSON 350CC MODEL BA**

Frame no. 7000-26 (Austrian Administration)

Engine no. BA8938



Indian's launch of the single-cylinder 21ci (350cc) Prince in 1925 prompted Harley-Davidson to return to the singles market in '26 with a brace of similar-sized machines: one sidevalve, the other with overhead-valve engine. Model designations were 'A' (magneto-equipped) and 'B' (battery/coil) for the sidevalves and 'AA' and 'BA' for the ohv equivalents respectively. Looking every inch a scaled-down v-twin, the single featured a similar frame, controls and 'floating' saddle while its engine adopted a detachable cylinder head, an advance not yet seen on the bigger Harley. A 30.5ci (500cc) 'flat head' - the Model C - joined the range for 1930, by which time a braked front wheel had become a welcome addition to the specification.

This rare, overhead-valve Harley single was purchased by the current vendor at Bonhams' sale of the Professor Fritz Ehn Collection at the RAF Museum, Hendon in June 2008 (Lot 376). Sold new in Europe, the Harley had been acquired by Professor Ehn in 1965, at which time it was un-restored and incomplete. (The large front brake is, of course, a later but most practical addition). While in the Ehn Collection the Harley's engine was rebuilt and an original rear hub sourced and fitted, leaving the purchaser to complete this most worthwhile restoration project. Now fully restored, including a repaint, the machine is offered with its old Austrian registration document and will be accompanied by a NOVA acknowledgement to facilitate an application to register the vehicle, should the new owner decide.

**£10,000 - 12,000**

**€13,000 - 15,000**





286

## **C.1961 TRIUMPH 650CC CAFÉ RACER**

Registration no. YFO 711

Frame no. D8912

Engine no. D19192



Motorcyclists have been modifying machines to meet their particular requirements or express their personal tastes since motorcycles were first invented, one of the most enduring styles of customised bike being the so-called 'café racer'. The name – and style – first became established during the late 1950s when gangs of young motorcyclists – 'Rockers' – would race from café to café along the bypasses and ring roads of towns and cities, London's North Circular being a particular favourite. Their machines typically were kitted out with accoutrements found on genuine racing machinery – clip-on handlebars, rear-set footrests, glassfibre fuel tanks, swept-back exhausts, megaphone silencers, etc – and these characteristics remain hallmarks of the café racer cult today.

Registered with an age-related number in 1996, presumably soon after completion in its current form, this example consists of mainly Triumph components dating from around 1961/62 (frame and engine) together with a BSA gearbox and Norton Commando-type twin-leading-shoe front brake. Other noteworthy features include matching speedometer and rev counter, swept-back exhausts, 'Goldie' silencers, clip-on 'bars, rear-set footrests, alloy wheel rims, Hagon shock absorbers, and 'racing' tank and seat. Smartly presented, the machine is believed to be in good order but has been on museum display for some years and will require re-commissioning before further use. It is offered with a history file containing expired MoTs, V5 registration document, etc.

**£3,000 - 5,000**

**€3,800 - 6,300**





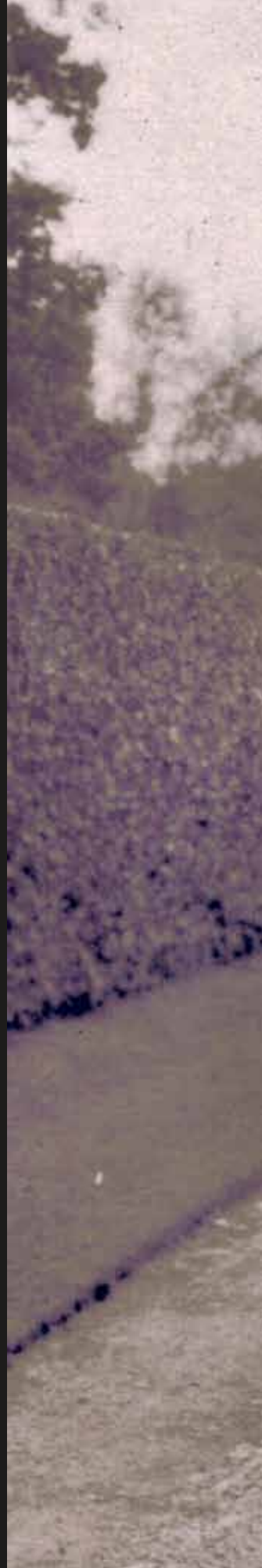
# MOTOR CARS

Saturday 6 September 2014

Following Motorcycles at 14:00

Images of each lot can be found at

[www.bonhams.com/21902](http://www.bonhams.com/21902)









301

### 1990 JAGUAR XJ-S 3.6-LITRE COUPÉ

Registration no. G701 WNB

Chassis no. SAJJNAEC3CA172763

Engine no. 9DPAMA193464

Conceived as a comfortable and long-legged Grande Routière rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six - the XJ-S was the first model to receive Jaguar's new and much more economical 3.6-litre AJ6 engine - enabled it to weather the storm. An automatic transmission model, this 3.6-litre XJ-S is believed to have spent some time in a Bedfordshire museum and been owned by a member of the Jaguar Enthusiasts Club for many years. The car is finished in Cranberry Red metallic with beige leather interior, and is equipped with chromed wire wheels and the US-specification twin headlamps. Described as in generally good condition and said to drive very well, the car is offered with V5C registration document and recently expired tax/MoT (June/July 2014). A genuine total of 68,320 miles is currently displayed on the odometer.

**£2,000 - 4,000**

**€2,500 - 5,000**

**No Reserve**



302

### 1959 LAND ROVER SERIES II SWB

Registration no. 536 UXK

Chassis no. 14600158

Engine no. 151908262

Some ten years after the slab-sided original's introduction, the Land Rover was restyled. The result was the Series II, which featured the more rounded sides that continue to characterise the Land Rover today. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. The Series II's arrival also marked the standardisation of only two wheelbase lengths: 88" and 109". This Series II on the 88" wheelbase has the desirable full Safari cab and the 2,286cc petrol engine, though it is not known whether or not the latter is original to the vehicle. '536 UXK' was extensively restored in 2006 while in the hands of a previous owner, including a new galvanised chassis; an engine rebuild; Weber carburettor conversion; a new radiator; and overhaul of the original running gear. The interior retains its original Smiths two-speed heater and has been upgraded with Exmoor Trim fabric front seats and a bench seat in the rear. Retaining its original green paint, the body has been kept as original as possible. Other noteworthy features include a tow bar c/w electrics and a galvanised rear step. Offered with V5C registration document.

**£2,200 - 2,500**

**€2,800 - 3,100**

303

### 1977 FORD TRANSIT PICKUP

Registration no. WCL 815S

Chassis no. BD05TH62738

Engine no. 62738

One of the most successful commercial vehicle designs of all time, the Ford Transit was introduced in 1962, immediately setting the standard for a host of subsequent imitations from rival manufacturers, and continues in production to this day. The Transit resulted from collaboration between Ford in Germany and the UK and was marketed more like a saloon car, the emphasis being on its almost limitless permutations of body design, seating, engines and trim. The Transit drop-side pickup offered here is a late Mk1 short-wheelbase model with single-wheels rear axle, 1,600cc overhead-valve engine and four-speed gearbox. Restoration work previously carried out includes fitting a new front panel and wings, and refurbishment of the timber sections at the rear. Said to have a smooth engine and gearbox, with good fuel economy, 'WCL 815S' is described as driving well and would make an ideal promotional vehicle with the potential for film and television work. Finished in Vista Orange with black interior, the vehicle is offered with current MoT to August 2015 and Swansea V5 registration document.

**£5,000 - 6,000**

**€6,300 - 7,500**



304

### 1936 MG MIDGET TA SPECIAL

Registration no. EPG 325

Chassis no. 0719

Engine no. KC783056PC

Launched in 1936 as successor to the PB Midget, the TA Midget was an altogether larger and roomier car. The simple chassis design followed established Midget practice with semi-elliptic springing all round, though the use of hydraulic dampers at the front and the adoption of Lockheed hydraulic brakes were new departures. Although styled in a manner MG enthusiasts had come to expect, the new two-seater broke with tradition by employing an overhead-valve engine instead of the previous overhead-camshaft type. Derived from that of the Morris Ten, the 1,292cc four-cylinder engine produced around 50bhp at 4,500rpm, good enough to propel the lightweight TA to within a whisker of 80mph. Believed constructed in the 1960s and unused since circa 1990, this 'project car' is constructed on a modified Midget TA chassis. The engine is a 10hp Ford sidevalve unit, mated to an unidentified four-speed gearbox. Boasting a 'bread van' style rear end, the body is panelled in aluminium over a steel framework, while the interior is nicely kitted out with correct TA silver faced instruments. There are no documents with this Lot, which is offered without reserve and sold strictly as viewed. An interesting project or a useful source of spares.

**£1,000 - 2,000**

**€1,300 - 2,500**

**No Reserve**







305

**1925 ROLLS-ROYCE 20/25HP SALOON  
COACHWORK BY HOOPER & CO LTD**

Registration no. JR 5222

Chassis no. GGA45

Engine no. Z3Q



The introduction of a smaller Rolls-Royce, the 20hp, in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom.

The 'Twenty' proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3.1 to 3.7 litres) and more-powerful version of the Twenty's six-cylinder overhead-valve engine. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features, such as synchromesh gears and centralised chassis lubrication, developed for the larger model and would become the best-selling Rolls-Royce of the inter-war period.

The Rolls-Royce 20/25hp was, of course, exclusively a coachbuilt automobile and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. This example, 'GGA45', wears saloon coachwork by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders. The car was off test on 20th November 1933 and shortly thereafter was delivered to its first owner, one G Stirling-Newall.

In 1994 'JR 5422' was driven into dry storage where it has remained ever since, the engine being turned by hand regularly. The car is complete but requires full restoration. Noteworthy features include searchlights to the 'A' pillars, Lucas P100 headlamps, external sun visor, trafficators (behind the 'C' pillars), walnut door cappings, green leather interior, and a full complement of instruments. There are no documents with this Lot, which is sold strictly as viewed.

**£5,000 - 7,000**

**€6,300 - 8,800**

**No Reserve**



306

**1961 JAGUAR E-TYPE 3.8-LITRE 'FLAT FLOOR' ROADSTER**

Registration no. VSN 534

Chassis no. 850221

Engine no. R2213-9



'Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

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

Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

One of some 400 right-hand drive 'flat floor' roadsters made, of which around 170 are estimated still to exist, this rare example was purchased on November 1984. Last used on the road in 1992, the Jaguar was then parked in the owner's garage where it remained until extracted by Bonhams in August 2014. Apart from a later V12-model steering wheel, the car is totally original and complete, making it an ideal candidate for sympathetic restoration. It retains matching numbers, including the cylinder head. There are no documents with this Lot, which is sold strictly as viewed.

**£15,000 - 20,000**

**€19,000 - 25,000**

**No Reserve**





307

### 1968 FIAT VIGNALE EVELINE COUPÉ PROJECT

Registration no. WPE 641G

Chassis no. 0440809

The Eveline was one of a number of limited edition models produced during the 1960s by Carrozzeria Vignale using FIAT running gear and mechanicals. Manufactured between 1967 and 1969, the Eveline featured many of Vignale's most famous styling cues, looking like a small Jensen Interceptor from the front and with more than a suggestion of Maserati Mexico at the rear. The chassis and running gear were those of the FIAT 124 saloon, including the four-cylinder overhead-valve engine (available in either 1,197cc or 1,438cc versions) and four-speed gearbox. This particular Eveline was imported new to the UK in November 1968, the first owner being a George Avis from Epsom, who kept the car until December 1994. There is only one additional name in the logbook. The last MoT test on record was in 2006 but the car has been little used since then and should therefore be considered as a basis for a complete restoration. Research has shown that many Evelines used the original FIAT dashboard, whereas this car features a more desirable Vignale-designed and manufactured dashboard and interior. It has been fitted with the much more powerful 2.0-litre FIAT twin-cam engine and five-speed gearbox (also used in the FIAT 125-based Vignale Samantha) and also benefits from being right-hand drive. Offered with V5C document.

**£3,000 - 5,000**

**€3,800 - 6,300**

**No Reserve**



308

### 1963 INNOCENTI IM3 SALOON PROJECT

Chassis no. 502165

Best known as maker of the Lambretta scooter, Innocenti turned to car manufacture in 1960, building the Austin A40 under license from BMC, future owner of the Italian firm. In 1963 Innocenti began licensed production of BMC's 'ADO16' model, sold elsewhere as the Austin or Morris 1100. Innocenti's 'IM3' version used basically the same running gear as BMC's, including the venerable A-Series engine, but the detailing showed a distinctly Italian flavour, from the integrated headlamp/side lamps to the large Veglia gauges and the more ornate bumpers and window frames. It is rare today to find an 'ADO16' of any type that has not succumbed to the terminal rust for which they were latterly famous, and even rarer to find the Innocenti version. First registered to a Sig. Molinari from Ancona, this example dating from the first year of production was imported into the UK in 2013. We are advised that the car is substantially sound and with all its unique features intact; however, no effort has been made to run the engine and it should be considered as a suitable starting point for a complete restoration. The car comes with a NOVA declaration and the original Italian Libretto but has not been registered in the UK.

**£3,000 - 5,000**

**€3,800 - 6,300**

**No Reserve**

309

# **1928 AUSTIN 20HP PICKUP**

Registration no. VW 3371

Chassis no. 470/6

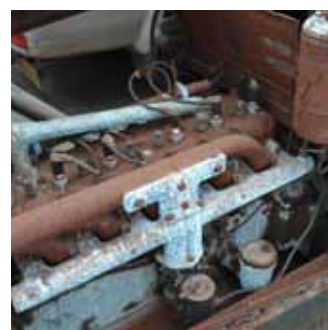
Engine no. 429/6

When Austin recommenced civilian production after WWI it was with a single 20hp model, influenced by the six-cylinder Hudson - one of America's most advanced designs - that Herbert Austin has used during the war. Derived from that of the pre-war 20hp model but enlarged to 3,620cc, the four-cylinder sidevalve engine powered Austin commercials and a tractor as well as its passenger cars. Although robust and reliable, the 'Twenty' was relatively expensive and in an increasingly difficult economic climate did not sell in sufficient numbers to keep Austin afloat. Restructured following a period in receivership in 1921, the firm abandoned its 'single model' policy, introducing the 12hp and 7hp models that would prove its salvation. The Twenty continued at the top of the range but by the decade's end the old four-cylinder had gone, replaced by a new model built in both 'short' and 'long' chassis variants, both of which were powered by a 3.4-litre six. This six-cylinder Twenty has been converted to pickup configuration and must surely be an ideal candidate for re-bodying as a stylish sports tourer. Artillery wheels and a full complement of instruments are noteworthy features, while it should be noted that the engine is seized. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

**£2,000 - 4,000**

**€2,500 - 5,000**

**No Reserve**



310

# **1968 MORRIS MINI MOKE**

Registration no. TUC 530F

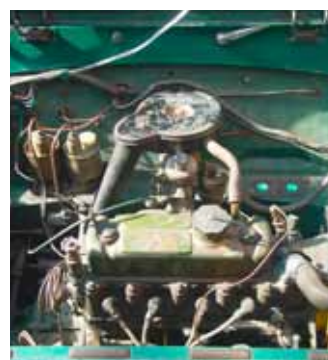
Chassis no. MAB111389900A

Engine no. 8ACUH7709

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 Army, the Moke was redeveloped for the civilian market, deliveries commencing in 1964. The car's open design meant that it was not the ideal vehicle for the British climate and the vast majority ended up being exported. Production too was transferred abroad after 1968, continuing until 1993. Sold overseas as a utility vehicle 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 TV series The Prisoner has only served to maintain its popularity and today this quirky Mini variant remains highly sought after. This Mini Moke was purchased by the current vendor in May 1989 and has been dry stored since then, unused. In June 2014 the Moke was re-commissioned, serviced and MoT'd, receiving a new battery, fuel pump, rear shock absorbers and screen wash reservoir. Described as in generally good condition, the car is offered with MoT to June 2015 and V5C registration document.

**£11,000 - 15,000**

**€14,000 - 19,000**





## THE DAVEY COLLECTION

Malcolm Davey acquired his first Alvis at the age of 17, while an apprentice engineer, and this led to a lifetime of enthusiasm for the marque. He was a leading figure in the Alvis Owner Club and held many senior positions including General Secretary and Vice Chairman. It was through the Club that he met his wife Janet, the daughter of the then Club Treasurer, Norman Whitton. Malcolm restored a number of Alvis cars over the years and became particularly enthused with the Crested Eagle, acquiring the three examples now offered for sale for future restoration.

Unfortunately, the combination of work, marriage, children, house moves, Club duties and assisting many Club members with repairs to their own cars prevented him from continuing work on them and all his cars were housed in temporary accommodation while he constructed somewhere to keep them permanently. It is worth noting that Malcolm was a great believer in keeping his cars original and in accordance with the Alvis 'Car Record' sheet. Having built a suitable workshop and completed work on his house, Malcolm was ready to restart work on the Crested Eagle tourer when he was taken ill.



### 311 **1960 ALVIS TD21 COUPÉ PROJECT** **COACHWORK BY PARK WARD**

Registration no. 518 AXU  
Chassis no. 26406  
Engine no. 26406

Styled by Swiss carrossier Graber and boasting coachwork manufactured by Rolls-Royce's in-house coachbuilder Park Ward, the Alvis TD21 debuted in 1958. The TD21 retained Alvis's torquey, 3.0-litre, overhead-valve six that came with 104bhp on tap at first, though this was increased early in 1959 to 120bhp courtesy of a new cylinder head. Inside there were improvements to the accommodation, with increased headroom and legroom when compared to the preceding TC108G, especially in the rear. Lockheed servo-assisted disc brakes were now an option, becoming standardised for 1960. A mere 1,070 TD21s were completed between 1959 and 1963, and today these traditional, thoroughbred and luxurious Gran Turismos enjoy an enthusiastic following. First registered to Castrol Ltd, this example was purchased from a David Sisterson of Sidcup, Kent in 1978 (receipt on file) and was then restored to near concours standard. The rebuild included overhauls of the engine and automatic gearbox, while the original trim was refurbished. '518 AXU' was then used as Malcolm Davey's daily driver until 1984 when a cylinder liner slipped and the car was laid up, never to turn a wheel again. A good source of spares, or a restoration project for the brave and patient, the car is offered with its original logbook, expired MoT (1984), V5 registration document and an extensive file of receipts. It should be noted that the engine is seized.

**£500 - 1,000**  
**€630 - 1,300**  
**No Reserve**



312

# **1946 ALVIS TA14 SHOOTING BRAKE PROJECT COACHWORK BY SCOTNE**

Registration no. FVE 609

Chassis no. 20610

Engine no. 20610

Alvis recommenced production after WW2 with a range little altered from that of 1939, the 12/70 - first introduced in 1938 - reappearing as the TA14, the most obvious difference being the adoption of steel disc wheels in place of wires. An uncomplicated, separate-chassis design, the TA14 was powered by an overhead-valve four-cylinder engine of 1,892cc and featured beam-axle front suspension and mechanical brakes. The gearbox was a synchromesh four-speeder, and with 65bhp available the TA14 was good for 75mph. Testing a TA14 in 1946, *Autocar* praised its excellent tractability, well-spaced gear ratios and powerful brakes, concluding that the car's 'very high level of excellence puts this Alvis right in the front rank.' This rare TA14 shooting brake was supplied in chassis form to Brooklands of Bond Street Ltd and first registered in September 1947. Purchased in 1978 and fully restored to show standard in 1980, 'FVE 609' won the concours at that year's South West Alvis Owner Club Day event and was featured in *Automobile Quarterly*. A misfire resulted in the car being laid up in 1988 and it has not been used since then. Surprisingly sound and a good basis for restoration, this rare Alvis shooting brake is offered with copy Car Record; an old-style continuation logbook; V5 registration document; expired MoT (1986); and numerous bills from marque specialists Red Triangle. It should be noted that the engine is seized.

**£2,000 - 3,000**

**£2,500 - 3,800**

**No Reserve**

313

**NO LOT**

314

# **1937 ALVIS 3½-LITRE CRESTED EAGLE TA SALOON PROJECT**

**COACHWORK BY MAYFAIR CARRIAGE CO**

Registration no. ELH 950

Chassis no. 14511

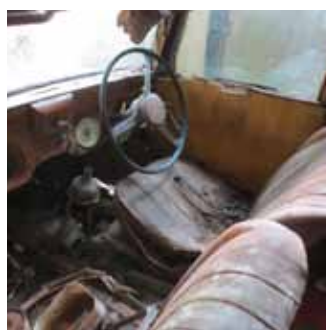
Engine no. 14991

Manufactured from 1933 to 1940, the Crested Eagle - a development of the 20hp Silver Eagle - featured an X-braced chassis frame with transverse-leaf independent front suspension and mechanical brakes. Engines fitted were of 2,148, 2,511, 2,762 and 3,571cc in capacity, all of them overhead-valve sixes. Standard body styles available on the Crested Eagle chassis were limited to just three: four-light and six-light saloons and a limousine. This handsome Mayfair-bodied special four-light saloon on the Crested Eagle chassis has the 3,571cc, 106bhp, triple-SU carburettor engine as fitted to the Speed Twenty-Five. The Alvis was in good order when purchased from a Mr Wild of Shrewsbury in December 1970. Bills on file issued by John Kirkby (white metalling) and Hatton & Speyer (new pistons, con-rods, etc) document an engine rebuild carried out in 1976, and the car was also completely restored cosmetically. 'ELH 950' was a daily driver until 1987 when it was laid up requiring works to the scuttle/body joint, which were never done. Offered for restoration and sold strictly as viewed, the car comes with a most extensive history file containing the aforementioned bills and others from Red Triangle and London Chroming; copy Alvis instruction book; copy Car Record; expired MoT (1988); V5 registration document; and its original and two continuation buff logbooks.

**£3,000 - 5,000**

**£3,800 - 6,300**

**No Reserve**







315

**1934 ALVIS 3½-LITRE CRESTED EAGLE TE  
LIMOUSINE PROJECT  
COACHWORK BY MAYFAIR CARRIAGE CO**

Registration no. CN 5854

Chassis no. 10970

Engine no. 11411

Manufactured from 1933 to 1940, the Crested Eagle featured an X-braced chassis frame with transverse-leaf independent front suspension and mechanical brakes. Engines fitted were of 2,148, 2,511, 2,762 and 3,571cc in capacity, all of them overhead-valve sixes. Standard body styles available on the Crested Eagle chassis were limited to just three: four-light and six-light saloons and a limousine.

This imposing Mayfair-bodied limousine on the Crested Eagle chassis was delivered new to Messrs Swallow Milburn in Newcastle. Little is known of the Alvis's history prior to 1948 when it was purchased by Joseph Foster & Sons Garage of Otterburn, Northumberland.



As discovered in 1984

In 1961 the pre-selector gearbox was replaced with a synchromesh unit by Alvis, while between 1969 and its purchase in 1984 the car remained laid up in a barn (see 'as found' photograph on file). A true 'barn find' – even the paintwork is original – this Crested Eagle limousine has been exhibited at various Alvis Owner Club events 'as is' (the roof blew off on the last outing!).

Noteworthy optional 'extras' include wheel discs and a luggage rack to the rear. A prime candidate for preservation with *The Automobile's* 'Oily Rag Run' in mind or, should the new owner so desire, more extensive restoration, this wonderful Crested Eagle limousine is offered with copy Car Record; V5 registration document; and an old-style continuation logbook. It should be noted that the engine is seized.

**£3,000 - 5,000**

**€3,800 - 6,300**

**No Reserve**



Prior to lay up in the 1960s

316

**1934 ALVIS 2.7-LITRE CRESTED EAGLE TE TOURER PROJECT  
COACHWORK BY R.E.A.L. CARRIAGE CO**

Registration no. ET 8288

Chassis no. 11644

Engine no. 12094

'One feels confident before commencing a test of a given model of the Alvis range that the car will be unusually well made and solid, and that on the road it will prove to be steady and safe-feeling and to have an exceptional quality about its general manner.' - *The Autocar*, 3rd July 1936.

*Autocar* was referring to the Crested Eagle, a model that had first appeared in 1933. A development of the 20hp Silver Eagle, the Crested Eagle was manufactured until 1940 and featured an X-braced chassis frame with transverse-leaf independent front suspension and mechanical brakes. Engines fitted were of 2,148, 2,511, 2,762 and 3,571cc in capacity - all of them overhead-valve sixes. Standard body styles available on the Crested Eagle chassis were limited to just three: four-light and six-light saloons and a limousine. Anyone wanting a sportier ride was directed to Alvis's splendid Speed Twenty-Five.



Chassis number '11644' is one of only two of its type bodied by the R.E.A.L. Carriage Company of West London. The car was purchased in the early 1970s from a Mr Deeley of Bicester, Oxfordshire, who had already started to restore it and whose letter concerning its history is on file. Malcolm Davey duly completed the rebuild towards the end of 1982, which included the installation of a new crown-wheel-and-pinion from Red Triangle. While participating in the 1983 Alvis Owner Club International Rally the car suffered from fuel starvation and upon its return home was garaged and never used again.

In 1994 the seats were re-trimmed by Maidstone Trimming but no further work was undertaken (three blue leather hides for the door cards are included in the sale). Fundamentally sound and thus a relatively straightforward restoration project, the car comes with copy Car Record; an old-style continuation logbook; expired MoT certificate (1984); V5 registration document; and the manuscript of an article about its unusual specification.

**£10,000 - 15,000**

**€13,000 - 19,000**





317

**1939 ALVIS SPEED TWENTY-FIVE SC SALOON PROJECT  
COACHWORK BY CHARLESWORTH**

Registration no. FYV 643

Chassis no. 14667

Engine no. 20205

Pre-war development of the six-cylinder Alvis culminated in the announcement of two new models for 1937: the 4.3-Litre and the 3.6-litre Speed Twenty-Five, both powered by new seven-bearing, overhead-valve engines. The cruciform-braced chassis were similar and embodied the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox - introduced on the preceding Speed Twenty - were retained, with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. On test with *Autocar*, the Speed Twenty Five demonstrated remarkable top-gear flexibility combined with a maximum speed of 95mph, and was found to possess qualities of, 'quiet running and general refinement in a striking degree.'

Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the Speed Twenty-Five's initial chassis-only price of £775 meant that ownership was necessarily confined to wealthy connoisseurs. This particular Speed Twenty-Five wears four-door saloon coachwork by the Coventry firm of Charlesworth, a company perhaps best known for its contract work for various of manufacturers, most notably Alvis, as well as bespoke designs on other high quality chassis.



Supplied new via Alvis's London agent Charles Follett Ltd, 'FYV 643' was purchased by the lady vendor's father, Norman Whitton, in April 1962. The car had been maintained by marque specialists A J Brown of Lancaster Gate, London W2, there being receipts on file for servicing work and an engine rebuild in 1958/59. (It should be noted that the engine currently installed is not the original). During Mr Whitton's ownership the engine, which boasts a new cylinder head, was rebuilt again by Tolerton & Burke Ltd, London, the work including a re-bore, new pistons, new con-rods, etc.

In 1970 the car was taken off the road to renew the headlining and has been laid up ever since. Malcolm Davey hoped to restore the Speed Twenty-Five but, sadly, never got around to it. Offered from long-term ownership, this potentially most rewarding restoration project is offered with copy Car Record sheet, Alvis Archive Trust correspondence, purchase receipt, expired MoT (1968) and an old-style continuation logbook.

**£12,000 - 16,000**

**€15,000 - 20,000**

**END OF COLLECTION**



318

**1937 ALVIS TB.25.63 FOUR LIGHT SALOON 'CRESTED EAGLE'  
COACHWORK BY CHARLESWORTH**

Registration no. DXX 55

Chassis no. 13749

Engine no. 13749



'One feels confident before commencing a test of a given model of the Alvis range that the car will be unusually well made and solid, and that on the road it will prove to be steady and safe-feeling and to have an exceptional quality about its general manner.' - *The Autocar*, 3rd July 1936.

*Autocar* was referring to the Crested Eagle, a model that had first appeared in 1933. A development of the 20hp Silver Eagle, the Crested Eagle was manufactured until 1940 and featured an X-braced chassis frame with transverse-leaf independent front suspension and mechanical brakes. Engines fitted were of 2,148, 2,511, 2,762 and 3,571cc in capacity - all of them overhead-valve sixes. Standard body styles available on the Crested Eagle chassis were limited to just three: four-light and six-light saloons and a limousine. Anyone wanting a sportier ride was directed to Alvis's splendid Speed Twenty-Five.

This Crested Eagle has the desirable 3,571cc engine and carries four-light saloon coachwork by the Coventry firm of Charlesworth, a company perhaps best known for its contract work for various of manufacturers, most notably Alvis, as well as bespoke designs on other high quality chassis. '13749' was supplied new via Alvis's London agent Charles Follett Ltd but nothing is known of its subsequent history until 1960 when the car was owned by one S J Bartlett of Cheam, Surrey. At some time subsequently the Alvis was exported to the USA, from whence it returned in 1990 to be reregistered 'DXX 55'.

The car was then acquired by Michael Layden of Luton, from whom it was purchased by the current owner in 2002. Significant maintenance works carried out include a radiator rebuild by marque specialists Red Triangle in 2002 and an engine rebuild by Classic Car Workshop in 2010 at a cost of circa £10,000, while additional regular servicing has enabled the owner to enjoy this wonderful motor car to the full. Described as in generally good condition, though with improvable paintwork, this powerful pre-war Alvis is offered with current road fund licence and V5C registration document.

**£18,000 - 22,000**

**€23,000 - 28,000**



319

**1934 ALVIS 4.3-LITRE DROPHEAD COUPÉ**  
**COACHWORK BY ABBEY COACHWORKS LTD, LONDON**

Registration no. EXK 80

Chassis no. 14298





'In the scheme of things there are cars, good cars and super cars. When a machine can be put into the last of these three categories and yet is not by any means in the highest-price class, considerable praise is due to the makers. The model in question is the latest Alvis 4.3-litre sports tourer.' – *The Autocar*, August 1938.

Pre-war development of the six-cylinder Alvis culminated in the announcement of the 4.3-Litre in August 1936. The 4.3-Litre was based on the 3.5-litre Speed Twenty Five introduced the previous year, and was powered by an enlarged version of Alvis' new seven-bearing, overhead-valve engine producing 137bhp on triple carburettors. The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed, all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph. Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs. A mere 198 had been delivered, plus six short-chassis variants, when the outbreak of war stopped production.

A large powerful car, this 4.3-Litre wears handsome four-seat drophead coupé coachwork by Abbey Coachworks Ltd of Acton, West London. To the front are massive Lucas P100 headlamps and a pair of spot lamps, contributing to a very imposing frontal appearance indeed. The Alvis is very 'Derby Bentley' like in appearance, but slightly more sporting and easier to drive courtesy of its superior gearbox. The Alvis is in splendid condition having had much work carried out recently including new Shell Grey over Midnight Blue paintwork and a new leather interior in Burgundy/black. Retaining its original registration number, 'EXK 80' comes with a vast assortment of bills covering the recent work totalling many thousands of pounds (£14,000 on paint and £8,000 on leather alone).

We are advised that the car starts readily and pulls strongly up to 'modern' speeds where it will cruise comfortably all day. Boasting synchromesh on all four forward gears, the gearbox is a pleasure to use and must be one of the best made pre-war anywhere, way ahead of many of its contemporaries. The car has a capacious boot for touring luggage and a full tool kit, which folds out of the lid. A hood bag is also present, giving the car a tidy appearance with the roof folded down. Offered with V5C and current MoT.

**£120,000 - 150,000**

**€150,000 - 190,000**





320

**1935 SS 3½-LITRE SALOON**

Registration no. 810 XUR

Chassis no. 248824

Engine no. Z2460





'Yet there was no doubt about the thrust of the style; it was a long bonnet and a low roofline, a small well-furnished interior, and a distinctive recognisable "face". It had character, it had style, it set fashion more than it followed it, and captured with astonishing precision the idiom of the sports racer, the rally car, the vogue-ish look for which Lyons had a supreme aptitude.' - Eric Dymock, *'The Jaguar File'*.

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

Marque status arrived in October 1931 with the launch of the SS1, a close-coupled coupé. Based on that of the Standard Ensign 16hp, the SS1's low, under-slung chassis was designed by Lyons and supplied exclusively to Swallow by John Black's Standard Motor Company, which also provided the 2.1/2.6-litre six-cylinder sidevalve engine and four-speed gearbox. Lyons' design for the body was startling: the SS1's excessively long bonnet, tiny passenger compartment and helmet-type front wings suggesting that it represented the ultimate in high performance.

In so doing, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price. Indeed, so successful was Lyons' new venture that production of Swallow-bodied cars ceased altogether in 1933 and SS Cars Limited was formed, initially as a subsidiary of the Swallow sidecar-building business.

The SS1 body style was revised for 1933 and the engines up-rated with alloy cylinder heads and improved manifolding, advances that raised the top speed to 75mph. For 1934 the SS1 gained a new wide-track chassis and slightly enlarged Standard engines of 2,143cc and 2,663cc, while the body - now available in four different configurations - underwent yet another restyle. In this, its final form, the SS1 remained in production until 1936, by which time 2,503 examples of this ultimate version had been made.

Sold new via Henlys to Dr G de Rynck in London, this example of the concluding SS1 was imported from Holland by the present owner in 2008, having previously been resident in California. While some of the early SS1 models might have been criticised for a lack of power, the same cannot be said for '810 XUR', which has been fitted with a 3½-litre engine (original engine block with car). Described as in generally good condition, the car is offered with current road fund licence, V5C registration document and Jaguar Daimler Heritage Trust Certificate.

**£45,000 - 65,000**  
**€57,000 - 82,000**







321  
**1936 MG MIDGET TA ROADSTER**  
 Chassis no. TA 0587  
 Engine no. MPJG878



Though there are many changes noticeable in the latest Series T MG Midget by anyone who has been well acquainted with its extremely popular forerunners, in character the car remains of the same type. That is, it gives an unusually good performance for its engine size, handles in a distinctly better manner than the ordinary touring vehicle and possesses those touches in the tout ensemble that endear it to the owner with sporting tendencies.’ – *The Autocar*, 18th September 1936.

Launched in 1936 as successor to the PB Midget, the TA Midget was an altogether larger and roomier car. Longer in the wheelbase at 94”, the simple chassis followed established Midget practice with semi-elliptic springing all round, though the use of hydraulic dampers at the front and the adoption of Lockheed hydraulic brakes were new departures. Although styled in a manner MG enthusiasts had come to expect, the new two-seater broke with tradition by employing an overhead-valve engine instead of the previous overhead-camshaft type.

The TA was introduced after Nuffield’s take-over of MG and used the 10hp 1,292cc four-cylinder Wolseley engine, itself derived from that of the Morris Ten, which produced around 50bhp at 4,500rpm. Though MG purists complained about the adoption of a pushrod engine and synchromesh gearbox, the TA was faster than the PB, having a top speed of 80mph (with the folding windscreen lowered) and its total production of 3003 was 19% more than that of the P-Series.

This particular TA Midget was restored between 2006 and 2008 and comes with the relevant invoices. Finished in green with black leather interior, the car is described as in generally good condition, with new interior and electrics, and is offered with old Netherlands and current German registration papers.

**£25,000 - 35,000**  
**€31,000 - 44,000**



322

**1973 MORGAN 4/4**  
**COACHWORK BY SMD 193M**

Registration no. SMD 193M

Chassis no. B3165

Engine no. 3F79-A-1562

An island of constancy in an automotive sea of change, Morgan looks set to continue building its unique Vintage-style cars well into the 21st Century. Indeed, today's 4/4 is recognisably the same car as its 1936 forebear and none the worse for that as the ever-lengthy waiting list would seem to confirm.

After formative years spent in the drawing office of the Great Western Railway, engineer H F S Morgan progressed to automobile manufacture, showing his first three-wheeler car at Olympia in 1910, coincidentally with an upsurge of interest in cyclecars. Of simple construction with front-mounted motorcycle engine and two-speed chain transmission, the Morgan was light, fast and economical to run. V-twin engines from a wide variety of manufacturers were employed, though those from J A Prestwich predominated. A more refined version – the F4, with 8hp Ford Model Y four-cylinder power unit – appeared in 1933. In 1937 the F4 formed the basis of the first four-seater, four-wheeled (4/4) Morgan and the following year a special Coventry 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 alongside a new 2+2 drophead coupé and would continue to power the 4/4 up to 1950.



Reintroduced with Ford 100E power in 1955 after a five-year hiatus, the 4/4 was regularly up-dated with more modern power units, adopting Ford's 1,599cc 'Kent' pushrod engine in 1967, initially in either 74bhp or 88bhp 'Competition' forms, the latter being standardised from 1970. The chassis, with its sliding-pillar independent front suspension and leaf-sprung live rear axle, remained much as before and the 4/4 continued in this vein until the arrival of Ford's CVH engine for 1982.

Bought 12 years ago as an almost complete restoration project, this particular 4/4 was completed two years ago using mostly new parts including the body, which had been purchased some 30 years previously. Offered with current MoT and V5 registration document, the car is finished in green with black leather interior and is described by the vendor as in generally good condition.

**£14,000 - 18,000**

**€18,000 - 23,000**



323

**One family ownership since 1952**

**1920 VAUXHALL E-TYPE 30-98 TWO-SEATER AND DICKEY**

**COACHWORK BY THE GROSVENOR CARRIAGE CO. LTD., KILBURN, LONDON**

Registration no. EC 3181

Chassis no. E269

Engine no. E277



1  
E269 loaded for touring c1932

2  
1952 invoice



In his foreword to Nic Portway's standard work, Vauxhall 30-98 – *The Finest of Sporting Cars*, Bill Boddy wrote, "for me, no car of the vintage period has the same appeal as a 30-98" and many others with life long involvement with vintage cars have eulogised similarly about Luton's best kept secret. Introduced initially as a 4 ½-litre side valve model, and clearly developed from Pomeroy's iconic pre-Great War Prince Henry, the 30-98 quickly made its mark in the quintessentially 1920s pastimes of speed hill climbs and endurance trials. The designation 30-98 comes from the 30bhp developed at 1,000rpm and the 98bhp developed at 3,000rpm.

When fitted with lightweight coachwork – and most were – few contemporary motor cars could match the performance of the early E-type 30-98 and, when equipped with standard specification beaded edge wheels and tyres, handling is impeccably precise. Performance and handling were not always matched by braking capacity. Later developments of the model were to embrace a 4 ¼-litre overhead valve engine, a stronger and longer chassis and front wheel brakes, although the last listed development frankly made little difference. To the connoisseur and purist the exceptionally nimble E-type remains the definitive 30-98.

This car left the erecting shop at Luton on 14th July 1920, its first owner specifying two-seater and single dickey seat coachwork by The Grosvenor Carriage Co. Ltd. of Welbeck Works, Kilburn, North London. Although the four-seater Velox coachwork was 'standard fare' on the 30-98 chassis, the Grosvenor two-seater with single dickey, offering snug accommodation in the front with adequate rear seat accommodation for fair weather motoring, was the next most favoured configuration. It is surprising therefore that so few two-seater with single dickey examples on the E-type 30-98 chassis survive.

The vendor believes that only two original cars built to this specification in 1920 survive in the UK, the other car, chassis no. E260, being originally the property of trials driver Capt. McCorquodale who was later to marry Brooklands racing driver and romance novelist Dame Barbara Cartland. The car offered here - chassis no. E269 - was supplied with lightweight aluminium coachwork (Vauxhall advised bespoke coachbuilders that coachwork for the 30-98 should not exceed 5cwt.) and remained in its original unpainted polished aluminium finish for much of its life.





Although the complete history of this car is not known it was first registered in Westmorland (now Cumbria) and it is believed that in its early days it was owned by the Lings family of Bollington, Cheshire (who had owned an early Prince Henry). At a later date, believed to be c.1930, E269 passed into the ownership of a Mr. Jeffreys, remaining in regular use and later serving King and Country in World War II, being requisitioned for service with the Home Guard in its native North Country.

In 1952 E269 was purchased from Messrs. Molyneux, West & Co. Ltd. 'The Automobile Engineers' of Urmston, near Manchester, by Ian Ferguson Esq., brother of the present owner. The princely sum of £115 changed hands. The 1952 invoice is on file. The car was shortly to pass to Ian Ferguson's brother in whose enthusiastic hands it has remained ever since.



Since then the car has had only occasional outings and has scarcely travelled beyond the Norfolk county boundaries. Although well documented - the manufacturer's records for this car are listed in Portway's standard work - Vauxhall 30-98 *The Finest of Sporting Cars* - and the car is recorded in the Vauxhall 30-98 Register and is well known to exist - this car has been seen by just a few of the 30-98 cognoscenti in the last 60 years.

E269, so outstandingly original in all major respects and with exceptional long ownership history, now emerges from its Norfolk slumbers onto the open market for the first time in 62 years. The car is equipped with correct CAV front lights with Rubbolite rear lamps. Wefco leather spring gaiters are fitted and wiring is armoured cabling in correct style, while the radiator sports a period calormeter. The attractive three piece Beatonson windscreen adds an Edwardian flavour to the car. Fittings throughout are nickel.

It should be noted that this car was fitted with Fisher front wheel brakes in the 1920s. At the time of restoration c.1980 the operating mechanism for the original transmission brake was removed but the original parts were retained should a fearless new owner wish to return it to the original specification! E269 is offered with a Swansea V5 registration document, the 1952 sales invoice, period photographs and old buff log book from 1952.

Although believed to be in sound order in all major areas E269 has seen little use in recent years and we therefore advise careful re-commissioning before exploiting the exciting performance this 'finest of sporting cars' will offer.

**£150,000 - 180,000**

**€190,000 - 230,000**

3

E269 - believed with Mrs Doris Lings and family  
German Shepherd - 1920s © Lings Family archive





**From the estate of the late Graham Galliers**  
**1934 MG MAGNETTE ND/NE RACING SPECIAL**

Registration no. ABY 253

Chassis no. NA 0512

Engine no. 771AN

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

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

'ABY 253' is one of only 24 ND Magnettes built out of a total of 738 N-types (excluding the racing NE). Records held by the MG Car Club's MMM register show that 'ABY 253' was first owned by W E C Watkinson, who was a recognised MG 'works' driver and had the factory fit an NE-specification racing engine, Watkinson is believed to have raced this car at Brooklands and elsewhere pre War. In the 1960s the Magnette was owned by long-time MG enthusiast Allan Scott.

Allan had acquired the car from the Red Dragon Trials Team, who had bought it from Watkinson. In an article published in *'Safety Fast!'* (the MMM newsletter) in June 2002, he recalled: 'It was a very handsome car in beautiful condition. It went like a scalded cat and handled like a dream. It only had one defect; the rear cross tube had worn through and a crude bar repair was welded to support the spring tails. In fact, the car was an ND. It had an amazingly high axle ratio. The N chassis was a revelation. The PA would have to go!'





Allan kept the Magnette for a year, selling it when the crown wheel broke and the MoT became due. His article concludes: 'Of all the cars I have owned, this is the one I regret parting with most.' A letter on file reveals that 'ABY 253' was purchased by Nev Churcher from Hampshire, who fixed the broken axle and sold the car two years later. There are also two photographs on file of the MG when owned by Nev Churcher.

The Magnette is pictured in 'Safety Fast' wearing standard bodywork in the 1960s but currently has an NE body fitted. Only seven racing NE Magnettes were built by MG at Abingdon in 1934 (chassis numbers 'NA0516' to 'NA0522'). They were designed to compete in the 1934 RAC Tourist Trophy held on the Ards Circuit in Northern Ireland, which MG succeeded in winning for the third year in a row. They also competed in the 1935 race with Dick Seaman driving the highest placed car.

A typed document on file, believed written in 1999 by previous owner, Mike Dowley, states that the car was sold to him as having Brooklands racing history. The NE body is described as genuine and complete with an original radiator with the larger filler neck and racing cap, which were only fitted to genuine works cars such as the K3, NE, Q and R Types. The car was sold with the following original NE parts: alloy-based racing seats with distinctive shaping to driver's seat; original leather bonnet strap and fittings; headlamps (believed original and extremely rare); bulkhead including the unique alloy beading and original accelerator pedal and cross shaft; and a front apron with distinctive NE cut-outs for headlamp stands identifying it as an original, there are photos on file of some of these parts as bought.

The NE body has been the subject of some research and three of the other NE owners came to see it and check details during their own restorations: Karl Weissman (Germany), Syd Beer (UK) and Pete Thelander (USA). There are numerous photographs on file testifying to research carried out into the surviving NE team cars.

The late Graham Galliers purchased 'ABY 253' as a 'kit of parts' from Mike Dowley for £20,000. There are numerous invoices on file for parts, etc relating to its restoration, which commenced circa 1999. As of February 2003, some £30,000 had been spent with Tom Dark Engineering for building and parts for the racing Magnette engine and close-ratio Armstrong Siddeley pre-selector racing gearbox. The supercharger currently on the car was fitted at this time being supplied by Derek Chinn.

In August 2013 Graham drove 'ABY 253' successfully at VSCC Prescott in what would turn out to be his last competitive outing. The MG was driven in the funeral procession through Shrewsbury in Graham's honour by Bonhams Motoring Department specialist John Polson prior to the cremation and memorial service.

Accompanying documentation includes a copy of MG's original invoice to W E C Watkinson showing that the car was supplied with the NE specification engine, plus others for work done by the factory for Watkinson in the 1930s. There are many letters on file written by Graham confirming the history as detailed above, and the car also comes with an old-style logbook and V5 registration document. Boasting an NE-specification engine (with addition of supercharger) and a genuine NE body, 'ABY 253', although a 'special', is about as close to team car specification as it is possible to get, but at a fraction of the cost of one of the originals.

**£50,000 - 60,000**  
**€63,000 - 75,000**





325

## 1937 ALVIS 4.3-LITRE DROPHEAD COUPÉ

Registration no. ASF 458

Chassis no. 13639

Engine no. 14219



Pre-war development of the six-cylinder Alvis culminated in the announcement of the 4.3-Litre in August 1936. The 4.3-Litre was based on the 3.5-litre Speed Twenty Five introduced the previous year and was powered by an enlarged version of Alvis's new seven-bearing, overhead-valve engine producing 137bhp. The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque: independent front suspension and a four-speed all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes. Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph.





Sturdily built and endowed with a generous wheelbase, the Alvis Six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs. Only 198 cars had been delivered when the outbreak of WW2 stopped production.

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

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

In 2000 the Alvis suffered an extensive fire on the Classic Malts Rally, caused by an exploding rear brake drum that pierced the fuel tank. A report and photograph of the damaged car appeared in *The Automobile* magazine's July 2000 edition, showing the body destroyed from the bulkhead back. This apparent disaster gave its owner the opportunity to restore 'ASF 458' to his own specification as a bespoke special rally car.

The wheelbase was shortened, a Gurney Nutting-style two-door drophead coupé body designed, and extra cooling louvres cut into the bonnet; even the fuel filler was modified to cope with full-on cornering. The rebuild was completed early in 2003 and the Alvis continued its rallying career in its new soft-top configuration, often with great success. 'ASF 458' has participated in the Flying Scotsman, Classic Malts, Maroc Classic and Monte Carlo Challenge. A rather apt Phoenix mascot adorns the radiator.

Its condition is best described as mechanically 'spot on', with overall good bodywork, paint and interior. The car comes with numerous photographs and articles, a quantity of expired MoTs and Swansea V5C document, and will be freshly MoT'd in time for sale.

**£60,000 - 80,000**

**€75,000 - 100,000**







326

***Offered from the Ivone Peitz Collection***  
**1913 OVERLAND MODEL 71 TOURER**

Chassis no. 2731

Engine no. 2731



Claude M Cox's original Overland car was developed in the early 1900s by the Standard Wheel Company, of Terre Haut, Indiana, and the fledgling firm had already changed hands once before John North Willys, a New York auto dealer and major Overland customer, arrived to rescue it from oblivion in 1907.

Willys had ordered 500 Overlands and paid a deposit of \$10,000. When the cars were not forthcoming he travelled to Indiana, only to find Overland on the point of closure. Willys secured credit, re-organised the company and by the summer of 1908 was in a position to build a new factory, a facility that was sorely needed, as Willys had been forced to carry out Overland assembly in a circus tent! Building four-cylinder cars only from 1910, the revitalised company went from strength to strength, production increasing steadily until by the start of WWI only Ford could claim a higher output.

Sliding-gear transmissions had replaced the previous epicyclic type in 1909, co-incidentally the same year that Ford introduced the Model T that would use the latter form of transmission for the next 17 years! The 30.6hp Model 71 was one of two four-cylinder models introduced in the autumn of 1912, the other being the smaller and less expensive Model 69.

This Model 71 four-seat tourer has right-hand drive, as did all Overlands built before 1915, and the three-speeds-plus-reverse gearbox. Believed to have once formed part of the celebrated Harrah Collection in the USA, the car is offered from a prominent European private collection where it has been maintained by the in-house mechanic. It is in running and driving condition but would benefit from further careful re-commissioning following a period of static display. The car is offered with Nevada Certificate of Title and C&E Form 386.

**£30,000 - 35,000**

**€38,000 - 44,000**



327

**Offered from the Ivone Peitz Collection**  
**1973 FAUN KRAKA MILITARY VEHICLE**  
 Chassis number 10.4UU1332

This unusual military vehicle was conceived in the early 1960s by Zweirad Union, a conglomerate of German motorcycle manufacturers, which at that time was a subsidiary of Faun, the well known manufacturer of commercial vehicles and large off-road dump trucks. Introduced in 1962, the Kraka was intended for use in the agricultural and forestry industries but met with a lukewarm reception, prompting its maker to explore the vehicle's potential for military purposes.

In its new role the Kraka would be deployed as lightweight off-road transport to be dropped by parachute in support of the West German Bundeswehr's airborne forces, the lack of such a capability having limited the effectiveness of such units in WW2. In 1965 fifty were supplied to the Bundeswehr for evaluation, which led to significant alterations to the design, the load capacity of the folding chassis being increased (to 750kg) and the 400cc Goggomobil two-stroke engine replaced with a 697cc twin-cylinder four-stroke BMW 'boxer' engine from one of the latter's motorcycles.



Only the rear wheels were driven (by chain) while large, low-pressure, 'balloon' tyres were one of the Kraka's most striking features. The vehicle was 2.78 metres long, reducing to 1.85 metres when folded for transportation. A top speed of 55km/h (34mph) and a range of 200 kilometres (124 miles) was claimed. In its developed form the Kraka was supplied to the Bundeswehr from the early 1970s onwards, a total of 862 being delivered, and the vehicle remained in service into the 1990s.

This example of a rarely seen type of military vehicle currently displays a total of 8,667 kilometres on the odometer. The Kraka is offered from a prominent European private collection where it has been maintained by the in-house mechanic. It is in running and driving condition but would benefit from further careful re-commissioning following a period of static display. The last German TÜV was noted as 10/97 in Gummersbach and the vehicle comes with correspondence (in German) suggesting that it was purchased from a museum in 1999.

**£9,000 - 12,000**  
**€11,000 - 15,000**





328

*Offered from the Ivone Peitz Collection*

**1978 CHEVROLET CORVETTE TARGA-TOP COUPÉ**

Chassis no. to be advised



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish and the Corvette came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical restyle for '56 consolidated the 'Vette's position in the market, the model going on to become the world's best-selling and longest-lived sports car.

'America's only true production sports car' celebrated its 25th anniversary in 1978, a year that marked the first major restyle since the commencement of the 'Stingray' era ten years previously. By then, catalytic converters had arrived, the 'Big Block' engines had gone, a steel under-tray had been added and a revised dashboard introduced, while the Corvette roadster had been deleted in the expectation that Federal auto legislation would effectively outlaw convertibles.

Gone too was the 'Stingray' name, dropped at the end of the 1976 season. For '78 the fastback roofline of the 1963-67 Sting Ray was reinstated and complemented by a wrap-around rear window. The 'Silver Anniversary' was one of two limited edition models offered, featuring silver metallic paint above the waistline and charcoal grey below as part of a package that included alloy wheels.

Currently displaying a total of 48,255 miles on the odometer, this '78 Corvette has the 350ci (5.7-litre) V8 engine. Purchased in August 1992 from Southend Motorcars of Plainville, Connecticut, the car is offered from a prominent European private collection where it has been maintained by the in-house mechanic. It is in running and driving condition but would benefit from further careful re-commissioning following a period of static display. The car is offered with a 1978 Corvette owner's manual, bill of sale, shipping paperwork and Connecticut Certificate of Title.

**£15,000 - 20,000**

**€19,000 - 25,000**



329

**1967 JAGUAR MK2 3.8-LITRE SPORTS**

Registration no. JOW 911E

Chassis no. 120754DN

Engine no. LC76888

This unusual - possibly unique - Jaguar Mk2 was converted from standard saloon to open-top sports configuration in 2005 by Nutbourne Body Shop of Pulborough, West Sussex while in the previous owner's possession. Before removal of the roof, professionally designed strengthening was incorporated into the lower body structure with full seam welding. New outer sills were fitted, panels leaded wherever necessary, all cavities Waxoyled, and underseal applied.

A detailed list of all modifications is available for inspection. At the same time a full mechanical rebuild was carried out, with the engine, manual/overdrive gearbox, propshaft, rear axle, steering, suspension and brakes all receiving attention. The clutch, radiator and shock absorbers are among the many components renewed while sensible improvements include electronic ignition, a high-output alternator, stainless steel exhaust system and a Vicarage power assisted steering conversion. Once again, a full list of work is available.



Finished in Old English White with red leather interior, the latter recently re-carpeted, 'JOW 911E' has covered relatively few testing and 'MoT' miles only since completion and is described as in generally very good condition. 'JOW 911E' was purchased by a collector in 2011 at the Bonham's Festival of Speed auction. Since then it has been dry stored.

Some re-commissioning works have been carried out; all invoices are on file. It is for sale due to space restriction and a new acquisition. The car comes with a Classic Additions soft car cover. A guaranteed head-turner wherever it goes, the car comes complete with its original tool box and is offered with current MoT due until May 2015/tax and Swansea V5 document.

**£12,000 - 15,000**

**€15,000 - 19,000**





330

**In the present ownership for 47 years**  
**1952 BENTLEY MKVI 4½-LITRE SALOON**

Registration no. MLV 426

Chassis no. B382NZ

Engine no. B191N



'In a very short time, however, it was easily seen that the pressed steel Bentley bodies were as elegantly proportioned, as highly finished and as comfortably furnished as anything the traditional coachbuilders of the past had done; with the added virtues of immunity from rot and greater rigidity.' - Anthony Bird & Ian Hallows, *'The Rolls-Royce Motor Car'*, 1964.

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the MkVI Bentley. Rolls-Royce's first post-WW2 product, the MkVI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the MkVI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949.

The decision to offer a complete car with 'in-house' bodywork had been dictated by harsh economic reality. 'Export or die' was the slogan of the late 1940s and the manufacture of standardised steel-bodied cars was essential to selling in sufficient quantities to overseas markets. Despite the misgivings of traditionalists, exports rose steadily and, when the home market stabilised, the classically styled Standard Steel bodywork proved equally acceptable, making up 80% of total production of this first post-war Bentley.

A late model 'standard steel' MkVI, chassis number 'B382NZ' has the rarer 4,566cc engine introduced in 1951 that would continue on the successor R-Type. The Bentley was delivered new via W Watson & Co (Liverpool) Ltd to one W E Collett of Birkenhead in February 1952, passing to its second owner, C D Bottomley of Edenbridge, Surrey in October 1960.

The current vendor, only its third private owner, acquired the car via dealer S H King of Reigate, Surrey in August 1967. From 1967 to date, 'MLV 426' has been a family car used for holidays and a variety of Bentley Drivers Club meetings, during which time it has travelled extensively within the UK as well as France and Belgium. It has also taken part in many weddings of both family and friends over the years, becoming a vital part of the owner's family life. Described as in generally good condition, with very good chassis/body and original interior, this much-loved MkVI Bentley is offered with old-style logbook and current MoT.

**£24,000 - 28,000**

**€30,000 - 35,000**



331

**1963 BENTLEY S3 CONTINENTAL  
'FLYING SPUR' SPORTS SALOON  
COACHWORK BY H J MULLINER**

Registration no. ANO 173A

Chassis no. BC172XA

Engine no. 86ABC



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

Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis.

To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot. Combining boulevard elegance with Bentley's sporting tradition, the Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.

The car offered here is one of only 68 right-hand drive Flying Spurs built on the S3 Continental chassis and is unusual in being equipped with a sunroof. First owned by one C Sumrie and originally carrying the registration 'YNH 140', the Bentley has been in the current ownership since 1986, having previously belonged to a George Frederick Moseley of Pinner, Middlesex. Last taxed for the road in March 1996, the car has been garaged stored for the last 18 years and is offered for restoration. Sold strictly as viewed, it comes with an estimate for repairs compiled by marque specialists The Chelsea Workshop in 2005. It is understood that a V5C registration document has been applied for.

**£35,000 - 45,000**

**€44,000 - 57,000**



The following ten vehicles come from the motor house of a deceased motoring connoisseur



332

# **1911 DE DION BOUTON DE1 6HP TWO-SEATER TORPEDO**

Registration no. LH 6927

Chassis no. DE1 16

Engine no. 2727

The names of De Dion and Bouton are inextricably linked with the pioneering years of the motor car, initially in company with Trépardoux in the building of light steam carriages, the first of which appeared in 1883. In the early 1890s De Dion and Bouton turned their attention to the internal combustion engine, much to the annoyance of Trépardoux who quit in 1894, leaving his erstwhile partners to develop what was, in effect, the first high-speed internal combustion engine. By that time he had already introduced what would become famous as the 'De Dion' axle design in which power is transmitted to the road wheels via universally jointed shafts from a final-drive unit attached rigidly to the chassis, while a tubular 'dead' axle accommodates both vehicle weight and wheel location. Engineer Bouton's power units, the first of which appeared in 1895, developed significantly greater output than their contemporaries from Daimler and Benz yet matched them for reliability. Small wonder then that De Dion Bouton engines were adopted by many other manufacturers of tricycles, quadricycles, and light cars, both in Europe and the United States, influenced no doubt by the success of the flying tricycles in such events as the Paris-Bordeaux and other endurance races. Ultimately, over 140 would use De Dion proprietary engines.

Early De Dion cars were rear engined and of the vis-à-vis type – where the passengers sat facing the driver – but from 1902 onwards the firm began to adopt what would become accepted as the conventional layout for a motor car. By this time, De Dion's fast-revving, single-cylinder engines were offered in 4½hp, 6hp and 8hp variants. All featured mechanical inlet and atmospheric exhaust valves, and were noted for their reliability, which is borne out by the number surviving today.



This charming Edwardian single-cylinder De Dion, with mechanical inlet and exhaust valves, was purchased by the previous owner from Nigel Dawes Ltd of Malvern, Worcestershire in 1979 having belonged to John Gilbert Smith of Bridgwater, Somerset, for the immediately preceding 19 years. Previous owners include John Henry Porter of Peterborough (1954-1960) and Tom Dunham of Colchester (1950-1954). Dashboard rally plaques show that this car was actively used in veteran events in the 1960s. The car remained in the hands of the previous owner for 32 years. Exceptionally original in all major respects, the De Dion is fitted with Lucas Kings Own sidelamps and a Rotax rear lamp.

During the present ownership this car has been carefully recommissioned, work carried out including servicing and rewinding the magneto, correct type greasers fitted to front axle and adjustments to clutch and footbrake. The windscreen has been replaced and coachwork flatted and polished. In 2012 the car was road tested by a respected veteran car driver who reported "I have road tested the De Dion without any foreseeable problems evident." It was last MoT tested to February 2013. This charming voiturette is offered with period instruction book and copies of other related literature, duplicate VCC dating certificate no.867, old-style buff and green logbooks recording ownership from 1950, and a Swansea V5 registration document. The car is eminently eligible for both VCC and De Dion Bouton Club UK events.

**£16,000 - 22,000**  
**£20,000 - 28,000**



333

**1938 AUSTIN 12/4 'LOW LOADER' LONDON TAXI CAB  
COACHWORK BY STRACHANS SUCCESSORS LTD.**

Registration no. EXC 480

Chassis no. 81611

Engine no. 82171

Body no. 3927



The Austin Motor Co. built their first purpose built taxi in 1929, being quite late into the taxicab scene. It was not however until April 1930 that the design was modified to meet the stringent regulations for London use, laid down by Scotland Yard's Conditions of Fitness. Part of those requirements involved a tight turning circle which the early cars did not have. Austin's well tried 12/4 chassis and engine were used as the basis for the new cab. In 1934 the adoption of a worm drive rear axle enabled a lower body to be fitted, whilst still keeping a flat floor in the passenger compartment. These coachbuilt, high specification taxis were expensive to produce and consequently most enjoyed high levels of maintenance and long stints in service. Coachbuilders Strachan and Jones were the two favourite coachbuilders and Mann & Overton were the supplying dealers for the London area. A photocopy of their sales ledger records the supply of this car, which was first registered in April 1938.

There is no doubt that this vehicle was the favourite of the ten cars offered today as it remained in the ownership of the deceased for almost twenty years, having been acquired from another connoisseur collector, Gordon Cussens of Enfield. The landaulette coachwork is the work of Strachans and particularly notable is the detailed woodwork/door furniture in the rear.

Finished in traditional blue over black livery, correct coachwork fittings include the roof mounted 'For Hire' sign, the taxi fare meter, the Metropolitan Police Fare Table and the extended roof on the drivers side affording enhanced weather protection. The comfortable rear compartment is upholstered in red leatherette and there are two folding occasional seats – the vehicle carries a sign 'Licenced to carry four passengers'. A sliding window division allows communication with the driver. A tax disc suggests last use in 2008 so the usual careful re-commissioning is recommended before use.

This iconic piece of wartime London street furniture, which survived The Blitz and probably went 'round the clock' on the odometer several times, is offered in remarkably original condition with a number of past MoT certificates, the aforementioned photocopied extract from Mann & Overton's ledger and a Swansea V5C registration document. It is eminently eligible and suitable for the HCVS London to Brighton Commercial Vehicle Run and exclusive taxicab events.

**£25,000 - 30,000**

**€31,000 - 38,000**



334

## 1916 RAUCH & LANG MODEL BX6 ELECTRIC BROUGHAM

Registration no. BF 6627

Chassis no. 60441

Engine no. 297

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

The company's first venture into 'horseless carriages' came in 1903 with the acquisition of a Buffalo Electric dealership, and in 1905 Rauch & Lang began to build and sell electric vehicles under their own name. By 1916, when the example offered here was made, there were some seven different body styles on offer ranging in price from \$2,600 to \$4,500.

Electric cars were particularly favoured by wealthy urban ladies, being easy to drive and quiet in operation, while their high-torque motors enabled them to carry heavy closed coachwork capable of accommodating several passengers.

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



In 1919, Baker R & L diversified into coachbuilding by establishing its Raulang Body Division while also expanding its range of electric commercial vehicles. The following year its electric car business was acquired by the Stevens-Duryea Company of Chicopee Falls, Massachusetts, a manufacturer of petrol-powered luxury cars. Production was transferred to a newly constructed factory there, where Rauch & Lang Incorporated began building taxicabs with either petrol or electric power. The former was the more successful, forming the bulk of production, while the latter proved much less popular, likewise the surviving electric passenger cars.

By 1928, production had all but ceased, though in 1929 the company did build an experimental petrol/electric hybrid vehicle, developed in conjunction with the General Electric company. The Wall Street Crash of October 1929 effectively finished off Rauch & Lang. This car was sold at Bonhams' sale at the Larz Anderson Auto Museum in Brookline, Massachusetts in October 2008 (Lot 517). The then vendor reported that the 'matching numbers' body and chassis had been restored, the original interior remaining intact while showing signs of age. The vehicle was said to be fully operational while its 90-volt electric motor appeared to have good batteries.

It has been equipped with a built-in charger, negating the need for an external charging device. The attractive coachwork is smartly presented in blue and black livery and furnished with electric opera lamps and head and side lamps. The grey cloth interior is most probably original and worthy of cleaning and careful conservation. Attractive details include the Lehman Bros. fitted foot warmer for the passenger, the interior courtesy lights, the drop down rear window, railway carriage style side windows and the unusual hinged upper windscreen. The vendor bought the car in 2013 and has registered it in the UK with the age related number BF 6627. An invoice is on file for checking batteries and charging system and the subsequent test reported the vehicle to be working 'ok'. At the time of photography for the catalogue the vehicle was able to drive under its own power, although it has not been tested on the open road.

It is offered with a State of Iowa Certificate of Title, other USA documentation and correspondence from The Society of Automotive Historians in Britain and HM Revenue & Customs confirming completion of all formalities for importing the car into the UK in 2008. The ongoing development of non-fossil fuel methods of propulsion has reawakened interest in early electric cars and the example offered here represents a rare opportunity to acquire such a vehicle which will surely attract invitations to significant motoring gatherings.  
**£28,000 - 35,000**  
**€35,000 - 44,000**





335

**1923 ANSALDO 6AN DUAL-COWL TORPEDO TOURER**  
**COACHWORK BY CARROZZERIA ANSALDO**

Registration no. SV 9441

Chassis no. 6049

Engine no. 6070S





One of Italy's largest engineering groups, Ansaldo needed to find a use for its Turin aero engine factory after WWI and decided to diversify into motor car manufacturing. Production of an advanced light car - the Tipo 4 - commenced in 1919. Designed by Ansaldo's chief engineer, Guido Soria, it was powered by an overhead-camshaft four-cylinder engine displacing 1,847cc and featured an American-style central gearchange to the three-speed gearbox. In 1923 Ansaldo introduced four-wheel brakes to the range and launched its first six-cylinder model, the 1,990cc 6AN. Ansaldo seemed to have established itself in the motoring marketplace when the group was broken up on Mussolini's orders in 1927, the car division being sold to Macchi. Soria found employment elsewhere but had left designs for two luxury cars on the drawing board, which appeared after he left. Car production ceased during the early 1930s, though the Ansaldo name subsequently appeared on Viberti-built trolleybuses.

The car offered here is one of only a handful of surviving six-cylinder Ansaltos retaining their original factory coachwork. One other resides in New Zealand while another is rumoured to exist in Germany. After World War II this car resided in New Zealand until 1978 and then went to a collection in Japan before coming to the UK. A body-off restoration was undertaken circa 2003/2005 (some invoices on file) when work carried out included a re-spray, rewiring the electrics (using correct cotton braided cabling) and an engine rebuild.

The latter involved re-boring the cylinders to 66mm (1mm oversize); fitting new forged pistons (Bristol 2-litre); fully floating gudgeon pin conversion; lightly regrinding the crankshaft; white metallising the main and big-end bearings; renewing all studs in stainless steel; fitting a new duplex timing chain; reconditioning the oil and water pumps; overhauling the cylinder head and fitting new valves; and refilling the block with anti-freeze. Little more than 500-or-so miles have been covered since the rebuild and the engine, running on Castrol R oil, still needs to be carefully run in. It has been suggested keeping to below 50mph for the next 500 miles. The only modification of note has been the gearbox conversion to four speeds (from three) using a Riley gear set in the original case.

Beautifully presented and offering most practical vintage motoring, this rare and potentially quick Italian sports-tourer comes with twin tonneau covers, hood, hood bag and a part complete set of side screens. The comfortable four seat coachwork is upholstered in pleated ox blood leather. The car enjoys the benefit of four wheel brakes, has twin side-mounted spare wheels and a radiator calormeter. Dashboard equipment includes O.S speedometer and clock while rear passenger comfort is provided by a practical Auster screen. Accompanying documentation consists of sundry restoration invoices and a Swansea V5 registration document. This car has only been started and driven short distances in recent months and we recommend the usual careful checks before more active use, bearing in mind too the above running in advice.

**£45,000 - 55,000**

**€57,000 - 69,000**





336

### 1913 UNIC TYPE C9 LANDAULETTE TAXICAB

Registration no. BF 5545

Chassis no. 11640

Engine no. 700



When Georges Richard left the French Brasier company to set up in business at Puteaux in 1905 he called his product Unic – an allusion to the fact that initially he pursued a one model policy. This policy soon went by the board and the 10/12hp twin cylinder T-head car was shortly joined on the production line by the 12/14hp four cylinder model and later by the highly successful 10/12hp four cylinder cars. Most commercially successful of all Unics was the 12/14hp model which found favour as a taxi cab in many European countries. The United Motor Cab Company of London were major customers of Unic and Unic taxis were prolific on the streets of London.





The four cylinder Type C9 Unic was introduced in 1913 by Societe des Anciens Etablissements Georges Richard and this model was supplied in significant numbers to the London taxi trade. These vehicles were supplied from France in chassis form and widely used London coachbuilders included Christopher Dodson of Hampstead, Mann & Overton and Dyer & Holton of Brixton.

The full history of this vehicle is not recorded but at some time it appears to have been the property of Imperial Palace Casino Inc. in Nevada and the quality of this now mellowed restoration suggests the hand of the American restorer. In the history file there is reference to the autobiography of VSCC Past President Kenneth Neve's book 'A Bit Behind The Times' in which he refers we think to this car as follows - 'but real excitement came when George Felton lent me his 1911 (sic) Unic taxi (which he bought from the owner-driver in London's Park Lane) to drive from Boston, Mass. to a rally in Providence, Rhode Island.' So it appears that this vehicle went straight from service into preservation in the USA. At some later stage this taxicab was on exhibition in a Dutch Museum.

The vehicle is smartly presented in dark blue livery with a fine yellow coachline. The coachwork bears the maker's plate of G.Widden of Fowell St. and Blechynden Mews, North Kensington and is Body no. 234. The lettering LGCC appears above the windscreen and the brass plate on the rear number plate further attests to its working history.

The car is equipped with brass acetylene headlamps, Lucas commercial oil sidelamps and a Nonpareil brass bulb horn. It sits on 32x4 'Non Skid' tyres. A correct feature is the Brown Bros. 'For Hire' lamp, while other taxi details include the leather luggage straps beside the driver, the Passenger Intelligence Notice in the rear, the communication speaking tube from the rear to the cab driver and the extended roofline beside the driver's seat for his extra protection from the elements.

During the present ownership, in 2010, extensive work was carried out to the mechanical aspects of the car, including stripping the engine, checking, cleaning and re-setting valve timing, overhauling water and oil pumps and locating period carburettor and magneto. New rear wheel bearings were fitted and the rear brakes were set up and front axle and track rod overhauled as necessary. The invoice for all work carried out is on file. At that time the vehicle was driven to its MoT test which it passed. Since then mileage has been minimal and we are advised that recently the vehicle has been difficult to start, suggesting that further attention is required.

Taxicabs of this age are rare indeed and this vehicle represents so well the typical London taxi which served the Capital admirably during The Great War. This rare vehicle – one hesitates to say unique - is offered with a small history file and a Swansea V5 registration document.

**£28,000 - 32,000**  
**€35,000 - 40,000**







337

### 1913 SWIFT 7HP TWIN-CYLINDER TWO-SEATER CYCLECAR

Registration no. FP 372

Chassis no. C368

Engine no. E2133



'Kuklos', the motoring correspondent of the *Daily News*, writing in 1911 of the single cylinder 7hp Swift, said "The Swift Motor Co. Ltd. can honestly claim, I believe, to have been the pioneers in this country of the small car movement" and went on to add, "Their 7hp two seater is a beautiful example of the best work of the modern locomotive engineer, and there are few such clean and thoughtful specimens of his work as the power unit of this muscular motorkin".

The single cylinder 7hp car was replaced for the 1912 Season by another muscular motorkin, the twin-cylinder Swift Cyclecar, which, exploiting the burgeoning fashion for cyclecars at that time, was exhibited at the Cycle and Motor Cycle Show at Olympia that year. Powered by a 972cc engine, the new Swift had thermo-syphon cooling, magneto ignition, leather-to-metal clutch, three forward speeds and reverse and a live rear axle.

This example was first registered in Rutland in 1913 and has been known to the Veteran Car Club since 1959 when Dating Certificate no.762 was issued. It was acquired by the Max Lips Collection in Holland in 1969 and was museum displayed there for some thirty-five years before passing to another museum collection on The Isle of Wight.

This attractive diminutive Edwardian cyclecar is presented in green livery with black wings and wire wheels. The patinated brown leather upholstery and hood will perhaps benefit from attention but the car is otherwise attractively finished and equipped with brass acetylene headlamps, double twist bulb horn, folding brass windscreen and the minimal dash is furnished with a Stewart speedometer. Rally plaques confirm active activity in VCC events during the period 1958-1961 and the tax disc suggests that this car was last used actively in the U.K. in 1968.

It comes with a VCC dating plate, correspondence from the Swift Register confirming its authenticity, old tax discs, correspondence from previous owners and a Swansea V5C registration document. This charming cyclecar, eminently eligible for the amusing 'Festival of Slowth' events run by the cyclecar group within the VSCC, has seen minimal use in recent years and the usual careful recommissioning is advised.

**£14,000 - 16,000**

**€18,000 - 20,000**



338

**1923 PEUGEOT QUADRILETTE TYPE 172 TWO-SEATER**

Registration no. BF 5957

Chassis no. 10811



Peugeot's uniquely attractive Quadrilette, an Edwardian concept cyclecar marketed through the 1920s, was produced in significant numbers catering for an all-new customer market whose awareness and knowledge of the internal combustion engine had been significantly enhanced during the rigours of war. The Quadrilette catered in France for exactly the same genre of first time buyers as England's Austin 7, it being a matter of some cross-channel debate as to which manufacturer cribbed ideas from the other. The earliest Quadrillettes were powered by a diminutive, 668cc, four-cylinder, side-valve engine rated at just 6.2hp and transmission was via a three-speed gearbox with shaft drive to the rear wheels and very effective quarter-elliptic leaf springing to the rear and a transverse front spring.

Interestingly coachwork for these cars followed two contemporary traits in line with cyclecars of the day, - some had 'tandem' seating with one seat behind the other, others, as with this example, placed driver and passenger offset side by side.

The early history of this very original left hand drive car is not recorded however a dashboard plaque attests to its original supply by Lucien Villousier of Paris. For many years the Peugeot was part of the collection of passionate French car enthusiast Abraham Kogan. Now resplendent in green and black livery, refreshed as recently as 2011, this chic and quintessentially French two-seater is equipped with Phares Besnard headlamps and spot lamp, bulb horn and electric Klaxon and a perhaps somewhat hopeful Jaeger of Paris 0-100kph speedometer and is furnished with wire wheels secured by no less than six studs each. The hood features an attractive removable rear window for those balmy Parisian days. An invoice on file records that in 2011 the engine was cleaned, decarbonised and the valves refaced and ground in. The oil pump was removed checked and the sump refilled with oil. The clutch release bearing was reset and the gears checked. At the same time the magneto and carburettor were serviced and cleaned and the steering attended to. The car was last MoT tested to December 2012 – certificate on file. Since then the car has covered minimal mileage.

This benchmark French cyclecar, last taxed to December 2013, is offered with a Swansea V5 registration document.

**£14,000 - 16,000**

**€18,000 - 20,000**



339

***The ex-William Harrah Collection***

**1909 STANLEY MODEL E2 10 HP RUNABOUT**

Registration no. SV 4105

Chassis no. 4852





For the 1909 season Stanley offered four standard production models, the 10hp Model E2 Runabout, the 20hp Model R Roadster, the 30hp Model M Touring and the mighty 30hp Model Z Mountain Wagon. The twin cylinder 10hp model was first catalogued in 1905 as the Model DX Surrey, the Model E Runabout and the Model G Speedster. The 10hp Stanley was to be the mainstay of production, offering budget level motoring. The Model E2 10hp of 1909 retailed at \$850 in Runabout form and accommodated up to four passengers. Stanley built their own coachwork to a high standard and the double-acting, twin-cylinder engine, combined with the 18" boiler, gave the Model E2 an output rating of 10hp and an exhilarating turn of speed both forwards and backwards!

According to the Stanley Register, car 4852 was owned in the U.S. by Ken Maxwell in the mid-1960s and later passed to renowned collector William 'Bill' Harrah of Reno, Nevada, Casino fame. The majority of the vast and outstanding Harrah Collection cars were sold publicly in a series of auctions in the mid-1980s, this car being offered as lot number 203 in the June 1986 sale. In the catalogue, the Stanley was described as 'Restored by Harrah's Automobile Collection and in excellent overall condition. Body, paint, plating, upholstery and tires good'. After that auction, the Steamer is known to have been owned by Brian Woodford of Singapore before coming to Europe.

Its older rebuild has aged over time, but as many will attest to, Harrah's restorations set new standards in the 1960s, the procedure generally involving taking good quality, highly original and correct cars as their basis. There is no doubt that this car would have met those criteria. It is now many years since that restoration was completed but today the cosmetic condition of this car continues to reflect the standard of restoration – now arguably enhanced by the acquisition of a gentle patina. It is not known when this Stanley was last in steam – probably some years ago – and as safety is a prerequisite of Steam car ownership it is important that no attempt is made to steam this vehicle without carrying out all the essential boiler inspections and safety checks. It is quite likely that the vehicle has seen little use since restoration. There are bills on file dated 2002 from steam specialist J.R. Goold, listing work carried out and parts supplied to bring this car 'to a satisfactory running condition'.

With a provenance that includes long term ownership in one of the greatest car collections of all time this iconic steam car comes with a letter from the Stanley Museum in Maine confirming the originality of the vehicle, a photocopy of firing and running instructions, a number of expired MoT certificates and an interesting history file. It is Swansea registered as an historic vehicle.

**£50,000 - 60,000**

**€63,000 - 75,000**





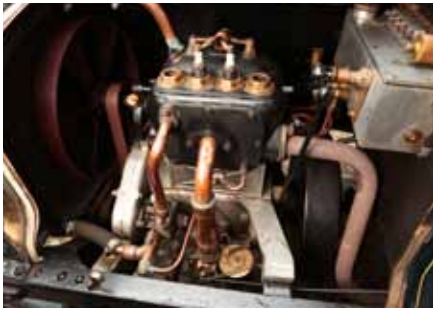
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*Ex-Sullivan Collection, Hawaii*

**1911 DELAHAYE TYPE 48 12/14HP OPEN DRIVE  
BROUGHAM DE VILLE**

Registration no. DS 8924

Chassis no. 5432





Delahaye were heavy engineers, manufacturing brick-making machinery and, later, stationary engines before entering the field of motor car manufacture as true pioneers in 1894. Their early offerings were Benz-like and in the Paris-Marseilles-Paris Race of 1896 Delahaye took 4th and 6th places. Unlike Panhard-Levassor and Mors the company focused little on motor sport however flourished under the leadership of Charles Weiffenbach who joined the company as Chief Engineer in 1898. At the peak of 19th Century production some twenty cars per month were leaving the Paris factory. Edwardian offerings from Delahaye included twin and four cylinder cars of conventional design and, unlike so many of their contemporaries, they built their own engines.

This twin-cylinder Delahaye is listed by the Veteran Car Club of Great Britain in their handbook as dating from 1911 and was clearly known to that organisation at one time, being formerly registered under the British number SL 10. Such twin-cylinder cars were popular for town use, providing a nimble chassis, upon which lighter weight formal carriages were common. This particular car may well have started life in this guise or may have been configured later on in its life as such. All the same, its stylish coachwork, which reflects horsedrawn carriage ancestry, provides a commodious and well appointed rear compartment (accommodating four) in which to travel while the chauffeur is less cosseted out front.

This car was once in the collection of that great Irish enthusiast the late Denis Lucey before becoming part of The Sullivan Collection of cars in Hawaii. The major part of the Sullivan Collection returned to the UK in 1990 and was dispersed at auction that year. The Delahaye's new owner spent substantial amounts on mechanical restoration with Cadogan Square Garage in London (bills on file), however over the next 22 years the car saw limited use, its only noted exhibition being at the Louis Vuitton Classic Concours d'Elegance at London's Hurlingham Club in 1997.

The car now has that delightful patina of a matured restoration and a note on file dated July 2013 records 'magneto removed and serviced, June, full road test 29th July 13... all well'. We have heard this car run and can confirm it starts easily and the engine sounds sweet. It is smartly presented and generously equipped with P&H acetylene lamps, delightful opera lamps to the Brougham coachwork and a Rotax Clarionette bulb horn, while the dashboard features a Smith & Son clock and an all important trio of oil drippers. It is offered with a Swansea V5C registration document.

**£25,000 - 30,000**

**€31,000 - 38,000**





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**1906 TALBOT TYPE CT4-0B 20/24HP TWO-SEATER**

Registration no. N 1935

Chassis no. 2018

Engine no. 124





The name Talbot is inextricably linked in the veteran era with that of Adolphe Clément who had commenced motor car production as early as 1899, graduating like so many contemporary French manufacturers from the bicycle industry and also active involvement in the development of the pneumatic tyre. Clément's earliest cars adopted the ubiquitous De Dion Bouton engines, while a Clément-Panhard was also built to the design of Commandant Krebs of Panhard-Levassor fame. Charles Chetwynd-Talbot, 20th Earl of Shrewsbury & Talbot, lent his name in 1903 to a new company established in England to import French Clément-Bayard motor cars. The Clément, Talbot, Bayard history is at best complicated and the marketing of their cars and branding thereof perhaps appeared somewhat random. This car carries supplier's plates bearing the name of Clement Talbot Ltd, Ladbrooke Grove Works, North Kensington and the Veteran Car Club of GB, in dating the car in 1961, record it as a Talbot, the name by which the marque was commonly known by 1906. Whatever the nomenclature there is no doubting that here is a car of quality for which all the aforementioned brand names were highly respected.

Factory records confirm that this car was erected on 20th June 1906, with side entry coachwork by Rothschild, a company with which Chetwynd-Talbot was associated. It was invoiced on 24th July that year and sold to Wholesale Factors, The Hollingdrake Automobile Co.Ltd. of Stockport. It is not recorded to whom they sold the car but it bears a registration number suggesting first registration with Manchester C.B.C. Its full history is not recorded, however in post war years it was in the ownership of Bentley and Talbot aficionado, the late Harry Rose, later passing to Cheltenham VCC member Bill Allen, before passing into the custody of the late Brian Moore of Alcester in 1988, in whose care it remained before joining the present collection some years ago.

During the Moore family ownership N 1935 was extensively campaigned both in VCC events and on the Continent and in Ireland where it is known for both reliability and a very healthy and unstressed turn of speed. The four cylinders, each separately cast, have bore and stroke of 100x120mm., giving an engine capacity of 3,770cc. Combined with a four-speed gearbox this is indeed a capable motor car. The two-seater coachwork is of more recent manufacture, but in period style, and is smartly liveried in maroon with cream coach-lining and furnished with excellent black leather, buttoned upholstery. The car sits on 875x105mm. tyres and driving equipment includes a two-piece cranked windscreen, hood, Lucas No.786 Duplex self-contained acetylene headlamps, Lucas oil side lamps, a Lucas oil rear lamp and a Serpent's head bulb horn. The nearside running board incorporates a useful tool locker and to the rear there is a practical boot and luggage carrying platform. The dashboard sports four oil sight glasses and a Smith's 0-50mph speedometer, the limits of which we suspect have on occasion been challenged! Further practical equipment includes a brass rear view mirror, together with a Stepney wheel and spare tyre, together with spare oil and fuel reservoirs.

In short here is a most handsome and sporting Edwardian motor car from one of England's finest manufacturers, highly respected and well known in club circles, both capable and well-equipped for serious motoring. This car has not been actively used since 2008 (it was last Mot Tested to May 2013) but Edwardian cars stand well and it is thought that little more than the usual careful servicing and recommissioning will be required. N 1935 is offered with a Swansea V5 registration document, old style green log book from 1970, and a most interesting history file including copies of period Talbot literature.

**£45,000 - 50,000**

**€57,000 - 63,000**





Further Properties

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***Property of a deceased's estate, Rare matching numbers***

**1938 MORGAN SUPER SPORTS**

Registration no. FKF 525

Chassis no. D1856

Engine no. MX4924



Its superior power-to-weight ratio enabled H F S Morgan's humble, three-wheeled cyclecar to outperform many a larger engined four-wheeler, and its maker was not slow to capitalise on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cyclecar race at Brooklands the following year, Harry Martin taking the chequered flag three minutes ahead of the field.



Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914. The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI. Subsequent technological developments included the fitting of front brakes, operated by hand lever, from 1924 and the adoption of a new chassis - the M-type - on the new Super Sports model in 1928. This new chassis was some 2½" lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cyclecar Club's meeting at Brooklands later that year.

Competition from small sports cars forced the adoption of a conventional three-speeds-and-reverse gearbox in 1931, the last two-speed model leaving the factory within a couple of years. A more refined version - the F4, with 8hp Ford Model Y four-cylinder power unit - appeared soon after, later forming the basis of the first four-wheeled Morgan. From the mid 1930s onwards, Morgan three-wheelers, like George Brough's superlative motorcycles, were fitted with Matchless v-twin engines in preference to those from JAP, and for the three-wheeler enthusiast for whom high performance remained top priority, the Matchless-powered Super Sports was the model of choice.

Representing the 1930s Morgan three-wheeler in its ultimate specification - powered by the water-cooled, overhead-valve, Matchless MX4 engine - this 'matching numbers' Super Sports comes with a letter from the factory stating that it was supplied new via one of its dealers - Colmer Depot in Manchester - in November 1938. The lady vendor's late husband purchased the Morgan from Brian Verrall in 1994. Restored while in his ownership, 'FKF 525' has been extensively rallied over the last 20 years, attending events in France, Germany and Belgium.

In June 1999 the car took part in the Brooklands Glorious Day Out meeting and later that year was featured in the Morgan Sports Car Club's magazine, *Miscellany*. Presented in generally very good running and driving condition, 'FKF 525' was last used around a year ago and should require only the minimum of re-commissioning before returning to the road. There are numerous bills of file for servicing and maintenance, and the car also comes with old/current V5/V5C documents, assorted correspondence, a quantity of old tax discs, recently expired MoT (June 2013), an original handbook, Matchless handbook and copy 'Book of the Morgan'.

**£35,000 - 42,000**

**€44,000 - 53,000**





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**1933 ALVIS SPEED TWENTY SA TOURER  
COACHWORK BY VANDEN PLAS**

Registration no. ALA 369

Chassis no. 10172

Engine no. 10621



'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 superb Alvis is an example of the 1st-series (SA) Speed Twenty, a 'Stage 3' car carrying drophead coupé coachwork by Vanden Plas. The car was purchased on 12th April 1933 by Mr D R Greig of Purley, Surrey from Charles Follett the Alvis agent in Mayfair, London (plaque on dashboard). It is recorded by Follett as model 'SA19.82', car '15295', chassis '10172' and engine '10621' and was first registered on 2nd June 1933.

In the Alvis Bulletin of April 1989, there is a piece by Keith Taylor, who had purchased the car (in a very sorry state) from a Mr Bodger of Wisbech two years previously. Mr Taylor mentions that the Alvis had not been used since 1953, had covered relatively few miles and was very original.

There is a photographic record on file of the restoration carried out by Mr Taylor's firm, Tectus Engineering of Selby. There is also a write up by Tectus, which among other things mentions that the engine required running in, so it would appear that this was a ground-upwards restoration but with emphasis on originality.

A V5 registration document shows the Alvis was registered to a Mr D King of Chesham on 19th May 1989; the car then passed (on 25th June 1996) to Mr Tony Harper of Weston-Super-Mare, from whom it was purchased by the current vendor on 25th April 2006. Mr Harper was an Alvis enthusiast of some note and even took the car to America in 2000 on the Millennium Tour. The car comes with extensive records dating back to 1996.

In the vendor's ownership the Alvis has been entirely trouble free. Other than the American tour by Mr Harper and a trip made to France in 2007, it has been very lightly used. As a precaution, the AOC's suggested modification to the Marles-Weller steering box has been incorporated, while the only other notified deviation from factory specification is the discreet provision of flashing indicators. The car is finished in black with blood red interior, coach-line and wheels, and is described as in generally excellent condition, with very good bodywork and interior, and good paint. Offered with V5C registration document, it is currently taxed, MoT'd to August 2015 and comes with a wonderful history file.

**£80,000 - 100,000**

**€100,000 - 130,000**





**Property of a deceased's estate****1923 VAUXHALL OD 23-60HP KINGTON TOURER**

Registration no. XO 7367

Chassis no. OD 481

Engine no. OD 482



VSCC Rally, Late 1950s © Nick Portway Collection

'The car is almost certainly the most original un-restored 23-60 Kington in the world.' – David Kirke, *A & D Type Vauxhall Register*.

Prior to 1925, when Vauxhall was taken over by General Motors, the firm was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Introduced in 1922, the 23-60hp was a development of the 4.0-litre, four-cylinder, sidevalve-engined D-Type Vauxhall of 1913, which had been designed by the firm's famous Chief Engineer, Laurence Pomeroy. Production of the original D-Type was maintained during WWI when the model was widely used as an army staff car. Manufacture continued after the cessation of hostilities, though Pomeroy departed and his place was taken by Charles Evelyn King, who designed a new overhead-valve detachable cylinder head for both the D-Type and its legendary sporting stablemate, the 30-98. Updated with King's OHV 'head in mid-1922, the model was known thereafter as the '23-60' or 'OD' and was built until 1926, by which time the Luton firm had become part of the General Motors conglomerate.



This factory bodied Kington tourer was purchased in 1923 by one Arthur Gilbert Lomax. It has two rare features: firstly, part of the rear tonneau cover is metal whereas this would usually be canvas, and secondly, it has provision for two spare wheels, a factory option. No history of the car survives for the period 1923 to 1935 when it was bought by one Charles Ayscough of Basingstoke and registered as a Hackney carriage in Southampton. In 1947 the Vauxhall was bought by one Owen Ernest Thomas who kept it for six months before selling to Captain Donald Gill in September 1948. The car was registered for several years by Essex County Council with addresses in Felixstowe. In 1949 Donald Gill contributed an article to *Motor Sport* magazine (December edition, copy on file) in which he recalls that he bought the Vauxhall from an engineer (Mr Thomas, presumably) who had restored the car after it had been off the road for some years. In 1955 'XO 7367' was bought jointly by four people - Mrs Wayman, Ted Cracknell, Vic Shergold and Raymond Lorenzo - and christened 'Alice'. After a minor 'face lift' in August 1957, the car went on a trip to Lancashire while other journeys were undertaken to Switzerland. It is also believed that at least one visit was made to Italy. There is a souvenir sticker from the Grimsell Pass on the front window and 'GB' plates fixed to the rear numberplate.

Unfortunately, the garage rent fell into arrears and it appears that only Raymond Lorenzo was in the position to clear the debt, so sole ownership passed to him. Together with a friend, Raymond began rallying the car with the Vintage Sports-Car Club, taking part in several long-distance events. By 1959 most of Raymond's VSCC friends were married with families so the car was not used. In 1962 Raymond seriously damaged his 1953 Sunbeam Talbot so 'Alice' was brought back into use for approximately three months. Around 1964 several events were attended: a meeting at Brooklands, an event at the Vauxhall's Luton headquarters, and one other.

The last outing was in July 1967 to a local garden fete. It was then put into dry storage where it has remained ever since. David Kirke's accompanying report on 'XO 7367' comments on the car's completeness, though the tools and dashboard clock are missing, and states that it is to standard specification apart from period Hartford shock absorbers; the CAV headlamps are slightly later pattern than the originals would have been; additional instruments including a period tachometer; an Auster screen and counterbalanced 'hardtop' to the rear (as previously mentioned); and the Autovac and 'modern' Zenith carburettor (the original engine-driven and hand pumps are still in place). The chassis is described as in excellent condition, evidence of a professional accident repair to the right front dumb iron being noted, there being a letter on file indicating this was carried out by well known London based restorer of the period John Bland. The engine turns freely and appears to have been run for some time with a frost crack to the block. The trim is to the correct Vauxhall pattern and is thought to be original. Although all present, the wiring is badly perished.

Offered for restoration and sold strictly as viewed, 'XO 7367' represents a wonderful opportunity to the dedicated enthusiast to bring one of these rare Vintage-era thoroughbreds back to life. Accompanying paperwork consists of an old-style logbook, V5 registration document, various photographs and ephemera relating to the car. Donald Gill concluded his *Motor Sport* article thus: 'For someone who yearns after a real Vauxhall, but for one reason or another is denied a 30-98, the 23-60 commends itself as a not at all unworthy substitute for non-competitive motoring, and the preservation of a few more examples of the type would be a definite gain to the vintage world', sentiments with which Bonhams can only concur.

**£25,000 - 30,000**  
**£31,000 - 38,000**





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***Matching numbers with Original body***

**1925 BENTLEY 3-LITRE 'BLUE LABEL' TOURER  
COACHWORK BY GURNEY NUTTING**

Registration no. CR 9914

Chassis no. 930

Engine no. 914



With characteristic humility 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived. From the humblest of beginnings in a mews garage off Baker Street, London in 1919 the Bentley rapidly achieved fame as an exciting fast touring car, well able to compete with the best of European and American sports cars in the tough world of motor sport in the 1920s.

Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory. W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier.



Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" (the 'short standard') then adopted dimensions of 10' 10" ('standard long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced. In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

This particular car is something of a rarity in Bentley circles, having retained its original chassis, engine and body. Michael Hay's authoritative work, *Bentley, The Vintage Years*, records the fact that number '930' was completed in February 1925 on the 10' 10" wheelbase 'long standard' chassis with engine number '914' and four-seat coachwork by Gurney Nutting. Founded in Croydon, Surrey in 1919, the latter had been associated with quality marques - Bentley in particular - from its earliest days.

Gurney Nutting had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas. Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons, the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s.

Registered 'CR 9914' and first owned by one J B M McMeiken, the Bentley has survived for 87 years in constant use but has always been well maintained and cared for. Its Gurney Nutting body, alloy bonnet, correct nickel-plated radiator shell and brightwork, era-correct British Racing Green paintwork, dual side-mount spares, tan leather interior, full tonneau cover, Auster rear screen and walnut fascia, the latter displaying original functioning gauges by Smiths, Cambridge and AT, could not be recreated in any restoration. The only modifications are twin SU carburettors and additional electric cooling fans. One for the connoisseur, this outstandingly original Bentley 3-Litre is offered with handbook, sundry invoices and V5C registration document.

**£220,000 - 280,000**

**€280,000 - 350,000**





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**1913 MINERVA TYPE DD 14HP VICTORIA TOURER  
COACHWORK BY CANN & CO (SEE TEXT)**

Registration no. SV 7412

Chassis no. 17117

Engine no. 17184





'For many years past the name of Minerva has been internationally recognised in the automobile world as typifying not merely a high measure of excellence in the goods manufactured, but as a criterion of leadership in the evolution of the higher grade of chassis... The interior is commodious, distinguished and 'comfy'... quiet and dignified, a car of genteel luxury unsullied by any Sir George Midas ostentation...' - *Minerva catalogue*, 1930.

Minerva - the 'Goddess of Automobiles' - was the finest make produced by Belgium's once vibrant motor industry. Founded in Antwerp in 1899 by Dutchman, Sylvain de Jong, Minerva began life as a bicycle maker, swiftly diversifying into the manufacture and supply of proprietary motorcycle engines before building its first powered automobile around the turn of the 19th Century. De Jong set up Minerva Motors SA in 1902 and thereafter his company progressed from being a manufacturer of engaging 'driver's cars' to one that looked more towards the chauffeur-driven carriage trade.

Built along Panhard lines, the early Minervas were powered by a variety of engines of sidevalve configuration and proved hugely successful, particularly in the UK where they were vigorously promoted by the firm's London agent, David Citroën (cousin of carmaker, André) who had joined de Jong on the board of a re-capitalised Minerva company in 1903. The adoption in 1908 of Charles Yale Knight's double sleeve valve engine - a design noted for its silence - enabled Minerva to establish itself in the forefront of luxury carmakers alongside marques of the calibre of Rolls-Royce, Hispano-Suiza, Isotta-Fraschini and Cadillac. Indeed, The Honourable C S Rolls was one of the firm's first overseas dealers. By 1910 all Minervas featured the Knight engine, the larger models, such as the MM, being much favoured by European royalty, the Kings of Belgium, Norway and Sweden among them. Minerva's was soon the biggest car plant in Belgium, employing 1,600 workers.

In their day Minervas enjoyed an outstanding reputation in competitions of all kinds. They fielded a winning team in the 1912 Grand Prix de Belgique regularity trial, took the Swedish Winter Cup in 1911, 1913 and 1914, and even finished 2nd, 3rd and 5th in the 1914 Isle of Man Tourist Trophy.

This handsome Minerva 14hp Victoria is powered by a 2.1-litre four-cylinder Knight-type engine, which drives via a cone clutch, four-speed gearbox and worm drive rear axle. It is believed that this particular car was supplied to respected coachbuilders, Cann & Co of Camden Town, London, whose plate is affixed to the front. Cann's speciality was the supply of coachwork for the White steam car and other imported makes such as Benz, Brasier, Delaunay-Belleville and, of course, Minerva. The firm clearly enjoyed a close relationship with Minerva's London agents, as its stand at the Olympia Motor Exhibition of 1912 and 1913 featured Minerva models.

Its accompanying VCC Car Examination Record states that the car was discovered on a farm 75 miles from Sydney, Australia and shipped to Raymond E Nelson in California in 1962, continuing: 'At that time the car appears to have been complete other than the rear section of the body which had been sawn off and replaced to form a pickup in typical Australian style.' The aforementioned document also states that the body has been attributed to Phizackerley of Sydney.

Whatever the maker, chassis number '17117' carries four/five seater tourer coachwork built to the highest standards and fitted with an elegant Victoria hood. Splendidly equipped with period lighting, wire wheels and opening windscreen, it is redolent of the fine carriages that paraded society ladies around fashionable parks in the Edwardian era.

Restored in the late 1980s, the Minerva was offered for sale at Brooks' Quail Lodge auction in August 1998 (Lot 112) where it was acquired by a prominent private collector in the North West of England. Acquired by the immediately preceding owner in February 2000, the Minerva was then kept in dry storage until its purchase by the current vendor at Bonhams' December Sale in 2010 (Lot 514). With its mechanical faults now sorted, the car is described as in generally good/very good condition and offered with current MoT and V5C registration document.

A rare opportunity to acquire an elegant and traditional Edwardian tourer belonging to one of motoring's select aristocracy of patrician marques.

**£40,000 - 60,000**

**€50,000 - 75,000**





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## 1922 ROLLS-ROYCE 40/50HP SILVER GHOST VICTORIA COACHWORK BY GROSVENOR OF LONDON

Registration no. BF 4733

Chassis no. 58YG

'The directors were obviously as impressed with the car as the public were when they first saw it displayed... the company's future, based upon Royce's intuitive design genius and the uncompromising standards of workmanship he set, clearly lay in the rapidly expanding area of luxury cars...' – Edward Eves, *'Rolls-Royce, 75 Years of Motoring Excellence'*.

Although the 40/50hp model would in any event have earned its 'The Best Car in the World' sobriquet (actually first used by the Pall Mall Gazette in November 1911), Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises.

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

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909.





In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested. The Silver Ghost remained in production in England until 1925, 6,173 being completed at the Manchester and Derby factories, and until 1926 at Rolls-Royce's Springfield plant in the USA where a further 1,703 were made, the longest production run of any model from this celebrated company.

Copy build sheets on file show that this Derby-built Silver Ghost F-Type, chassis number '58YG', was delivered to the order of Regent of Japan (later Emperor) Hirohito. (A photograph on file shows the Prince Regent in the rear seat). First son of Crown Prince Yoshihito (the future Emperor Taisho), Hirohito had been formally proclaimed Crown Prince and heir apparent in November 1916. In 1921 he became the first Crown Prince of Japan to travel abroad, visiting Belgium, the Netherlands, France, Italy and the United Kingdom in the course of a six-month tour of Europe.

It is almost certain that the order for the Silver Ghost resulted from his visit to the UK. On his return to Japan, Hirohito became Prince Regent, ruling in place of his father who had become mentally ill. He acceded to the Chrysanthemum Throne on 25th December 1926 following his father's death.

'58YG' was delivered with the C-type steering column and a higher final drive ratio to take advantage of the lightweight coachwork fitted, and remained in Japan until 1987 when it was imported into the USA by J D Bambling. At that time the 'Ghost was a rolling chassis, minus bodywork. It was subsequently sold to the immediately preceding owner and brought back to the UK where its restoration began. This process involved a full rebuild of all components and the sensible addition of front brakes from a later 'Alpine Eagle' model. New Blockley three-stud tyres were fitted. Constructed by an unknown Australian coachbuilder in the 1980s, the body was purchased at Sotheby's Hendon sale in 1995 and is known in Rolls-Royce circles as 'The Maharajah'. New leather seating and a leather hood were added and the car completed in 2002 in time for a friend's wedding, where its appearance must have upstaged the bride and groom.

The current vendor purchased the Silver Ghost in December 2009 and since his acquisition the car has benefited from extensive works carried out by marque specialists A J Glew of Draycott, Gloucestershire to bring it up to first class order (see bills on file). Offered with VCC dating certificate, current road fund licence and V5 document, '58YG' represents the ultimate in Vintage motoring  
**£110,000 - 140,000**  
**€140,000 - 180,000**





348

***1,445 miles since restoration***

**1938 MG SA TOURER**

**COACHWORK BY CHARLESWORTH**

Registration no. CFS 204

Chassis no. CH SA 2721

Engine no. 447



Launched at the 1935 Motor Show, the SA represented a new departure for MG. The first all-new model to be introduced since the company's acquisition by Morris Motors, it was considerably larger than any previous MG and caused a certain amount of consternation amongst enthusiasts who feared an abandonment of virtues embodied by the marque's nimble sports cars. They need not have worried, for although based on the Wolseley Super Six and aimed at the luxury car market, the SA received sufficient input from MG founder and designer Cecil Kimber to transform it into a car worthy of the famous octagon badge.

Originally of 2,026cc, the overhead-valve Wolseley six had been enlarged to 2,288cc by the time SA production commenced and was further stretched to 2,322cc in 1937. With 75bhp propelling a car weighing around a ton-and-a-half, acceleration was necessarily leisurely; nevertheless, the SA could cruise comfortably at 60-70mph and had a genuine top speed approaching 85mph. A Tickford-bodied drophead coupé and Charlesworth-bodied open tourer completed the range. By the time production ceased in 1939, 2,738 SAs of all types had left the factory.

One of approximately 20 Charlesworth-bodied tourers built, this is an extremely rare MG. Of the 90 SA tourers of all types completed there are only 18 survivors. Of those 18, only seven have this type of body and of those only five are roadworthy, this being the only one known in the UK. Owned by an American serviceman immediately after WW2, it was discovered lying derelict in a Hampshire field in the early 1980s and subsequently rebuilt to concours standard, with close attention being paid to retaining originality, by SVW Services, specialists in the larger MG models. Completed in 1994, the SA was then put into professional heated storage and had covered only some 4 miles up to late 2012, this no doubt explaining its outstanding condition. The current odometer reading is only 1,445 miles.

This must be one of the finest four-seater tourers available today, and at half the price of a Derby Bentley it represents great value for money. Retaining its original registration mark, this rare and most sought-after MG sports car is finished in black with red leather interior, and comes with current MoT/tax, V5 registration document and a quantity of expired MoT certificates. A must for any serious MG collector.

**£58,000 - 65,000**

**€73,000 - 82,000**







349

**Property of a deceased's estate**

**1955 MG MIDGET TF 1500 ROADSTER**

Registration no. UTJ 388

Chassis no. NDA16-8579

Engine no. XPEG-2237

'Over the years the model has been developed to improve its performance, handling qualities and general comfort. However, in spite of this, the main external features have remained more or less unchanged and even now the recently introduced TF model shows that the bodywork has been restyled to produce a much cleaner external appearance though retaining the MG Midget characteristics.' - *Autocar*.

As popular now among enthusiasts of traditional British sports cars as it was in its heyday, the TF was mechanically little different from the outgoing TD II, retaining its predecessor's body centre section while featuring a changed front end with shortened, sloping, radiator grille and headlamps faired into the wings, plus an improved interior with separately adjustable seats. The TD's 1,250cc, XPAG engine was retained at first but the need for more power prompted the swift introduction - in November 1954 - of the TF 1500 (with 1,466cc XPEG engine) which accounted for more than half of total production. With the larger engine, top speed improved by some 5mph and was now within a whisker of 90mph, with 60mph coming up in around 16 seconds, more than two seconds quicker than the 1250. Last in a noble line of traditionally-styled MG sports cars, the TF sold well, 9,600 being produced between October 1953 and May 1955.



Registered to its late owner on 1st July 2010, 'UTJ 388' benefits from extensive restoration, which was undertaken chiefly by renowned specialists Colin Groom Vehicle Restorers of Ipplepen, Devon, commencing in September of that same year. A detailed breakdown of the works carried out is on file together with Colin Groom's invoices totalling well in excess of £37,000 (close inspection recommended) together with an estimate dated January 2011 for re-upholstering the interior.

A right-hand drive UK model retaining its original four-speed gearbox, the MG has not been used since the passing of the lady vendor's husband towards the end of 2013. The local garage has had the car running occasionally and more recently gave it a basic service before returning it to the vendor's home garage. Only minimal re-commissioning should be required. Finished in Old English White, with red leather interior and matching hood, this beautiful MG Midget TF1500 is offered with aforementioned paperwork, V5C registration document and its last MoT certificate (expired 2nd April 2013).

**£22,000 - 28,000**

**€28,000 - 35,000**



350

**1957 MGA 1500 ROADSTER**

Registration no. 6188 PO

Chassis no. HDA43/36768

Engine no. HDA43/36768

'Throughout its history, the policy of the MG company has been to compete with cars developed from their standard production models, and the 1955 Le Mans car, designated EX 182, is a further example of this policy,' reported *Autocar* in its June 3rd edition of 1955. Just three months later the respected British motoring magazine was able to reveal that the policy had indeed born fruit: 'From these Le Mans cars, known as the type EX 182, has been developed the production series MGA. It is apparent that the experiment of Le Mans was considered successful, as the car shows no basic changes from those which took part in the race, but detail modifications have been made for normal road use.'

In fact, by the time Le Mans came around the design of what would be known as the MGA had effectively been finalised, the race itself being little more than a useful opportunity to check that everything was as it should be. Conceived as replacement for the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine that had first appeared in the ZA Magnette.

Initially this engine 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.

This MGA roadster was comprehensively restored by Marksdales Classic Car Restoration of Shepton Mallet, Somerset in 1987 and comes with the related invoices. Finished in black with red leather interior, the car is described as in generally excellent condition and offered with MoT/tax to May 2015 and V5 registration document. A five-speed gearbox, unleaded engine conversion, stainless steel exhaust and 'Mk2' rear lights (originals with car) are the only notified deviations from factory specification.

**£23,000 - 26,000**

**€29,000 - 33,000**





351

# **1962 RILEY 1.5 SPORTS SALOON**

Registration no. MSK 588

Chassis no. R/HS22481

Engine no. 20685

Introduced in 1957, the Riley 1.5 and its Wolseley 1500 sister car married the Morris Minor floor pan to a rather more conservatively styled superstructure featuring the two marques' traditional front grilles. The Minor's torsion bar independent front suspension and rack-and-pinion steering made for good ride and handling, while the 1,489cc B-Series engine endowed the twin-carburettor Riley with respectable 85mph performance. As befitted a product of BMC's most prestigious marque, the Riley 1.5 came with a well-equipped interior sporting leather upholstery and plentiful wood veneer trim. The last of the Rileys with anything like its own individual character, albeit one shared with the cheaper and more numerous Wolseley, the '1.5' remained in production until 1965, by which time over 39,000 had been made. Little used over the last 12 months, and with only circa 1,000 miles covered over the last four years, this Riley 1.5 is described as in sound original condition, with a tidy interior, though in need of some improvements to the body and paintwork. 'MSK 588' is said to be very good mechanically, the engine displaying good oil pressure and the gearbox changing positively. Reportedly very reliable and a pleasure to drive, with a real 'sports saloon' feel, the car is offered with a quantity of expired MoT certificates, V5 registration document and MoT to December 2014.

**£3,000 - 5,000**

**€3,800 - 6,300**

**No Reserve**



352

# **Left-hand drive**

# **1970 FIAT 500 L GIANNINI TV**

A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The original FIAT 500 remains as popular today as it ever was, and recently was voted 'Sexiest Car' by the readers of *Top Gear* magazine. This FIAT 500 incorporates various performance enhancing products made by Gianniini. Founded in 1920 by the Gianniini brothers - Attilio and Domenico - as a garage, the company began tuning the little FIAT 500 Topolino in the 1930s and secured 12 world speed records with one of its modified cars. In the early 1960s the original company closed, the brothers going their separate ways to found new enterprises. Attilio's new design company lasted only until 1971 but that founded by Domenico - Gianniini Automobili SpA - survives today as part of the FIAT Group. In 1963 Gianniini Automobili began modifying cars and selling tuning kits. That same year it introduced its own modified version of the baby FIAT - the 500TV - and throughout the decade and into the 1970s Gianniini-tuned cars battled with those of its rival Abarth on the racetracks of Europe. In 1966 Maurizio Zanetti became Italian Champion driving a Gianniini-tuned FIAT 500. In more recent years Gianniini has specialised in the production of limited-edition versions of FIAT production models. This attractive Gianniini-modified FIAT 500 has formed part of an exclusive Italian collection in recent years and is finished in white with a contrasting dark red interior. Described by the vendor as in generally very good condition, with good body and paint, the car is offered with a copy of the Italian Estratto Cronologico recording the first two owners as residents of Tivoli near Rome. There are no documents with this Lot.

**£8,000 - 12,000**

**€10,000 - 15,000**

353

# **1971 AUSTIN/MORRIS 1000 PICK UP**

Registration no. XFW 451K

Chassis no. 318349F

Engine no. 132C2000

Arguably the fondest-regarded of Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show. By 1961 the Minor had achieved its millionth sale, and would continue in production for a further ten years. The first post-war Morris design, the unitary-construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering, and a four-speed synchromesh gearbox. Powered at first by the company's existing 918cc sidevalve four, the Minor received an 803cc overhead-valve engine in 1953. Two two-door models were offered initially: a saloon and a convertible. A four-door saloon appeared in 1950, with estates and commercials following later. In 1956 the Minor 1000 with enlarged (948cc) A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. The Minor pickup offered here is one of the rare Austin-badged examples, created so that Austin dealers could offer these lightweight commercial vehicles to their customers. Mildly customised, this stunning example boasts a chequer-plate rear floor, new canvas canopy, chrome-peaked headlamps, new black leather interior, new carpets, external metal sun visor, special deep-dish wheels, colour-matched door mirrors and a chrome roof aerial. In addition, the pickup has been fitted with a stronger Ford rear axle enabling the overall gearing to be raised if so desired. Described as in generally excellent condition, the vehicle is offered with MoT/tax to June 2015, V5C registration document and bills documenting its restoration.

**£7,000 - 10,000**

**£8,800 - 13,000**



354

# **Left-hand drive**

# **1982 CHEVROLET CAMARO SPORTS COUPÉ**

Registration no. BPP 881X

Chassis no. 1G1AP8722

Engine no. CL100666

Ford having created the 'pony car' class in 1964 with the introduction of the sensational Mustang, it was only going to be a matter of time before all the other major US manufacturers tried to grab a slice of this extremely lucrative new market sector. When Chevrolet climbed aboard the bandwagon, it would be with a car destined to become as iconic as its Dearborn rival – the Camaro. The Camaro evolved progressively over the years, arriving in 1982 at its third generation, which was the first to feature four-cylinder engines in addition to the previously available V6s and V8s. Known as the 'Iron Duke', the new overhead-cam four displaced 2.5 litres and produced 90bhp on fuel injection. It would prove to be a short-lived option, disappearing from the range in 1985. Finished in its original factory colour scheme of red with beige cloth interior, this Camaro Sports Coupé currently displays a total of 6,966 miles on the odometer, which the vendor believes to be correct as the car has been in storage for circa 29 years. Previously forming part of a deceased's estate, it is described as in 'mint' condition, smelling like new and factory fresh throughout. The car has the 2.5-litre engine and four-speed manual transmission, which was the standard offering on the base-model Camaro. Presented in superb condition, the car is offered with MoT to July 2015 and V5 registration document.

**£4,000 - 7,000**

**£5,000 - 8,800**





355

## 1959 JAGUAR XK150SE 3.8-LITRE DROPHEAD COUPÉ

Registration no. MFO 137

Chassis no. S827464DN

Engine no. 7B57024-8

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the standard 3.4-litre engine's maximum power output was identical to that of the XK140, so performance was little changed. Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. For 1960 the XK150 became available with the 3.8-litre, 220bhp XK engine first seen in the Jaguar Mark IX saloon. In this form the XK150's increased weight was more than offset by the power of the larger engine, the '3.8' regularly recording in excess of 130mph in magazine road tests.



Its accompanying Jaguar Daimler Production Record Trace Certificate states that this XK150 was manufactured in October 1959 as a 3.4-litre right-hand drive drophead coupé complete with manual gearbox and overdrive, and left the factory finished in Pearl Grey with red interior. Registered '7 AGO', the car was dispatched by Messrs Ritchies on 30th October 1959. When purchased by the vendor in August 1995 from Woodmanton Classics, it had been repainted red and was registered 'CFD 738B'. The recorded mileage at that time was 56,939. In September 1995 the car was reregistered 'MFO 137'.

We are advised that restoration has been ongoing since acquisition, with any work required being done each winter. The vendor had the engine rebuilt in 1998 and as the block was cracked, it was replaced with the 3.8-litre block '7B57024-8' (see invoice on file). In 2007 this engine was rebuilt again by VSE in Wales (as per invoice dated 26.3.2007) and the current odometer reading of circa 56,000 miles reflects the distance covered since then.

The interior was re-trimmed throughout some years ago, the original bench being replaced with bucket seats similar in style to D-Type racing seats but with hinged backs to facilitate access to the rear.

Bodywork refurbishment has included rebuilding the spare wheel well, rear wings, front wings (most of), door sills and hinges, 'A' and 'B' posts, battery boxes, door skins and sundry small internal panels. The car has been upgraded with electric/hydraulic power steering, 12-volt alternator electrics, electronic ignition, Coopercraft front brakes, high torque starter motor, Kenlowe electric cooling fan and a stainless steel exhaust system. Other noteworthy features include a walnut dashboard, 16" Moto-Lita wood-rim steering wheel, plumbed-in fire extinguisher (in near-side battery box); a further extinguisher inside the car; and a lead-adding fuel catalyst. In April 2014 the hood lining was replaced together with some of the wooden ribs. The car has barely been used since then.

Finished in red with red-piped black leather interior, 'MFO 137' is described as in generally good/excellent condition and offered with current road fund licence, V5C registration document and receipts accumulated during the vendor's 19 years of ownership totalling almost £130,000. It should be noted that the V5C states that the car has been 'rebuilt – assembled from parts some or all of which were not new'.

**£50,000 - 70,000**

**€63,000 - 88,000**





356

***Left-hand drive***

**1994 BENTLEY CONTINENTAL R COUPÉ**

Registration no. L810 WGK

Chassis no. SCBZB03C6RCX52212

Engine no. 82269L410MTKP



By the end of the 1970s, Bentleys accounted for a mere 3% of Rolls-Royce Motor Cars' production, clearly a situation that could not be tolerated if the once-famous marque was to avoid extinction. The solution was to seek to re-establish Bentley's credentials as the purveyor of high-performance luxury cars, and in a move calculated to evoke memories of the company's glorious past achievements at Le Mans, the name 'Mulsanne' was chosen for the Rolls-Royce Silver Spirit's counterpart. This strategy would succeed brilliantly. Launched at the Geneva Motor Show in March 1982, the Mulsanne Turbo provoked a rash of headlines in the motoring press hailing the return of the 'Blower Bentley' - the 'Silent Sports Car' was back.

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape.

Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under 6 seconds and boosting top speed to in excess of 150mph.

Finished in black with black-piped Parchment leather interior (changed from back), this left-hand drive example currently displays a total of 26,451 kilometres (approximately 16,500 miles) on the odometer. Noteworthy features include Continental T-style widened front/rear wheelarches, new 18" five-spoke alloy wheels and new Goodyear tyres. Recent maintenance, undertaken by marque specialists Frank Dale & Stepsons, included fitting a new cylinder head gasket and carrying out other engine works at a cost of £9,000 (bill on file). The car is offered with V5 registration document.

**£18,000 - 25,000**

**€23,000 - 31,000**







357  
**1959 MGA TWIN CAM ROADSTER**  
 Chassis no. YD1/2456



Conceived as replacement for the traditional 'T'-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine that had first appeared in the ZA Magnette. Running gear was based on that of the TF, with independent coil-sprung wishbone front suspension and a live rear axle. Clad in a curvaceous aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

Immensely popular though it was, the MGA faced stiff competition from the larger-engined Triumph TR3 and Austin-Healey 100/6. Coaxing more power from the standard engine was becoming increasingly difficult, so development concentrated on a twin-overhead-camshaft cylinder head for the B-Series block. Conceived at Cowley by BMC engineer Gerald Palmer and introduced in 1958, the new 1,588cc engine did not disappoint, producing an impressive 108bhp at 6,700rpm. Considerably faster than the stock MGA, the Twin Cam could comfortably exceed 110mph, and to cope with the increased performance Dunlop disc brakes were fitted all round and Dunlop centre-lock wheels adopted. A high price discouraged sales however, and the model was dropped after just two years.

Production totalled 2,111 cars, a mere 360 of which were sold on the home market, and today the Twin Cam is one of the most sought-after of post-war MG sports cars.

Originally a right-hand drive, UK-market model, this Twin Cam roadster was purchased from the CCHL dealership in the UK in 2010 and converted to left-hand drive in 2012/2013, the engine being rebuilt and the interior refurbished at the same time. The engine rebuild included a re-bore; new low-compression pistons (for enhanced reliability); crankshaft re-grind and balance (together with the flywheel); all new bearings; cylinder head overhaul with new valves; and fitting twin Weber carburetors and an appropriate manifold. Prior to its 2010 sale to the current vendor in Finland, the MG - registered 'XLW 796' - had been owned since 1975 by Richard Oliver of Tunbridge Wells. Described as in generally good condition, the car is offered with sundry restoration invoices and Finnish registration papers.

**£25,000 - 30,000**

**€31,000 - 38,000**



358

**Left-hand drive**

**1967 ALFA ROMEO SPIDER 1600 DUETTO  
COACHWORK BY PININFARINA**

Chassis no. 10503664804

Engine no. AR0053614416



'A true sports car of impeccable manners and considerable performance.' – *Motor Sport* on the Alfa Romeo Duetto, 1967.

A modern classic by Pininfarina, the simple yet elegant spider bodywork premiered on the 1966 Duetto would prove enduringly popular after a rather critical initial reception, lasting well into the 1990s. Under the skin, the Duetto's mechanicals were essentially those of the 105-Series Giulia saloon, with independent front suspension, coil-suspended live rear axle and four-wheel disc brakes. The power unit was the 1.6-litre, 109bhp version of Alfa's classic double-overhead-camshaft four as installed in the Giulia Sprint GTV. Performance fully matched the Duetto's stunning looks, with 60mph reachable in around 11 seconds and a top speed of 116mph.

Testing a Duetto in 1967, *Motor* magazine noted that import duties had inflated the UK price some what, commenting: 'Nevertheless, the individuality of the car, the sheer fun of driving it and the fact that it does certain things better than other sports cars will probably tempt some people into paying the extra.' The model achieved worldwide public recognition after starring alongside Dustin Hoffman in the film, *The Graduate*, but was produced for only two years before being superseded by the 1.8-litre '1750' Spider Veloce in 1967.

This late, left-hand drive example of Alfa Romeo's classic Duetto Spider comes with Alfa Romeo UK dating letter stating that it was manufactured on 8th May 1967 and sold to the USA on 16th April 1968. Described as in generally very good condition, the car has been imported into the UK by the current vendor, who advises us that it is a matching numbers example. All customs duties have been paid and thus the vehicle may be registered in any state within the EU.

**£10,000 - 15,000**

**€13,000 - 19,000**





359

# **1967 MERCEDES-BENZ 250SL**

Registration no. VHN 210F

Chassis no. 11304322002706

Engine no. 12998222001291

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

First produced late in 1966, the 250SL used the same bodysell as the 230SL that had founded this spectacularly successful sports car dynasty, and which it replaced. Minor improvements were made to the interior, but the major differences were the new 2.5-litre six-cylinder engine - as fitted to the 250SE - and disc brakes instead of drums at the rear. The new car's top speed of around 120mph remained the same but the larger engine significantly improved flexibility and responsiveness.



The 250SL was built for just one full production year before being superseded by the 280SL and is thus one of the rarest of the family. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their era and are highly sought after today.

This right-hand drive 250SL affords the convenience of four-speed automatic transmission and is finished in silver with deep blue leather interior. Complete with a history file with MoT's going back to 1981, the current mileage of 76,000 is believed to be genuine. The subject of a recent service by marque specialists "Steve Redfearn Mercedes", this rare 250SL is ready to be used and enjoyed. Described as in generally good condition, starting instantly and running well, the car is offered with sundry restoration invoices, current MoT/tax, V5 registration document and its original handbook and service history. A timelessly classic and iconic motor car that still represents great value for money today.

**£25,000 - 30,000**

**€31,000 - 38,000**



360

**Left-hand drive**

**1958 JAGUAR MK1 3.4-LITRE SPORTS SALOON**

Registration no. 341 UYE

Chassis no. 98650

Engine no. KE3496-8



Launched in 1955, the Mk1 extended Jaguar's domination of the high-performance car market in Britain, slotting neatly into the Coventry firm's range alongside the big MkVIII saloon and the XK140 sports car. The medium size newcomer broke new ground for Jaguar, being its first model to employ unitary construction of the chassis/body. Jaguar's engineers were understandably cautious in their approach, making the bodyshell stronger than in fact it needed to be and employing rubber mountings just about everywhere to insulate occupants from vibration and noise.

The Mk1 was released with a new, short stroke, 2.4-litre version of the proven XK 'six', but demands for more power, especially from American customers, prompted the introduction of the 3.4-litre version early in 1957. With 190bhp on tap the 3.4-litre Mk1 was good for a top speed of 120mph and could reach 60mph in nine seconds, though if used to the full this greatly improved performance severely taxed the drum brakes.

All-round disc brakes were hurriedly announced as an option, becoming an almost universal fitting thereafter. The Mk1 was progressively updated throughout its life before a wholesale revision of the basic design saw it re-launched as the Mk2 in October 1959.

This restored left-hand drive example previously belonged, for some 27 years, to a lady owner in California, the latter's predominantly warm and dry climate no doubt contributing to its exceptional state of preservation. Finished in grey with red leather interior, the car is said to have a strong body and underside, shiny under-bonnet and sparkling chrome, while the top-quality interior retains its original patina and charm, with excellent wood cappings and carpets. It is rare to find a Jaguar Mk1 in such fine condition. Offered with V5 registration document.

**£17,000 - 20,000**

**€21,000 - 25,000**



361

**40 years in current ownership**

## **1961 JAGUAR XK150 3.8-LITRE DROPHEAD COUPÉ**

Registration no. 6125 NK

Chassis no. S827618DN

Engine no. VA-1948-8

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

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



Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

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

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

Representing the XK150 in its ultimate configuration, with 3.8-litre engine and overdrive gearbox, this right-hand drive drophead coupé has belonged to the current owner for almost 40 years. Maintenance has been ongoing, with several major works being undertaken in the 1990s including bodywork renovation, re-spray, engine rebuild, electrical rewiring, re-upholstery and a new mohair hood. The car has seen relatively little use since, while subsequent works have included the installation of an alloy fuel tank and new pipes, electronic ignition (2012), a new starter motor (2013) and two new batteries (2014). Seat belts, an electric screen wash pump, and bypassing the automatic choke are the only other deviations from factory specification notified.

Described as in generally very good condition, very reliable and a truly great drive, this well cared-for XK150 is offered with sundry bills, current road fund licence, MoT to July 2015 and V5 registration document.

**£70,000 - 90,000**

**€88,000 - 110,000**







362

**In the current ownership for 53 years  
1955 BENTLEY S-SERIES SALOON**

Registration no. RRI 1

Chassis no. B84AN

Engine no. BA42



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. It is schemed to require the very minimum of attention over large mileages, but it has the famed Rolls-Royce service behind it when any attention is required. 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-Series 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 very early Bentley S-Series has been in the current vendor's possession since 1961. During the owner's stewardship the Bentley has benefited from fastidious care, as evidenced by numerous bills on file for servicing and maintenance carried out over the last 50-plus years, including major refurbishment of the bodywork and trim in 1992 at a cost of £25,000. Finished in grey with red leather interior, the car is presented in generally very good condition and offered with the overseas spares box, current MoT and V5 registration document.

**£28,000 - 32,000**

**€35,000 - 40,000**



363

**1954 SUNBEAM ALPINE MKIII ROADSTER**

Registration no. PFO 373

Chassis no. A3014035HRO

Engine no. A3014035HRO

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

Initially for export only, the new Alpine did not reach the UK market until the autumn of 1953, but before then the new model's launch had been enhanced by a blaze of publicity following successful record breaking attempts at Montlhéry, France and Jabbeke in Belgium where Stirling Moss achieved a maximum speed of 120mph.

Nevertheless, despite valuable exposure accruing from these exploits and numerous class wins in the Alpine rallies, the Alpine was unable to counter the price advantage enjoyed by its rivals and was dropped in 1955.

This superb example of the Alpine in its final MkIII form - 80bhp engine, overdrive as standard – benefits from a ten-year restoration and is described by the vendor as in generally excellent condition. It also has the desirable floor-mounted gearchange, an original factory upgrade. Recent maintenance has included a complete overhaul of the braking system, new wheel bearings and the fitting of a stainless steel exhaust system. Finished in Old English White with red leather interior, this beautiful Alpine roadster is offered with an original sales brochure, sundry restoration invoices, current MoT, V5 registration document and a file of history.

**£25,000 - 30,000**

**€31,000 - 38,000**







364

**Left-hand drive**

**1974 PORSCHE 911 2.7-LITRE TARGA COUPÉ**

Chassis no. 9114113058

Engine no. 6146537



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356. The latter's rear-engined layout was retained, but the 911 switched to unitary construction for the bodyshell and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3 litres and, in turbo-charged form, put out well over 300 horsepower.

Two years after the original coupé's introduction, a convertible 911 - the 'Targa', named in honour of Porsche's numerous victories in the Sicilian classic - arrived in 1966. Expected US safety legislation had prompted an ingenious approach to the soft-top 911, the Targa sporting a hefty roll-over bar to protect the occupants in the event of an inversion, together with removable roof and rear hood sections, which were stowable in the boot.

For 1969 a quieter and less leak-prone fixed rear window replaced the less than perfect rear hood, and the ever-popular Targa would continue in this form well into the 1990s, sharing countless mechanical and styling developments with its closed cousin along the way. The much loved and instantly recognisable original Targa finally bowed out at the end of the 1990s when the Cabriolet became the sole open-topped 911 with the introduction of the Type 996 range for 1999.

This left-hand drive 911 Targa comes with Porsche Cars GB Ltd dating letter stating that it was manufactured in July 1974 to US specification and was delivered new to Los Angeles finished in Grand Prix White. A matching numbers example, the Porsche was imported into Holland in 2013 and comes with the relevant customs clearance documents enabling it to be registered in any EU state. Described as in generally very good/excellent condition, the car is offered with the aforementioned documentation and sundry invoices.

**£20,000 - 25,000**

**€25,000 - 31,000**



365

# **1987 FORD SIERRA RS500 COSWORTH HATCHBACK**

Registration no. A500 MAG

Chassis no. WFOEXXGBBEFF38925

Engine no. GG38925

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

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

Although it offered more than enough performance for most customers, the road version was not considered adequate for racing so a batch of 500 was set aside for the construction of an even more powerful 'homologation special': the RS500.



Changes mainly concerned the engine's induction system, which was upgraded with a bigger turbocharger and an enlarged inter-cooler, while the cylinder block was strengthened. Other components up-rated included the pistons, radiator, and the oil and water pumps. Maximum power went up to 224bhp and the top speed to over 150mph, necessitating an extra spoiler on the boot lid to maintain high-speed stability.

This example has had four former keepers and currently displays a total of only 50,542 miles on the odometer. 'A500 MAG' is offered fresh from recent re-commissioning having been off the road in dry storage since 1994. Works carried out in March of this year include a change of cam belt, full detailing and an MoT (with no advisories). We are advised that the car is totally standard apart from a stainless steel exhaust system and even retains its original Dunlop D40 tyres, though it should be noted that these are now more than 25 years old.

The car is finished in black with black/grey cloth interior, the latter retaining its original radio/cassette, and is described as in generally very good condition. Offered with sundry invoices, current MoT/ tax and V5 document, 'A500 MAG' represents a rare opportunity to acquire a little used example of one of the most exciting road-going four-seaters of recent times.

**£33,000 - 38,000**

**€41,000 - 48,000**





366

**1969 MERCEDES-BENZ 280SL CALIFORNIA  
COUPÉ WITH HARDTOP**

Registration no. MER 602H  
Chassis no. 1130442011204  
Engine no. 13098322007002



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

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

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

A removable hardtop provided the weather protection. An after-market item, this 280SL's convertible top is new and in very good condition, and the car also comes with a very good hardtop, Covercraft custom-made cover and unused tonneau in its original pouch. 'MER 602H' was owned by the same family for 19 years and during that time was well maintained, including a bare metal re-spray.

Recent work has seen the steering drag link, track rod ends, silencer, brake pads and brake master cylinder replaced, while in the last few months the car has benefited from a 60,000-mile Mercedes-Benz recommended major service undertaken by classic and sports car specialists Hilton & Moss of Stansted, Essex. Works carried out include replacing the ignition leads, distributor cap, rotor, points and condenser; fitting a new prop shaft coupling; replacing all brake discs; and attending to various more minor issues at a cost of £3,866 (bill on file). This desirable 280SL 'Pagoda' affords increased practicality courtesy of its convertible top and is presented in generally very good/excellent condition. The car is offered with sundry bills and a V5C registration document.

**£30,000 - 40,000**

**€38,000 - 50,000**

**No Reserve**



367

# **1981 TALBOT SUNBEAM-LOTUS HATCHBACK**

Registration no. NKR 551W

Chassis no. T4DCYAL306337

Engine no. T4DCYAL306337

In its quest to develop a rally car to challenge Ford's Escort, Chrysler Corporation followed the tried and tested formula and installed a relatively large engine in a compact, lightweight bodyshell to create the 'Sunbeam-Lotus'. Development had started before Chrysler sold its European interests in 1978 and continued under new owners Peugeot, who revived the moribund Talbot brand for its UK-built models. A 'homologation special' the Sunbeam-Lotus used the latter firm's 2.2-litre, 16-valve twin-cam engine, which was coupled to a ZF five-speed gearbox. Around 150bhp was claimed in road trim with up to 240 horsepower available in Group 2 specification.

Prototypes first appeared in competition in 1978, Tony Pond scoring the first major success with 2nd place in the Mille Pistes, a result he repeated in 1979. A more ambitious campaign was undertaken in 1980 when two cars were fielded for drivers Henri Toivonen and Guy Frequelin, the highlight of which was Toivonen's victory in the RAC Rally. Toivonen and Frequelin were retained for 1981, their one outright win and five 2nd places being good enough to earn Talbot the World Championship for Makes. Despite these successes Peugeot then scaled down the Sunbeam-Lotus effort, preferring to concentrate on developing the new four-wheel drive Peugeot 205 Turbo 16.



Only 2,308 Sunbeam Lotus models were made before production came to an end in 1981, of which 1,184 were right-hand drive. It is estimated that only around 80 survive in roadworthy condition and all are becoming increasingly sought after today.

This particular car is a Series 1 model that was first registered in January 1981 and is finished in the classic colour scheme of Embassy Black with silver stripes. The car was treated to a full restoration in 2005 with bills on file amounting to some £20,000, much of the work being carried out by Simon Robinson of Darlington. This included rebuilding the engine and gearbox, the former receiving a new set of pistons and putting out a respectable 148bhp as the accompanying Skip Brown dynamometer printout confirms. Up-rated front disc brakes with four-pot callipers have been fitted together with coil-over front suspension for improved roadholding. Since the restoration was completed, the car has only covered some 3,000 road miles and has not been raced or rallied.

It is supplied with all its original handbooks and a large history file including a quantity of expired MoTs dating back to 1988 at 44,700 miles, the current indicated total being 68,798 miles. Offered with current MoT and V5 registration document, the car is described as in excellent condition throughout and is said to handle beautifully.

**£14,000 - 16,000**

**€18,000 - 20,000**



368

**1932 LAGONDA 16/80 TWO-SEATER-PLUS-DICKEY SPORTS  
COACHWORK BY VANDEN PLAS**

Registration no. AGH 289

Chassis no. S.10266

Engine no. S.2015



'An additional model was produced, a sporting 2-seater with a body designed by Vanden Plas. This car had a long curved sloping tail, which rather clashed with extremely vertical styling at the front... But it was Lagonda's first production 2-seater since the 12/24 and was clearly a sports car in appearance even though little lighter than the normal tourer, and indistinguishable in performance.' – Davey & May, *'Lagonda: a History of the Marque'*.

Based on the chassis of the preceding 2-Litre Continental four-cylinder model, whose overall style and good looks it retained, Lagonda's six-cylinder 16/80 was new for the 1933 season. The 16/80 employed a 1,991cc overhead-valve Crossley engine, reworked by Lagonda to its own specification, and could be ordered with conventional four-speed manual or pre-selector transmission. Autocar liked Lagonda's new medium-size model (which took its name from its 16hp RAC rating and 80mph top speed) remarking on its silence, smoothness, brisk acceleration and effortless high-speed cruising. Approximately 260 were made, of which it is estimated around half survive.

The car offered here is one of the 16 two-seaters bodied by Vanden Plas. One of the ten-or-so survivors, 'AGH 289' was owned by one Ronald Gee from 1956 to 2009 when it was acquired for his private collection by the current vendor. In 1989 Ron Gee contributed an article to the Vanden Plas Owners Club magazine (copy on file) in which he recounted the Lagonda's history, commencing with its purchase in 1956. 'The car had already had a hard life. Its general description is best illustrated by the 12W bulbs fitted to the headlights in order to prolong the life of the batteries and the rest of the electrics. After some heartbreak, the purchase of two SUs and a new manifold from Ivan (Forshaw) the car started and ran.'

Ron Gee made what repairs he could and raced the Lagonda – christened 'Crutty Sark' by his friends on account of its less than perfect condition – in club events with some success. 'Perhaps the alloy competition shock absorbers, the 28cwt weight or just a heavy right foot, brought occasional success including the Fox Trophy in 1964.'

In another document on file, Ron Gee mentions that the car was a three-time winner of the un-supercharged 2-Litre class at Brands Hatch sprints and winner of the Lagonda handicap race at Silverstone in 1964. The magazine article is illustrated by a photograph of him competing in 'AGH', enthusiastically applying the maximum amount of opposite lock while cornering. He also enjoyed using the car 'as the purveyors intended, i.e. for travel to work, to the South London pubs, to Sainsburys etc. If it was in pristine condition, I would not be able to enjoy the use of the car as at present or in the past.'

It appears that Ron Gee eventually got around to restoring the Lagonda, as there is a bill on file for a comprehensive bottom-end rebuild dated September 1997. Gee states that the light green livery was chosen as it had been found that items such as the spring hangers and drop arm were this, presumably original, colour.

The Lagonda benefits from recent re-commissioning by Jeremy Brewster of Bromsgrove (bill on file). Works carried out included flushing out the fuel tank and lines and making any necessary repairs; checking the water pump and radiator (resealed); checking kingpins and brakes (all passed); wiring in a single 12-volt battery (replacing the two 6-volt items); dropping the sump and checking bearings; adjusting tappet clearances; checking and making good all instruments; refitting the rebuilt Scintilla magnetto; and checking compression (a good 120psi in all cylinders). The car was then road tested and is currently taxed. Accompanying paperwork consists of the aforementioned bills, an old-style continuation logbook and V5C registration document.

A matching numbers car retaining its original Vanden Plas body, 'AGH 289' represents an exciting opportunity to acquire an actively campaigned example of this rare and handsome post-Vintage Lagonda.  
**£40,000 - 50,000**  
**€50,000 - 63,000**





369

## 1925 VOISIN C5 FAUX CABRIOLET COACHWORK BY CARROSSERIE BESSET

Chassis no. 2770

Engine no. 2968

1

As discovered, South France, 1974



Gabriel Voisin was perhaps France's greatest aviation pioneer. In 1907 he built the first practical aeroplane capable of leaving the ground under its own power, and his Avions Voisin company was the first mass producer of aircraft in the world. But the end of WWI in 1918 brought a halt to Voisin's aviation ventures and forced him to look elsewhere to provide employment for his workforce.

After experimenting with motorised bicycles and a light two-seater economy car, Voisin decided to produce an automobile that would be unrivalled for prestige, comfort and speed. Developed for André Citroën from whom Gabriel Voisin purchased the design, the resulting Knight sleeve valve-engined 4.0-litre Voisin M1 appeared in 1919. It was one of the first truly modern cars to be delivered after the Armistice and in 1920 was re-designated 'C1' in honour of Gabriel Voisin's dead brother Charles, though the mechanical specification remained the same.





A special version took part in speed trials and hill climbs to demonstrate the speed and economy of the Voisin chassis, and in 1921 a C1 chassis taken straight off the production line and fitted with a skimpy aluminium body, beat the legendary Blue Train from Paris to Nice by six hours.

Voisin kept faith with the sleeve valve engine, developing the design himself and extending it to the smaller models in the range. The work of his engineer, Marius Bernard, the first of these small Voisins was the 1,243cc 8CV C4 of 1921, which was later enlarged to 1,328cc (C4S) and finally to 1,550cc, in which 10CV form it was known as the C7. Although the C4 had only three speeds in the gearbox, this was more than compensated for by the sleeve valve engine's torque and the fact that lightweight coachwork was another of Voisin's obsessions. These attributes made the smaller Voisins highly effective competition cars, and one of them was driven by Dominic Lamberjack from Paris to Milan, beating the Orient Express to provide its manufacturer with much valuable publicity.

The centre of gravity's location and the role of aerodynamics were of the utmost importance to Gabriel Voisin, who, thanks to his prior aeronautical experience, was among the first to take them into consideration when designing an automobile. It is said that couturier Paul Poiret designed the first Art Deco-style fabrics specifically to be used in Voisin's Lumineuse-bodied models.

The Voisins' advanced technology, unconventional looks and necessarily high price made them particularly popular with royalty, artists and other celebrities. The Lumineuse style was favoured by some of the most famous artists of the day, including Rudolph Valentino, Maurice Chevalier and Josephine Baker as well as the radical modernist architect Le Corbusier. One of the first movie stars to achieve universal fame, Valentino owned several Voisin C5s like that offered here. Manufactured between 1923 and 1928, the C5 was powered by a 4.0-litre four-cylinder Knight engine producing a claimed 100 horsepower, which was good enough for a top speed of around 78mph.

Chassis number '2770' carries faux cabriolet coachwork by Besset of Annonay, France, a coachbuilder that specialised in bodying quality makes, most notably Berliet, before concentrating on bus bodies. This car was restored in Switzerland over a period of several years (1975-2006) and on completion was sold to the current vendor. Described as in generally good condition, it comes with import duty certificate confirming duties paid, and an album of photographs documenting the restoration and also showing the car 'as discovered'.

A rare survivor of a marque responsible for some of the most original cars of all time, this rare C5 is, in many respects, a perfect automotive expression of its legendary designer and engineer's creative genius.

**£100,000 - 150,000**

**€130,000 - 190,000**





370

**1938 BENTLEY 4¼-LITRE BROUGHAM DE VILLE  
COACHWORK BY JAMES YOUNG**

Registration no. FGW 386

Chassis no. B38MR

Engine no. E4BK





Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations, but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

Based on the contemporary Rolls-Royce 20/25, the 3½-Litre Bentley was slightly shorter in the wheelbase at 10' 6" and employed a tuned (115bhp), twin-SU-carburettor version of the former's 3,669cc overhead-valve six-cylinder engine. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless high performance in almost absolute silence. 'The Silent Sports Car', as it was quickly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

By the end of the 1930s the 'Derby' Bentley, introduced towards the beginning of that decade following the firm's take-over by Rolls-Royce, had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes.

It was the construction of modern highways in Continental Europe, enabling cars to travel at sustained high speeds, that had prompted the introduction of the Hall's Metal bearings and would lead eventually to the adoption of an 'overdrive' gearbox and improved lubrication system on Bentley's peerless Grand Routier, improvements which coincided with the introduction of the 'M'-series cars in 1938. The overdrive transmission enabled the car to cruise at a relaxed 2,800rpm at 75mph, rather than the somewhat frenetic 3,450 revs that earlier models had needed to reach a similar speed.



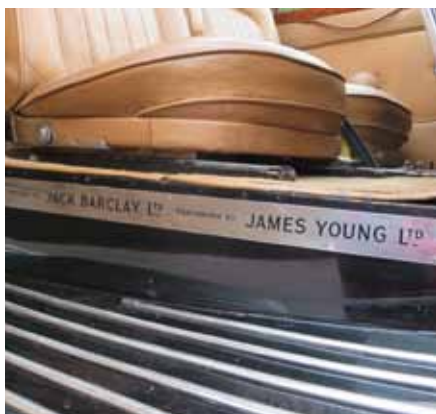


Lighter steering, achieved by the adoption of a Marles steering box in place of the earlier worm-and-nut type, was another feature first seen on the overdrive model. The result was one of the most pleasing of pre-war touring cars. Chassis 'B2MR' was the first example of this most desirable version of the 4¼-litre model, making this lovely car the 19th of the series. Only 202 were produced and most boasted a top speed of over 100mph in spite of weighing over 1½ tons.

With its 4¼-litre engine, overdrive gearbox and unique James Young coachwork, 'B38MR' represents the Derby Bentley in its ultimate and most desirable incarnation. Specially built for the James Young stand at the 1938 Earls Court Motor Show, this Brougham de Ville is attributed to that great A F McNeil, arguably the most influential British coachwork designer of the inter-war years, who had joined James Young from Gurney Nutting in 1937 when it became part of the Jack Barclay group.

Though Bentley's chassis records curiously refer to this car as a 'Barouche de Ville', the Brougham nomenclature was particularly appropriate for the James Young company, whose eponymous founder had taken over the established business of J K Hunter of Bromley, Kent in 1860 and became famous as the maker of the popular 'Bromley Brougham'.

This Brougham de Ville was illustrated in the 'show numbers' of both *The Autocar* and *The Motor*. It also featured in Jack Barclay's advertising and in the company's colour catalogue, a photocopy of which is on file. It is interesting to note that it was originally described in the publicity brochure as having a sliding panel. This is not the case, as the car was originally built with a detachable three-piece section, which has its own compartment in the boot. This supremely elegant motor car remains the sole example of this model. 'B38MR' has featured in several books including *'Bentley: 50 Years of the Marque'* by Johnnie Green and *'Bentley - The 1938/39 Overdrive Cars'* by Messrs Frankel and Strang.



'B38MR' was bought at the 1938 Motor Show by the Marquess of Dufferin and Ava, who retained the Bentley until shortly after the outbreak of World War Two, when it passed into the hands of (Sir) Richard Costain of Dolphin Square, London SW1. A civil engineer whose company was busily engaged in building airfields and factories throughout the country, Costain apparently used the car throughout the war, then sold it to Sir Geoffrey Winterbotham in 1946. Three other owners are recorded up to 1957, and in the 1960s the car went to the USA where it remained until the 1980s.

Since its return home, 'B38MR' has been owned by several noted collectors, most notably C A R Howard, before coming into the vendor's possession some 14 years ago. During his custody he has endeavoured to maintain the car in the condition to which it has become accustomed, using it primarily for fair-weather drives in the Sussex countryside surrounding his home. Sadly, his use of the Bentley has declined and, although the car remains in fine overall condition, running exceptionally well, the vendor has decided that the time has come to part with it.

Bills totalling in excess of £64,000 over the past 14 years attest to the fact that every effort has been made to maintain the car in impeccable driving condition. Works carried out include rebuilding both doors followed by a repaint (in 2007) fitting a new steering wheel (2014) and a recent service. The provision of a windscreen washer is the only notified deviation from factory specification. Currently taxed, the car is offered with history file and V5C registration document.

Possessing coachwork by one of the most exceptional coachbuilders, and a fascinating history, 'B38MR' remains a rare and significant representative of one of most exclusive and desirable of all Post-Vintage British Thoroughbreds: The Derby Bentley.

**£90,000 - 120,000**

**€110,000 - 150,000**





371

## 1959 JAGUAR XK150S 3.4-LITRE COUPÉ

Registration no. 558 YUU

Chassis no. T824926DN

Engine no. VS2031-9



'The Jaguar XK150 is undeniably one of the world's fastest and safest cars. It is quiet and exceptionally refined mechanically, docile and comfortable. As with most cars, there are a few body details which could be improved, but we do not know of any more outstanding example of value for money.' - *Autocar*.

A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. A higher front wing line and broader radiator grille were other obvious differences but the new model's main talking point was its Dunlop disc brakes; at last the XK had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively. Overdrive and automatic transmission were options

This matching-numbers car is one of only 42 right-hand drive XK150S 3.4-litre fixed-head coupés made and was sold new in the UK via Hatfield's of Sheffield. It was first owned by J Beet Ltd of Sheffield and first registered '3 WJ'.

In December 1966 the XK was exported to Sweden where it was owned by a Bengt Johansson of Gothenburg. A 'km/h' speedometer was fitted. Extensively restored in Sweden, the car picked up a number of concours awards there before returning to this country in 1989. Bills on file document the restoration undertaken in Sweden and there are also many others present relating to works carried out since its return, including a major refurbishment in 2001.

The Jaguar was imported into the UK by Mike Hallows, who sold it to David Woodhouse of Sheffield in 1991. Its next owner was Barry Cooke, who purchased the car in October 2001. While in Mr Cooke's ownership the car, now reregistered '6997 ED', was maintained by HRG Classic Jaguars of Sandbach, Cheshire. It found a new owner at Bonhams' December Sale in 2011 (Lot 416). Currently registered '558 YUU', the XK is finished in blue with red leather interior while other noteworthy features include new Wilton carpeting, original spotlights and correct triple SU carburettors. Its most recent service, carried out in April 2014, included a radiator overhaul and other works at a cost of £2,140.

A delightful XK150S, the car is offered with Jaguar Heritage Certificate, MoT to March 2015, V5C document and a history file containing the aforementioned bills, a quantity of expired MoTs, registration details and its old Swedish registration papers. A Kenlowe electric fan and Coopercraft brakes are the only notified deviations from factory specification.

**£50,000 - 70,000**

**€63,000 - 88,000**







372

# **1936 MORGAN 4/4 SERIES 1 ROADSTER**

Registration no. CPT 204

Chassis no. LVLO399CV1396

Engine no. GA200135

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 historic early 4/4 was supplied new to County Durham, its subsequent history being unknown until 1994 when it was discovered in Frome, Somerset by one John Hornsby-Smith. The car was then fully restored by marque specialist Barry Nevitt of Preston. There are bills of file for works carried out and parts supplied by the likes of DBT Engineering, Morgan Sports Car Club, Stephen Grundy Coach Trimming, etc.

Fully rebuilt, the engine is a more modern and reliable 1,147cc Triumph Herald unit, which is mated to the original Moss gearbox. Purchased by the vendor in 2003, the Morgan has been rallied extensively and is described as a good useable car, ready to use and enjoy. It comes complete with side screens, tonneau cover and two large history files, the latter containing a photographic record of the restoration and the aforementioned bills. The car is also offered with current MoT/tax and V5C document. It should be noted that the chassis number has been allocated by the licensing authorities and not by the factory.

**£17,000 - 22,000**

**€21,000 - 28,000**



373

**1925 AEC 411 SINGLE-DECK OMNIBUS  
COACHWORK BY STRACHAN & BROWN**

Registration no. TN 1795

Chassis no. 411063

Engine no. 96

Best known as manufacturer of London's much-loved Routemaster bus, the curiously named 'Associated Equipment Company' (AEC) was formed in 1912 by the Underground Group of companies, operators of London's 'Tube' network, to manufacture vehicles for its bus business. Thus AEC effectively took over the manufacturing operations of the London General Omnibus Company, which had been acquired by the Underground Group that same year. In actual fact, AEC's first commercial vehicle was not a bus but a lorry on the X-Type chassis, and lorries would become the focus of its manufacturing output during World War One. From 1916 onwards, AEC manufactured the 3-ton Y-Type for the armed services, more than 10,000 being delivered by the end of hostilities. It would take on a similar role in World War Two producing, among other designs, the 10-ton Matador artillery tractor. Trolleybuses were built in collaboration with English Electric during the 1930s and in partnership with Leyland Motors from 1946.

AEC recommenced civilian production with its pre-war Regent and Regal bus models, and in 1946 introduced its first new post-war design, the RT, forerunner of the celebrated Routemaster. In 1962 the firm was taken over by the rival Leyland Motors Ltd. Production of AEC's double-decker buses ceased in 1968 and that of its single-deckers, coaches and lorries in 1979.



An example of the first AEC model built with pneumatic tyres as standard, this 400-Series single-decker bus was first registered in 1924 and was operated by the Newcastle Corporation Transport & Electricity Undertaking until 1935. Its fleet number was '64'. The vehicle is powered by a 5.1-litre four-cylinder engine, while the 28-seat rear-entrance body is by Strachan & Brown of London, a coachbuilding firm that could trace its origins back to the 1890s. Originally general coachbuilders, Strachan & Brown built ambulances and other vehicles during World War One, concentrating on commercial vehicles thereafter although they still undertook a few motor car commissions, most notably the four Aston Martin team cars of 1922.

Converted into a Cash Van in 1935, 'TN 1795' remained in that configuration until after the war. It then went onto a caravan site in Northumberland and was later saved from being scrapped by the late Ted Heslop, who sold it on to a collector in Warrington. In 1972, George Webb, of Henry Edwards & Co, Tenbury Wells, Worcestershire bought the vehicle and restored it over a number of years, the restoration being complete in 2010. Boasting a re-trimmed interior and presented in beautiful condition, this rare Vintage-era AEC bus is offered with current road fund licence and V5C registration document.

**£45,000 - 50,000**

**€57,000 - 63,000**



374

**1960 JAGUAR XK150 3.4-LITRE DROPHEAD COUPÉ**

Registration no. 159 XUF

Chassis no. SABTVRO3857192157 (S836774DN)

Engine no. V7298-8



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the divided screen. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead, '2+2' coupé forms, the open two-seater version not appearing until the following year. Disc brakes apart, the chassis remained much as before, as did the 3.4-litre, XK, six-cylinder engine that produced 190bhp as 'standard' or 210bhp in 'Special Equipment' form when fitted with the 'B'-type cylinder head. The four-speed Moss gearbox continued, while overdrive and automatic transmission were options.

Originally a left-hand drive fixed-head coupé, this XK150 was rebuilt to a very high standard by a father-and-son team during the period 2000-2005, including a full engine rebuild, interior re-trim, new hood and lining, and new MWS wire wheels. It is understood that the conversion from left- to right-hand drive and from fixed to drophead coupé configuration was undertaken at this time. As is sometimes the case with converted vehicles, the XK was given a new chassis number by the DVLA (see above) the original having been 'S836774DN'. Only 343 miles had been covered post restoration when the car was offered for sale at Bonhams' Olympia auction in December 2009 (Lot 563) where it was purchased by the current vendor. Since acquisition '159 XUF' has been well maintained and seen only light use, being stored as part of the owner's private collection.

The XK has recently been serviced & small items addressed, re-aligning door shut lines, hood alignment & trim items. Finished in Burgundy with cream leather interior, the car presents very well & affords a highly cost effective route to open XK150 motoring. Offered with Swansea V5 registration document & sundry paperwork.

**£38,000 - 45,000**

**€48,000 - 57,000**

**No Reserve**





375

## 1964 DIVA GT 1500CC COMPETITION COUPÉ

Chassis no. C23

Engine no. 639827





'Divas were phenomenally successful in the popular small engine GT racing class in Britain, one even won its class in the 1964 Nürburgring 1000km race, and later they were equally successful in historic racing.' – Mike Lawrence, *'A to Z of Sports Cars 1945-1990'*.

Diva was founded by Don Sim in the early 1960s and built only 65 GTs between 1962 and 1966, almost all of which were used for racing. Based in Camberwell, South London, the firm started as a subsidiary of Tunex Conversions, the company name changing to Diva Cars Ltd in 1966. Sim's GT was constructed on a tubular steel spaceframe chassis boasting independent suspension all round and front-wheel disc brakes, which was clothed in a pretty glassfibre body by Heron Plastics. Four-cylinder Ford engines in various capacities were the norm. Well-known Diva drivers have included John Miles, Jackie Oliver, Alain de Cadenet, Brian Redman, Peter Gethin, Hugh Dibley, Dr Tony Goodwin, Doug Mockford, Ian Alexander, Mike Franey, Rob Grant, John Markey, Mike Pendlebury, Sir John Samuel, Mike Walton, Alison Davis, Jenny Dell and countless others. Despite its phenomenal success, the Diva GT did not survive the company's change of hands in 1967 when car production ceased.

A copy of the original sales contract shows that at the beginning of 1964 this Diva GT was sold to John Bloomfield. It is one of only two cars fitted with the Ford 1,500cc (pre-crossflow) engine. An early outing in July 1964 saw Bloomfield race the car at an international meeting at Zolder, and he would go on to campaign it with considerable success.

Between 1978 and 1986 the Diva was raced successfully by John Corfield in the HSCC championship, securing a class win. A photograph on file shows Corfield with the car, which passed to its next owner, Nicholas Overall, in 1988. The current vendor purchased the Diva in 1991 and since acquiring the car has raced it throughout Europe, achieving many successful results including numerous class wins and 3rd overall in the German Championship. The car was last raced in August 2012 at Zolder. Checked over and presented in race ready condition, this competitive historic GT is offered with FIA papers.

**£50,000 - 60,000**

**€63,000 - 75,000**





**Fox & Nicholl Le Mans Team Car Replica****1936 LAGONDA LG45 4½-LITRE**

Registration no. JM 2624

Chassis no. 12084

Engine no. LG6 486 S4

Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. This four-cylinder, 2-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

A team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the 1934 RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

Shortly before its 1935 Le Mans win, Lagonda had gone into liquidation and passed to new owners. In September 1935 they were able to announce the LG45. A new model, building upon the successful Le Mans win, the old M45 and M45R models and the new owners' enthusiasm, it was a much more sober vehicle offered in saloon, tourer and drophead coupé variants. Deliveries commenced in the spring of 1936.

Under W O Bentley's technical direction the big Lagonda became more refined: the LG45 gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. Endowed with such an impeccable pedigree, the 4½-Litre Lagonda quickly established itself as a favourite among the wealthy sporting motorists of its day.

Lagonda's new owners were keen to build on the racing successes and commissioned Fox & Nicholl to produce cars for the '36 Le Mans. Two four-seaters were built on the new LG45 10ft 9in chassis: registered as 'EPB 101' (chassis number '12108') and 'EPB 102' ('12109').





Additionally a couple of two-seater cars were built: 'HLL 534' ('12100') and 'EPE 97' ('12111'). All four cars raced during 1936 but Le Mans was cancelled due to industrial action, the only occasion the race has not run in peacetime. The new Lagonda management was understandably disappointed and both four-seater cars were broken up in late 1936, leaving the two two-seaters to continue to the present day representing this great era of Lagonda racing history. Before it was broken up, one of the four-seaters was driven in the Tourist Trophy Race on the Ards Circuit by Pat Fairfield where it finished 4th. This replica is a detailed reconstruction by Lagonda specialists BishopGray of one of these cars.

Chassis number '12084' was first registered as 'JM 2624' on 26th May 1933. Lagonda Club records pick up its history immediately after the war when the car was owned by one G J Burns, Sergeants' Mess, RAF Leuchars, Scotland. Copies of factory records on file record the owner in 1936 as a Mr Headley, while two further owners are recorded in the late 1940s, both in Scotland. Six further owners are identified in accompanying Club correspondence, one of whom, A W Troman of Birmingham, removed the original saloon body, which was beyond repair, and set about restoring the car, though he later gave up.

After a period in Holland, '12084' returned to the UK and the stewardship of the current owner, who purchased it in 2007 as a rolling chassis without an engine and gearbox. A Sanction 4 LG6 engine was then acquired with a Sanction 1 cylinder head. A G9 gearbox was sourced and subsequently overhauled in 2008. By 2009 the engine had been totally rebuilt. Meanwhile the rolling chassis was shortened to 10' 3" and a replica four-seater body built by K Roach Manufacturing. The body was painted in two-pack 'Fox & Nicholl Red' and then trimmed by G H Wright of Newport Pagnell. This replica has been built to the highest standards based on previous experience gained in building a sister car, which has raced successfully during the last six seasons and was the first Lagonda to finish the Le Mans Classic 2014.

Every item in this reconstruction is either new or fully reconditioned. The bodywork has been built to the original specification, construction and styling with the original dashboard layout and controls. The 10' 3" wheelbase Rapide-specification chassis has rebuilt suspension and new Hartford-type shock absorbers at the rear with Luvax dampers outboard at the front. The Girling braking system has been overhauled and the front axle, steering box and steering components have all been crack-tested and rebuilt. A reconditioned 16-gallon fuel tank is fitted.

The 4½-litre Sanction 4 Lagonda Meadows engine has been completely rebuilt with racing specification white-metal bearings, crack tested and balanced crankshaft, and a modern crankshaft damper. It has new steel con-rods and modern pistons, raising the compression ratio to 8.5:1. A performance/fast road camshaft is fitted together with twin HV5 SU carburettors, new twin magnetos, modern oil filter conversion, new water pump and a modern Borg & Beck clutch. The gearbox is a rebuilt Lagonda G9 gearbox with synchromesh on third and top gears. The back axle has a new, Le Mans ratio 3.1:1 crown wheel and pinion, and rebuilt and crack-tested half shafts, wheel hubs and splines. All wheels are new and shod with Blockley tyres. The car has been issued with an MSA Historic Technical Passport, making it eligible to compete in a wide range of races for historic cars both at home and abroad. The Lagonda is now ready to be run in and raced or used as a fast, exciting but tractable road car.

'JM 2624' was finished in 2010 following Richard Reay-Smith's involvement in its running in and development. Richard is the Lagonda Club's Competition Secretary and owner of the sister car to this one, which he has been successfully campaigning for the last six years. By the end of 2012, 'JM 2624' had covered only 1,200 miles and is now being offered for sale in 2014 with 2,000 miles recorded and in fully serviced condition. This wonderful re-creation of a historic pre-war Lagonda Le Mans Team Car is offered with the aforementioned paperwork, current MoT/tax and V5C registration document.

**£150,000 - 180,000**  
**€190,000 - 230,000**







377

# **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.

**£18,000 - 24,000**

**€23,000 - 30,000**



378  
**1935 AUSTIN 12/4 TAXICAB**  
**COACHWORK BY STRACHAN**  
 Registration no. BYK 708  
 Chassis no. 79119



To most people, the Austin landaulette is the archetypal London taxicab of the 1930s, and this well-preserved example features original coachwork by the Acton-based firm of Strachan. Austin used the dependable sidevalve-engined 12/4 as the basis of their first London taxicab of 1930 and the model would go on to dominate the market. Built to a mechanical specification dictated by the Metropolitan Police's demanding Conditions of Fitness and expensive to produce because of the low volumes involved, most enjoyed lengthy careers in service. Indeed, pre-war Austin taxis could still be seen plying for hire at prime tourist locations in London in the early 1960s.

Full restored circa 1995, 'BYK 708' is cellulose-finished in Midnight Blue over black, coachlined in red, with navy blue leather interior trim, and has been converted to run on un-leaded fuel. The vehicle possesses all the correct period fittings: roof rack, 'hire' sign, meter, fare table and Hackney Carriage plates. Flashing indicators are the only listed deviation from factory specification.

Used regularly and well maintained by its previous owner of 18 years, 'BYK 708' was purchased at Bonhams' RAF Museum, Hendon Sale in February 2003 by a prominent car collector and in July of that same year was offered from his estate at our Lord's Cricket Ground auction (Lot 214) where it was purchased by the current vendor.

Not used since acquisition, the vehicle has suffered from some minor damage inflicted by vandals (horn bracket and headlamp glasses) and is offered in need of re-commissioning. Sold strictly as viewed, it is offered with old-style logbook, a quantity of expired MoT certificates and V5 registration document.

**£10,000 - 15,000**  
**€13,000 - 19,000**





379

**C.1927 BUICK SIX TOURER**

Registration no. SV 6301

Chassis no. 1490575

Engine no. 1603993



In the mid-1900s Buick's most popular product was the four-cylinder Model 10, a direct competitor for Ford's Model T. The company introduced its first six-cylinder car in 1914 and for a period in the 1920s the range would consist entirely of sixes. A detachable cylinder head, strengthened chassis and axles, and four-wheel brakes were new introductions on the six-cylinder line for 1924, the last year of Buick's base-model four.

Replacing the latter for 1925, the Standard Six and larger Master Six came with new overhead-valve engines. The duo were restyled for 1926 and given larger engines of 207ci (3.4 litres) and 274ci (4.5 litres) respectively and continued almost unaltered throughout 1927.

This right-hand drive Buick Six was exported new to Australia and bodied locally. A 'body-off' restoration was undertaken by its Australian owner circa 1986 and some six years later the car was exported to the UK.

Reliable and in excellent condition when purchased by the current owner, the Buick was used for special occasions between 1994 and 2000, being chauffeur driven. Kept off the road in dry storage in recent years, the car will require re-commissioning - including a new battery and overhauling the starter motor - before further use and thus is sold strictly as viewed. The vendor advises us that he has mislaid all of the car's paperwork and that a replacement V5C registration document has been applied for.

**£8,000 - 12,000**

**€10,000 - 15,000**



380  
**1910 RENAULT AX TOURER**  
 Registration no. AB 1681  
 Chassis no. 22353  
 Engine no. 1887



Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1½hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

From the outset Renault engineering was of the highest quality and the arrival of multi-cylinder models really put the company on the map. By 1904 Renault was building its own engines: large-capacity fours at first, followed by the AX twin that later developed into the AG, famous for its WWI role as the 'Taxi de la Marne'. Powered by a 1,100cc twin-cylinder engine of 8hp and featuring the 'coal scuttle' bonnet and rear-mounted radiator that would characterise Renaults until the late 1920s, the AX arrived at a time when the motor car was beginning to gain a measure of respectability. The unreliability of early cars had provided good cause for public scepticism but the advent of the AX, destined to become Renault's pre-WWI best seller, ushered in a new era.

Here was an easy-to-drive car of simple design, whose mechanical workings even a technically illiterate layman might begin to understand. The water-cooled twin with its mechanically operated valves was simple and robust, endearing qualities to the novice motorist, and the three-speed gearbox was easy to master. For so small a car the AX possessed unparalleled flexibility between 5mph and 35mph in top gear, clinging to that gear on all but the steepest gradients.

This particular AX came into the possession of the vendor's family in March 2005, the accompanying sales receipt revealing that it was purchased from one Margaret Smallman. Also on file is an old-style continuation logbook (issued 1931) recording two previous owners: Frank Haden of Halesowen and Maurice Hudson of Dudley. Correspondence on file shows that Mr Hudson owned 'AB 1681' during the 1980s. Described as in generally good condition, the car is offered with the aforementioned documentation, some expired tax discs and MoT certificates, a quantity of old photographs, sundry invoices, SORN, VCC Dating Certificate, Swansea V5C and a photocopy of an original 1910 Renault instruction manual.

**£24,000 - 28,000**  
**€30,000 - 35,000**



381

## 1931 LAGONDA 2-LITRE LOW CHASSIS T3 TOURER

Registration no. J 47385 (Jersey)

Chassis no. OH10067

Engine no. 2B 1068

Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. The latter abandoned the firm's traditional in-unit gearbox in favour of a midships-mounted transmission, but of greater technical interest was the engine. Designed by Arthur Davidson, the 2-litre 'four' featured twin camshafts, mounted high in the block, operating inclined valves in hemispherical combustion chambers. Power output of this advanced design was a highly respectable 60bhp.

For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors. The Speed Model had resulted from the factory's Le Mans effort of 1928, when the 2-Litre driven by Andre D'Erlanger and Douglas Hawkes had finished 11th overall in the 24-Hour endurance classic. A classic example of racing improving the breed, the 'low chassis' 2-Litre possessed markedly superior handling characteristics courtesy of its lower centre of gravity.



For all its virtues, Davidson's engine was limited by its tortuous induction tracts and in 1930 a supercharged version was introduced to overcome this deficiency. The 'blower' was mounted vertically in front of the engine, which was fitted with a stronger crankshaft, while a 3-Litre rear axle beefed up the transmission. A Powerplus supercharged was specified at first, but most 'blown' 2-Litres came with a Cozette. Thus equipped, a 'low chassis' 2-Litre was capable of up to 90mph.

For the 1931 season a deeper radiator was fitted for better cooling at sustained high speeds but the most obvious change was the up-to-the-minute styling of the T3 coachwork. The spare wheel was moved to the off-side front wing while the rear of the car was remodelled to incorporate a luggage boot with drop-down lid, thus furthering enhancing the 2-Litre's qualities as a superior sporting tourer.

Originally a supercharged model, chassis number 'OH10067' comes with an extract from its Lagonda Club record listing eight owners from circa 1950, the last of whom, Bill Anderson, sold the car to the current vendor in 2007. It is recorded that the car had two engines when Mr Anderson acquired it in 1975, and that he used parts from both. There is also some speculation about the origins of the apparently non-standard body.

However, Lagonda Club Vice President, Registrar and Archivist, Arnold Davey has confirmed to Bonhams that this car's body is definitely a T3, albeit one that has had its rear end altered at some time. The only other deviations from factory specification concern the supercharger, which is no longer fitted, and the provision of an electric cooling fan. While in Bill Anderson's ownership the car was pictured in 'Lagonda Heritage' by Richard Bird (pages 40/41) and featured in a 1989 edition of 'The Automobile'.

Previously registered 'PJ 2716', the Lagonda was reregistered in Jersey following its purchase by the vendor. Since his acquisition the latter has carried out extensive renovation including stripping and repainting the body's metal parts; refurbishing the seats and fitting new carpets; fitting a stainless steel exhaust system; replacing the clutch; fitting a new steering wheel; and sending the dashboard and speedometer away for professional repair and reconditioning. A full list of works carried out over the last seven years is on file. Described by the vendor as in generally good condition, with very good interior and excellent bodywork and paint, the car is offered with sundry maintenance invoices and Jersey registration document. A rare survivor of this most desirable Lagonda model, 'OH10067' represents an opportunity to acquire a well-preserved example one of the finest British sporting cars of its day.

**£70,000 - 90,000**

**€88,000 - 110,000**







382

# **1928 AUSTIN 20HP LANDAULET**

Registration no. ZV TK274 (see text)

Chassis no. 6PL 5154

Engine no. 20901



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

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

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

We are advised that this Austin Twenty landaulet was fully restored between 2000 and 2005 by George Fulton, the Vintage Austin Register's representative in Ireland. The car is finished in green with matching interior and fawn roof, and comes equipped with an accessory luggage carrier and trunk. In the current vendor's hands for the last five years, the Austin has been well maintained and is described as in generally very good condition, its engine running well and with all the electrics working. This most imposing motor car is offered with EEC-compliant Irish registration document as well as a UK V5 from when it was previously registered TK 274, a set of cast plates for which are also included along with handbook, parts book and five part-worn tyres with tubes.

**£20,000 - 24,000**

**€25,000 - 30,000**



383

# **1912 RENAULT AX TOURER**

Chassis no. 575

Engine no. 3385



Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1¼hp De Dion-engined prototype, the sprung rear axle of which would soon be copied by many contemporaries. Production at the Billancourt factory was soon under way on a large scale, demand for its products being enhanced by the performance of Renault cars in the great inter-city races so popular in France at the turn of the 19th Century.

From the outset Renault engineering was of the highest quality and the arrival of multi-cylinder models really put the company on the map. By 1904 Renault was building its own engines: large-capacity fours at first, followed by the AX twin that later developed into the AG, famous for its WWI role as the 'Taxi de la Marne'. Powered by a 1,100cc twin-cylinder engine of 8hp and featuring the 'coal scuttle' bonnet and rear-mounted radiator that would characterise Renaults until the late 1920s, the AX arrived at a time when the motor car was beginning to gain a measure of respectability. The unreliability of early cars had provided good cause for public scepticism but the advent of the AX, destined to become Renault's pre-WWI best seller, ushered in a new era.

Here was an easy-to-drive car of simple design, whose mechanical workings even a technically illiterate layman might begin to understand. The water-cooled twin with its mechanically operated valves was simple and robust, endearing qualities to the novice motorist, and the three-speed gearbox was easy to master. For so small a car the AX possessed unparalleled flexibility between 5mph and 35mph in its uppermost ratio, clinging to that gear on all but the steepest gradients.

This Renault AX was acquired by the vendor as a rolling chassis around ten years ago, since when a considerable amount of restoration has been accomplished. Works carried out include renovation of the wood-spoked wheels; making the Cardan shaft that connects the engine and gearbox; and fabricating the all-important under-tray, essential for Renault cooling systems. Seasoned ash has been used in constructing the two-seater body, which is almost finished, while it should be noted that the transmission lacks a prop shaft. With relatively little work left to do, this car represents a worthwhile and potentially very rewarding project to revive one of the most collectible small Renaults so popular with VCC and Renault Frères Club. There are no documents with this Lot.

**£15,000 - 20,000**

**€19,000 - 25,000**





384

**Left-hand drive**

**1922 CITROEN TYPE C 'CLOVERLEAF' TOURER**

Registration no. GJ 3034

Chassis no. 62.2.97

Engine no. 5758

Citroen's first truly outstanding design, the Type C was introduced in 1922. 'Motoring for the masses' French-style, the Type C, also known as the 'Cloverleaf' because of its two-plus-one seating or 5CV after its tax rating, brought 'real' car ownership within reach of the Frenchman in the street. Powered by a four-cylinder, sidevalve engine displacing 856cc, the 'Cloverleaf' was more renowned for longevity than outright speed. One was driven all around Australia in 1925 and, given the model's success, the decision to discontinue it towards the end of the following year appears hard to justify. The 'Cloverleaf' also has the distinction of being the first model built at Citroen's Slough works - the French concern's first foreign factory - when it opened in February 1926. This left-hand drive, Paris-built 'Cloverleaf' has been in the same family ownership for the last 37 years and comes with virtually every MoT certificate issued since its acquisition. We are advised that the car has covered relatively few miles since the engine was rebuilt, and that it also benefits from a recent gearbox overhaul, recent rewiring and a new hood. This delightful French light car is offered with sundry bills, current MoT certificate and V5 registration document. A basic trailer is included in the sale.

**£8,000 - 12,000**

**€10,000 - 15,000**



385

**C.1911 DE DION-BOULTON FIRE TENDER**

Chassis no. 502165

Famous for its huge number of engines and cars produced in the late nineteenth and early twentieth centuries, the industrial giant also produced many other types of apparatus. This Fire tender is such an example. Very few are known to exist, and little of its history is known. Sold strictly as viewed and without reserve, this would be a valuable addition to the collection of the most ardent fans of the marque.

**£350 - 450**

**€440 - 570**





386  
**1927 DIXI DA1 BARCHETTA**  
**COACHWORK BY IHLE**  
 Chassis no. 10163  
 Engine no. 10163

'Ihle bodies distinguished themselves as neat 2-seaters fitted to BMW 3/15 and DKW light cars in the 1930s.' – *'The Beaulieu Encyclopedia of the Automobile'*.

The acquisition of the Dixi works at Eisenach in 1928 provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in motor manufacturing. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, before the arrival of the first true BMW in 1933. The name Dixi (in Latin: 'I have spoken' i.e. the last word) had been adopted by Fahrzeugfabrik Eisenach for its cars in 1904, 'Wartburg' having been used hitherto. Dixi built a wide range of highly regarded models in varying engine capacities, selling its products as 'Leander' in the UK and 'Regina' in France, while adding commercial vehicles and aero engines to its portfolio prior to The Great War.



Dixi recommenced civilian production post-1918 with a range of revived pre-war models and then in 1927 the firm obtained a licence to manufacture the Austin Seven, which was marketed as the Typ DA1 of 3/15PS. The firm would not stay independent for very much longer however, being acquired by BMW in October 1928 for around 1 million marks. Its new owners continued production of the Austin Seven-based model as the BMW 3/15.

Carrying two-seater coachwork by Gebrüder Ihle Karosseriebau GmbH of Bruchsal, the ultra-rare Dixi variant offered here has spent many years in BMW private collections. In 1962 the car came to Holland and in the 1980s was restored by a BMW dealer. It is described as still in generally good condition, with very good chassis, the engine running well and the gearbox shifting smoothly. Eligible for VSCC events, this charming little German sports car is offered with Netherlands registration papers and some older history.

**£30,000 - 35,000**  
**€38,000 - 44,000**



387

***The original Derry Mallalieu prototype***  
**1950 BENTLEY MKVI 4¼-LITRE BARCHETTA**

Registration no. HUK21

Chassis no. B315GT

Engine no. B157G



This well-known 'Bentley Special' is the first of the series of approximately 40 produced by Derry Mallalieu Engineering. The story of the Mallalieu Specials began in the USA in 1965 when Derry's wife Sybil brought over this standard steel MkVI as a birthday present for him. Durham Frank 'Derry' Mallalieu had gone to the USA in 1959, opening a classic car business in Norwalk, Connecticut following a highly successful season racing his Type 51 Grand Prix Bugatti in the UK that saw him win both the Jean Bugatti Trophy and Kenneth Bear Trophy at Prescott, plus other awards at Silverstone, Oulton Park and other venues. While in the USA Derry was appointed technical Advisor to the Rolls-Royce Club of America.



As a successful racer, Derry had firm ideas about the kind of car he wanted to create, and began by removing the MkVI's weighty standard body, while the engine and radiator were moved back approximately 18" to give the car better balance and a more 'Vintage' look. The prop shaft was shortened, the chassis cruciform member moved back to accommodate the gearbox, and the springs altered to suit the new and much lighter two-seat aluminium body. The Bentley's conversion into a fast and attractive two-seater brought its creator in 1969 the RROC's Guerrero Trophy for the most outstanding car and driver of the year.

Soon other enthusiasts were seeking similar cars for themselves and in 1971 Derry and Sybil returned to the UK, bringing 'HUK 21' with them, to set up Derry Mallalieu Engineering at premises in Haddenham (later Abingdon). The company specialised in the preparation of Vintage, historic and racing cars in addition to producing the 'Bentley Barchetta' range, based on Derry's original prototype. Sadly, Derry died soon after (in October 1975) and in 1977 'HUK 21' was sold by the factory to Sidney Augustus 'Skid' Martin, who was on holiday from the USA.

A larger-than-life character, 'Skid' Martin had been born in Eastleigh, Hampshire and soon acquired an insatiable appetite for speed, progressing via motorcycle trials and scrambling to speedway racing and stunt driving. During WW2 he served as a tank test driver and flew with the RAF, and when hostilities ceased moved to Hollywood, California to pursue his stunt-driving career.

In his book, *'Bentley Specials and Special Bentleys'*, Ray Roberts records that Skid 'proceeded to rebuild and redesign the car to such effect that it won a prize in its class at the 1980 BDC Kensington concours.' Skid's alterations included having doors made, fitting luxurious Vanden Plas seats and a new aluminium floor, re-trimming the interior, and having new wings of his own design manufactured and fitted to replace the original cycle type. Finally, the Bentley was re-sprayed in Skid's choice of deep red.

In 1997, Skid loaned 'HUK 21' to the National Motor Museum, Beaulieu, which is listed as the car's previous keeper (from August 2008) on its accompanying V5C registration document. In accordance with Skid's wishes, the Bentley had passed on his death to the Museum's Supervisor and Chief Engineer, Douglas Hill, who in October 2010 ceded ownership to his wife, the current vendor (see documents on file).

One of the most famous of all Bentley Specials, 'HUK 21' is offered with a history file containing the aforementioned documentation, numerous press cuttings and an old-style logbook (issued 1971) listing the Mallalieu and Skid Martin as owners.

**£30,000 - 40,000**

**€38,000 - 50,000**





388

## 1948 DJINN MONOPOSTO RACING SPECIAL

1

Castle Combe, 1950

2

Warming up at Shelsley Walsh, 1950s

3

Beating the ERA/Delage Brighton Speed Trials, 1955



This famous and unique racing 'special' was designed in 1948 by Gordon Bashford and Olaf Poppe, two members of the team of engineers that developed the Land Rover, in collaboration with by Bill Townroe and Rupert Instone. The latter already had a number of successful 'Shelsley Specials' to his credit, including 'Martyr' and 'Mezzolitire'. Instone enjoyed considerable success with the JAP vee-twin engined 'Djinn' holding records and achieving wins at Shelsley Walsh, Gosport and the Brighton Speed Trials amongst other venues, and in 1950 the car finished 2nd to the great Ken Wharton's Cooper in the under 1500cc race at the Castle Combe circuit in Wiltshire, proving itself to also be a capable circuit car. The car's name – 'Djinn' – refers to the fiery supernatural being of Islamic mythology.

After Rupert Instone's retirement from racing in 1959, 'Djinn' remained under wraps in his garage for several years before a friend – John Roberts – persuaded him to bring it out of retirement. John drove the car successfully for many years and ended up buying it. The accompanying VSCC documentation (dated August 1990) states that a number of modifications were made to the car following its construction, including changes to the suspension and the addition of a supercharger, fitted before the end of 1953. New wheels were fitted in 1980 because two of the originals were broken. Exact replacements could not be found so Compomotive wheels were chosen because of their general similarity to the originals. No other changes had been made since 1953.

Supercharged and running on methanol, the 1,150cc JAP v-twin engine is said to produce around 120bhp, which reaches the ground via a Burman gearbox and chain drive to the 'fixed' (no differential) rear axle. The front suspension is believed to be Morris Eight derived.

In April 2006, shortly before John Roberts passed away, 'Djinn' was purchased by Martyn Griffiths, a past Shelsley record holder and RAC British Hill Climb Champion. Over the succeeding few years 'Djinn' was totally rebuilt by Ewan Cameron of Cameron Engineering in Malvern, Worcestershire and on completion set its fastest ever time at Shelsley.

The current vendor purchased 'Djinn' circa eight years ago from Martyn Griffiths, since when he has competed with the car in three meetings at Shelsley Walsh and two at Prescott. The gearbox was rebuilt by specialists circa one year ago, since when the car has only been used for a test session at a local airfield, while the engine is freshly rebuilt by JAP specialist Ewan Cameron. Described as 'on the button and ready to compete', this wonderful little car, so evocative of the 'build-it-yourself' spirit of the immediately post-war years but with the added cache of being designed by some of the brightest minds in the British motor industry, is offered with VSCC Competition Car Log Book.

**£45,000 - 50,000**

**€57,000 - 63,000**







389

#### 1957 ASTON MARTIN DB MKIII SPORTS SALOON PROJECT

Registration no. 147 MMC  
Chassis no. AM300/3B/1401  
Engine no. DBD/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 cowled 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, it should be noted the car has been recently fitted with an automatic gearbox, a replacement manual (not with overdrive) is offered with the project. 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.

**£50,000 - 60,000**  
**€63,000 - 75,000**



390

#### 1958 JAGUAR XK150SE 3.4-LITRE COUPÉ PROJECT

Registration no. 900 AOM

Chassis no. S824582DN

Engine no. V5032-8



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes. Fade following repeated stops from high speed had been a problem of the earlier, drum-braked cars, but now the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available also. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

A sought after 'Special Equipment' model, this example was fitted from new with the close-ratio overdrive gearbox and the limited-slip differential. Described by the vendor as a 'barn find', the car is offered for restoration and sold strictly as viewed. The engine is said to be very good, the chassis solid and the transmission sound. '900 AOM' has been fitted with a stainless steel exhaust and four-pot front brake callipers, and comes with an assortment of spares including a new wiring loom. Accompanying paperwork consists of a heritage certificate and all registration documents including the original buff logbook.

**£28,000 - 34,000**

**€35,000 - 43,000**



391

***Property of a deceased's estate***

**1973 JAGUAR E-TYPE SERIES III V12 ROADSTER**

Registration no. JAG 976

Chassis no. 1S2152

Engine no. 7S13214SA



Testing the E-Type Series III back in 1972, Road & Track magazine reckoned the new V12 power unit, 'a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range.'



This superior refinement would have counted for little had the Series III proved slower than its predecessors, but the new V12 engine was more than powerful enough to offset the weight gain over the preceding 4.2-litre XK six and ensure that performance was undiminished. Weighing only 80lb more than the cast-iron-block six that it replaced, the all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed well in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

A matching-numbers, UK-delivered example equipped with the desirable manual gearbox this Series III E-Type roadster has benefited from extensive restoration while in the hands of previous owners. These works are documented by a signed declaration dated December 1998 from Steve Parkin, the E-Type's owner for ten years at that time, stating that over £70,000 was spent during his ownership, and invoices totalling over £21,000 issued to subsequent owner Professor Roy Brown by Classic Motor Cars Ltd during 2007. The accompanying history file also contains restoration photographs, a parts catalogue, maintenance/service handbook, sundry bills, a quantity of expired MoT certificates and V5C registration document. Acquired from Professor Brown by the late owner in October 2010, this fully restored E-Type Series III roadster is presented in generally excellent condition, freshly MoT'd and taxed for the road.

**£40,000 - 50,000**

**€50,000 - 63,000**





392 N

***Left-hand drive***

**1966 MERCEDES-BENZ 250SE CABRIOLET**

Chassis no. 111.023-10-085213

Engine no. 1290-1002005072



First shown at Frankfurt in 1965, the new S-Class Mercedes-Benz range was outwardly distinguishable from preceding models by a sleeker bodyshell with lower roof and waistlines, and increased glass area. All models featured similar all-independent suspension, as well as four-wheel disc brakes and power-assisted steering. However, although the saloon used this 'New Generation' bodyshell, the Coupé and Cabriolet kept the timelessly elegant coachwork that had debuted back in 1960 on the 220SEb. The latter had moved Mercedes-Benz's styling into the modern era; longer than their predecessors, these elegant cars featured a wider radiator shell, wrap-around windscreen, enlarged rear window and vertically positioned twin headlamps, all of which were carried over to the 250SE Coupé and Cabriolet. As befitted top-of-the-range luxury models, the duo came equipped with automatic transmission, air conditioning, electric windows and stereo radio as standard.

The 250SE employed a fuel-injected version of Mercedes-Benz's new, overhead-camshaft, seven-bearing 'six' displacing 2,496cc and developing 150bhp at 5,600rpm. There was a choice of four-speed manual or automatic transmissions, while the rear suspension featured Mercedes-Benz's hydro-pneumatic compensating spring. Thus equipped, the 250SE was good for 120mph, with 60mph reachable in 12 seconds, a substantial improvement on the superseded 220SE's figures. When the 280SE 3.5 ceased production in 1971, its passing marked the end of this long-established body style. Today all examples of these classic Coupés and Cabriolets are highly sought after.

This left-hand drive 250SE has the four-speed manual gearbox preferred by enthusiast owners because of their lower intermediate ratios, which make for crisper acceleration and a more exciting drive. Restored over the last five years and currently registered in Cyprus, the car comes with sundry bills for maintenance and servicing by a Mercedes-Benz specialist in Limasol for the period 2011 to 2014. Components replaced during this period include the rear springs, power steering seals, ignition coil, fuel pump, cylinder head gasket, exhaust valve seals, radiator and the brake master cylinder in addition to routine service parts: filters, spark plugs, ignition points, etc.

In addition, we are advised that the car has been repainted and under-sealed; the convertible hood renewed; the interior re-trimmed with Mercedes-Benz leather to original specification; and numerous other miscellaneous repairs carried out, though there are no bills available for these works. The provision of air conditioning (removable if required) and a new radio/CD player (original available) are the only notified deviations from factory specification. It should be noted that 100,000 kilometres should be added to the current odometer reading of approximately 9,000 kilometres to arrive at the correct total. Finished in Canary White with turquoise leather interior, this recently restored 250SE is described as in generally very good condition and offered with Cypriot registration papers, Cypriot roadworthiness certificate (expires May 2015) and the aforementioned bills.

**£60,000 - 70,000**  
**€75,000 - 88,000**







393

**1961 ALVIS TD21 SALOON  
COACHWORK BY PARK WARD LTD**

Registration no. 287 BGN

Chassis no. 26536

Engine no. 26536



The first production Alvis to be styled by Swiss carrossier Graber appeared at the Paris Motor Show in October 1955. Based on the existing TC21 Grey Lady chassis, the newcomer brought a much-needed injection of Continental style and modernity to the Coventry manufacturer's range. Lighter, stiffer and with a much smaller frontal area than the traditionally styled Grey Lady, the Graber Alvis enjoyed much improved handling and a higher maximum speed in excess of 100mph. The first Graber-styled model - the TC108G - was built by coachbuilders Willowbrook, before production switched to Rolls-Royce's in-house coachbuilder Park Ward on the introduction of the re-styled TD21 for 1959.

The TD21 retained Alvis's torquey, 3.0-litre, overhead-valve six, which in up-rated form (from March 1959 onwards) produced 120bhp courtesy of a redesigned cylinder head. With its increased power, this under-stressed engine proved capable of propelling the TD21 to a top speed of 103mph while turning over at a lazy 5,000 revs. Inside, there were improvements to the accommodation, with increased headroom and legroom, especially in the rear. Lockheed servo-assisted disc brakes were an option, becoming standardised for 1960.

*The Motor* magazine remarked on the Alvis's exclusivity and individuality of character, summing up the TD21 thus: "As a perfectly serviceable everyday car with extra 'chic', extra performance, and high standards of comfort and safety, its appeal to a select but important clientele should be strong."

This manual transmission model was supplied new in the UK via Brooklands of Bond Street and comes with its original order form. The accompanying extensive history file also contains bills relating to its restoration in 2010 and a condition report compiled by marque specialists Red Triangle in September 2013. Finished in blue with beige leather interior, the car is described as in generally excellent condition and offered with current MoT/tax and V5 registration document. The provision of power steering is the only notified deviation from factory specification.

**£28,000 - 34,000**

**€35,000 - 43,000**



394

#### 1954 BENTLEY R-TYPE 4½-LITRE SALOON

Registration no. OAD 719

Chassis no. B41YA

Engine no. B207



'In a very short time, however, it was easily seen that the pressed steel Bentley bodies were as elegantly proportioned, as highly finished and as comfortably furnished as anything the traditional coachbuilders of the past had done; with the added virtues of immunity from rot and greater rigidity.' - Anthony Bird & Ian Hallows, *'The Rolls-Royce Motor Car'*, 1964.

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the MkVI Bentley. Rolls-Royce's first post-WW2 product, the MkVI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the MkVI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949.

'Export or die' was the watchword of the late 1940s and the manufacture of standardised steel-bodied cars was deemed essential to selling in sufficient quantities to overseas markets. Despite the misgivings of traditionalists, exports rose steadily and, when the home market stabilised, the classically styled 'standard steel' bodywork proved equally acceptable, making up 80% of total production of this first post-war Bentley.

A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the MkVI (and 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 'B41YA' was manufactured in 1954 and 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 S1) while its 'standard steel' body features a factory installed sunroof. We are advised that the car was delivered new to Tayside Public Transport, passing to its second owner in 1995. Fully restored in 1999, the Bentley is currently in the hands of only its third owner and has always been located in Scotland. Finished in black/yellow with tan leather interior, the car is described as in generally very good condition and is said to drive well. Offered with V5C document.

£20,000 - 25,000

€25,000 - 32,000



395

**Left-hand drive**

## **1978 MASERATI KHAM SIN COUPÉ**

Registration no. EKR 937T

Chassis no. AM120US 1218

Engine no. 21224



Maserati's final major introduction while under Citroën's control, the Khamsin (named after a hot Sahara Desert wind) debuted at the 1972 Turin Show and entered production in 1974. Styled and built at Bertone, the Khamsin's attractive, unitary construction, 2+2 hatchback body was of all steel construction. The front-engined Khamsin featured state-of-the-art, all independent, double-wishbone suspension similar to that of the mid-engined Bora and Merak which, combined with a 50/50 front/rear weight distribution, endowed the Khamsin with near perfect balance; and if its grip level was ultimately inferior to the Bora's, then the Khamsin's conventional layout made it easier to control close to the limit.



Citroën's hydraulic technology (as found in the Maserati-engined Citroën SM) was employed to power the brakes and steering - the latter, in particular, being rated as highly effective by testers - and also to raise the concealed headlamps. The power unit was a longer-stroke, 4.9-litre version of Maserati's familiar quad-cam V8 developing 320bhp at a lowly 5,500rpm and a lusty 354lb/ft of torque at 4,000 revs. A five-speed ZF manual gearbox or three-speed Borg-Warner automatic transmission were options, and when equipped with the former the Khamsin was good for around 240km/h (150mph). Although seemingly less exotic than the mid-engined Bora supercar, the Khamsin was Maserati's biggest-engined and most expensive offering at the time of its introduction, and thus could justifiably claim to be its top-of-the-range model. By virtue of its front-engined layout, the Khamsin offered greater practicality, providing a roomier and more comfortable interior and superior luggage carrying capacity.

'Just as it scores in terms of accommodation compared with a mid-engined car, so the Khamsin is generally quieter,' observed *Autocar* magazine. 'There is an exciting noise of cams in motion when the car is accelerating hard, but this is presumably no more than the enthusiastic owner would demand.'

There is very little of that tiring noise that nags away at the occupants when cruising at a high steady speed. In these circumstances the engine noise dies away to a whisper and wind noise never becomes apparent.' A mere 430 examples of this most exclusive and consummate Grand Routier had been made when production ceased in 1982.

This left-hand drive, manual transmission Khamsin was first registered in the USA in January 1979 and was imported into the UK in June 2012. Repainted in April 2013, the car is described as totally rust free by the vendor, who advises us that the chassis and engine numbers match, while the odometer reading of circa 35,000 miles is said to be genuine. Finished in black with matching leather interior, this exceptional Khamsin comes with its original handbook, workshop manual and tool kit. Accompanying documentation consists of sundry invoices, current MoT certificate and V5C registration document. Currently taxed, 'EKR 937T' covered approximately 500 miles without fault on a recent Maserati Club rally and is described by the vendor as in generally excellent condition.

**£65,000 - 80,000**

**€82,000 - 100,000**





## 1992 FORD GT40 COUPÉ REPLICA BY GT DEVELOPMENTS

Registration no. IXI 352

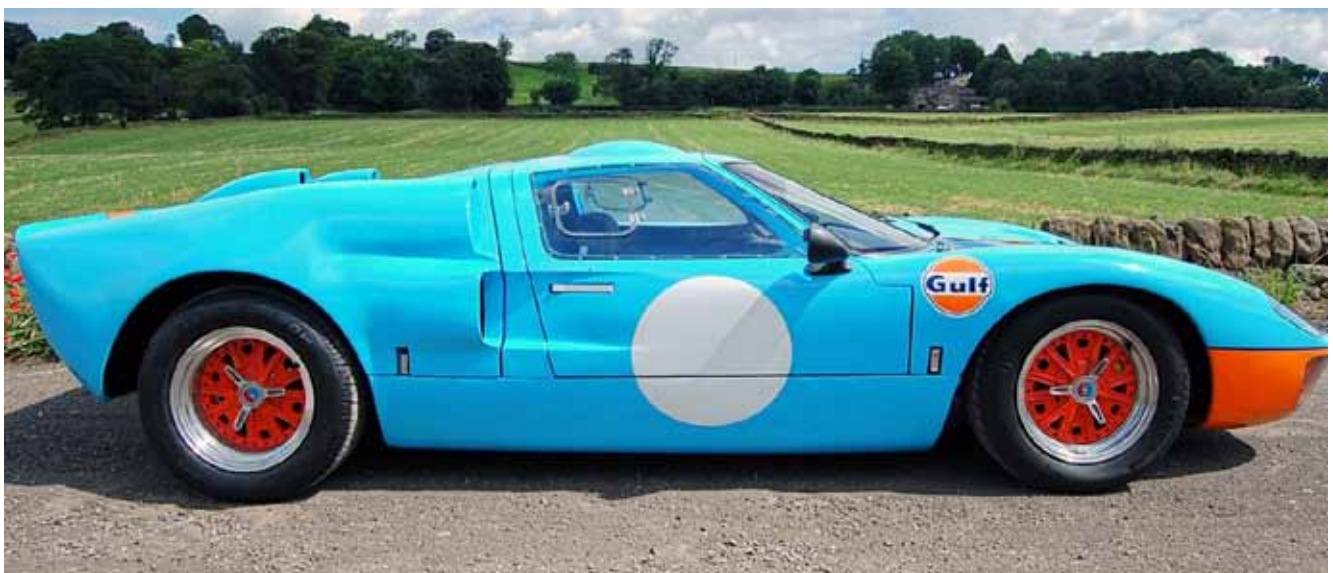
Chassis no. GTD40 28891

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.

**£40,000 - 50,000**

**€50,000 - 63,000**







397

**1995 CHRYSLER VIPER VENOM ROADSTER**

Registration no. M121 CRV

Chassis no. 1B3BR65E2SV200181

Engine no. P157C



That a major US manufacturer could come up with such an exciting concept car was startling enough but Chrysler's decision to put the Viper into production was nothing short of astonishing. Inspired, as its name suggests, by the legendary Cobra, Tom Gale's design study made its auto-show debut in 1989 following discussions between Chrysler boss Bob Lutz and Cobra-creator Carroll Shelby, its appearance triggering an avalanche of deposit cheques. Without doubt, a large part of the Viper's 'back to basics' appeal stems from its unique selling point: a massively powerful 8-litre V10 engine. The latter had been born out of the requirement for a larger unit to power the Dodge Ram pick-up truck, the prototype being created simply by grafting two extra cylinders on to the Ram's existing 5.9-litre V8. Despite being relatively 'low-tech', the Lamborghini-developed pushrod V10 churns out 400bhp and a brutal 450lbs/ft of torque at just 3,600rpm, figures which the 3,280lb Viper translates - via a six-speed manual gearbox - into a 0-60mph time of 4.7 seconds and a top speed of 165mph. Compared with this paragon of power units, the Viper's running gear makes somewhat less interesting reading: a multi-tubular spaceframe chassis endowed with all-round independent suspension and four-wheel disc brakes residing beneath the svelte glassfibre bodywork.

This example of the ultimate in open-top motoring incorporates the 'Venom' package of enhancements developed in the USA by Chrysler tuning specialists Hennessey Performance and is reported to have 600-plus horsepower on tap. Other noteworthy features include Koni suspension, slot-in windows, clip-on hardtop, embroidered 'Venom' logos, carbon-style dashboard and Le Mans-type adjustable spoiler.

Following its owner's death in December 2009, the Viper was kept in dry storage before being offered for sale at Bonhams' auction at the RAF Museum, Hendon in April 2013 (Lot 378). At that time it was stated that the clutch had been replaced by a local repair shop in 2009 (less than 100 miles previously), though no supporting documentation or history of any kind was available from the deceased's estate. Since changing hands in 2013 the car has benefited from a re-spray, returning the colour scheme to the original black; refurbishment of the road wheels; replacement of the power steering rack and pump; fitting a new battery; and various other works at a cost in excess of £12,500 (see bills from marque specialist Hatfields on file). Described as in generally excellent condition, this most exciting modern roadster is offered with current MoT and V5C registration document.

**£25,000 - 30,000**  
**€35,000 - 38,000**



398  
**1977 MGB GT V8 COUPÉ**  
 Registration no. UUE 850S



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. As the aluminium-alloy V8 weighed only a few pounds more than the cast-iron four it replaced, little re-engineering of the existing suspension was called for. Both transmission and brakes were up-rated though, the original gearbox being swapped for a modified MGC manual-plus-overdrive unit, and thicker, larger-diameter front discs fitted. A Lockheed servo was now standard equipment.

Considerably quicker than the four-cylinder 'B', the V8 could reach 60mph in around eight seconds and had a top speed of 125mph, respectable figures even today. Introduced in August 1973 and built only in GT form, the MGB V8 was supplied exclusively to the UK market. A total of only 2,591 cars was manufactured before the model was withdrawn in 1976, making the MGB V8 one of the rarest and most sought-after of post-war MGs.

Ever since the model's deletion, MG enthusiasts have continued to undertake V8 conversions of the 'B', the car offered here being one such. Converted in 2004 and restored at the same time (photographic record on file) the car has been in the current owner's possession since 2011.

Noteworthy features include a five-speed Rover SD1 gearbox, Edelbrock carburettor, electronic ignition, high-torque starter motor, electric cooling fan, stainless steel manifold, Webasto sunroof, Bilstein front shock absorbers and 17" wheels. Well cared-for during the current ownership and described as in generally good condition, the car is offered with sundry restoration invoices, current MoT/tax and V5C registration document.

**£7,000 - 10,000**

**€8,800 - 13,000**





399

**The ex-works; Sebring 12 Hours; Targa Florio;  
Nürburgring 1,000 Kilometres  
1967 AUSTIN-HEALEY SPRITE MARK IV  
COMPETITION COUPÉ**

Registration no. LNX 629E

Chassis no. HAN9-R-157

Engine no. TBA

Although BMC's Competitions Department did little to develop the Sprite for rallying, the Healeys enthusiastically pursued an endurance-racing campaign from 1959 onwards, concentrating on Le Mans, Sebring and the Targa Florio. First registered to the Donald Healey Motor Company on 3rd March 1967, this Mark IV Sprite offered here made its competition debut at the Sebring 12 Hours Race in April '67 driven by BMC stalwarts Roger Enever and Alec Poole, who were teamed with local driver Carson Baird. Entry number '58', the Sprite finished a creditable 3rd in class and 18th overall, albeit 55 laps behind the winning Ford GT40 of Bruce McLaren and Mario Andretti.

At BMC's behest, 'LNX 629E' was re-badged as an MG Midget for the following year's Sebring race, where it was driven by the Americans Jerry Truitt and Randy Canfield carrying number '74'. After a trouble-free run, the car finished 15th overall, winning the Group 4 Production Sports class. Back as a Sprite for that year's Targa Florio, 'LNX 629E' (number '112') was driven by Rauno Aaltonen and Clive Baker. Restricted by engine trouble to only five laps, the Sprite was nevertheless credited with 53rd overall. John Handley replaced Aaltonen for the Nürburgring 1,000 Kilometres in May 1968, an outing that resulted in another class win for the car, which on this occasion carried number '44'. For the Circuit of Mugello in July '68, Baker was teamed with Andrew Hedges. On what would be its last competitive outing as a works entry, the Sprite (number 81) secured another class victory on its way to 24th overall.

Built as a prototype while retaining the standard-shape bodywork, 'LNX 629E' was raced with a special 'XSP' 1,293cc dry-sump competition engine, five speed-gearbox and wire (later Mini-lite) wheels, starting off red before being repainted green and then returned to red.



Its works career at an end, the Sprite was sold in October 1968 to test driver John Harris, who in 1970 passed it on to fellow racer Mrs Jean Denton. In June 1971 the Sprite passed to its third private owner, Donald Griffiths, who enjoyed considerable success with it in 1972, securing class wins in the Mintex, Chieftain, Arkel and Welsh rallies. In August '72 Griffiths sold the car to the late John Baglow, from whose estate it is offered for sale.

'LNX 629E' was campaigned by John Baglow throughout the late 1970s and 1980s at various venues including Castle Combe and Oulton Park, with a best result on the 1986 South West Road Rally Championship of 3rd in class and 9th overall. For the last 20-plus years the car has been laid up following a minor accident. It is believed that the engine is the original 1,293cc 'XSP' unit; however, the identifying plate is missing and the sump has been removed. It is hoped that by time of sale the correct sump will have been located and offered with the car together with the Weber carburettors and inlet manifold amongst other items. Prospective purchasers are advised to satisfy themselves with regard to the correctness or otherwise of these parts before bidding. The car is sold strictly as viewed and without reserve.

Offered with its original old-style logbook, 'LNX 629E' represents a rare opportunity to acquire a well documented, ex-works Austin-Healey Sprite with significant in-period international race history, ripe for restoration.

**£6,000 - 8,000**

**€7,500 - 10,000**

**No Reserve**



400

**Property of a deceased's estate;  
One owner for the last 50-plus years  
1959 AUSTIN-HEALEY SPRITE  
'MARK I' ROADSTER PROJECT**

Registration no. 345 CDV  
Chassis no. AN5 21732  
Engine no. 9C-U-H-32823

Intended to make sports car motoring more affordable, the Donald Healey-designed Sprite entered production in March 1958. The car's unitary-construction bodyshell featured a distinctive forward-hinging bonnet/wings topped by two '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 particular 'Frog Eye' comes with its original old-style logbook recording the fact that it was sold new to J Perry & Sons (Quarries) Ltd. Only two further owners are listed: Brian Marlborough, who kept the car only briefly, and the late John Baglow, who acquired it in 1961 and from whose estate it is offered for sale. The engine and gearbox have been removed and come with the car, which is offered for restoration and sold strictly as viewed. Noteworthy features include a Halda Tripmaster and a front disc brake conversion, while a 'Sebring' bonnet is included in the sale also.

**£3,000 - 4,000**

**€3,500 - 5,000**

**No Reserve**





401

**C.1950 MG MIDGET TD ROADSTER**

Chassis no. TBA

Engine no. XPAG TD 2415



'The Midget is the survival of what, in the opinion of many people, is the right sort of small sports car. It caters for those who look upon motoring not as a means to an end, but as an end in itself. Many thousands of these little cars are succeeding admirably in providing their owners with something that will, at one moment, journey forth and do the shopping and, at the next, take part in serious competitive events or tackle a 400-mile journey with zest.' – *The Autocar*, 15th May 1953.

The penultimate 'T'-series Midget, the TD first appeared in 1949. Its TC predecessor had proved an enormous success, particularly in the United States, but by 1948 it had become obvious that something more modern would be required to keep MG competitive. A larger car than its predecessors, the TD owed much to the contemporary Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, on which sat an all-new body, roomier than before but retaining the classic looks of the traditional MG sports car, and the well-tried 1,250cc XPAG four-cylinder engine.

This saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Thus the TD became the first MG sports car to benefit from these advances. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants when compared to that of the TC. The latter's vulnerability to the cut and thrust of urban parking in the USA had demonstrated the desirability of sturdy bumpers, which duly graced the TD. Immensely successful, the TD was produced in greater numbers than any of the other T-Series Midgets, in excess of 29,000 leaving the factory between 1949 and 1953.

Although a runaway sales success, the TD is, paradoxically, rare in the UK, as most went for export to earn vital foreign currency. Reportedly a matching numbers example, this right-hand drive model has recently been re-imported from the USA by the present owner. The vendor describes the car as in generally very good condition, and advises us that he is applying for its original registration number to be reassigned.

**£12,000 - 15,000**

**€15,000 - 19,000**



402

# 1978 PANTHER J72 4.2-LITRE ROADSTER

Registration no. TBA

Chassis no. 833

Engine no. 8L78914-S



Founded by engineer Bob Jankel in 1971, Panther West Winds Limited rose to public prominence by hand building expensive, high-quality, retro-styled luxury sports cars using modern components. The firm's first volume-selling car - the Vauxhall Magnum-based Lima, which was sold through the Vauxhall dealer network - appeared in 1976 but before then the formula combining modern engineering and performance with bygone era styling had been established by the J72.

Built between 1972 and 1980, the latter was Panther's first production model and owed its inspiration to the SS100 Jaguar of the late 1930s. Such was the superb quality of its construction that the J72 won the Silver Medal for coachwork at the 1973 London Motor Show, beating the likes of Rolls-Royce. Running gear was mainly Jaguar, there being a choice of XK six-cylinder or V12 engines, with automatic transmission the norm on later models. By the time production ceased just 300 J72s had been made, though the model was re-launched as the Brooklands after Panther's takeover by Jindo Industries, of Korea.

This 4.2-litre XK-engined J72 was ordered new by a Saudi prince and specified with air conditioning, a self-contained unit that was installed behind the seats. Not taken out of the UK, the car has covered a warranted 13,551 miles from new and comes with supporting MoT certificates dating back to 1993. Only 1,500 miles have been covered since its acquisition by the current vendor in 1988, mostly on annual 'MoT' trips, and the car is said to drive very well.

The Panther is finished in Old English White with cream Connolly leather interior and black hood, and comes equipped with a tonneau cover and side screens, while other noteworthy features include automatic transmission and a discreet modern radio. Embodying all the style of a post-Vintage thoroughbred yet easier to drive and maintain, this rare, craftsman-built British sports car is offered with old-style logbook, current road fund licence, MoT to July 2015 and V5 registration document. It should be noted that the current registration '8 UVT' is being retained by the vendor and is available via separate negotiation if required.

**£18,000 - 22,000**

**€23,000 - 28,000**





403

**C.1958/1959 AUSTRIAN FORMULA JUNIOR MONOPOSTO**

Registration no. UTJ3883

Chassis no. NDA16-8579

Engine no. XPEG-2237

The unique car offered here is the so-called 'Austrian Formula Junior' as featured in 'Formula Junior: The Complete A-Z' by Bernard Cowdrey (page 14). The car was built in Vienna - probably 1958/59 - by an Englishman called Atkinson who drove Jaguars in competition and taught at Vienna's Haupt-Technik-Schule. It is probable that the construction of both the car and its original alloy bodywork, which survives, was undertaken at the school.

The workmanship is high quality, better for example than the contemporary Lotus, which suggests that the car was an engineering exercise. Close fitting, the bodywork must have been taxing to construct, while many of the mechanical parts (suspension, steering wheel, etc) appear to originate from a 500 Cooper. Ownership subsequently passed from Atkinson to Maydell, proprietor of a well-known Austrian engineering company, 'Windhagen' and then to Friedrich Painsipp, who was able to provide the vendor with details of its history. The car was next owned by Reinhardt Litz followed by Mark Lindstone, John Ferris and Brian Edwards, from whom it was purchased by the current vendor in 2003.



Details of the car's past are obtainable from records in Austria and Germany but it appears to have been infrequently used in period, as evidenced by the condition of the chassis. It seems to have raced mainly in Germany and Austria, with the occasional foray further afield, including on one occasion to Avignon. Its last known appearance on the track was at Salzburg in 1985 in the 'Mercedes-Benz Trophäe Alfred Neubauer' when, according to the programme, it was a 'Lotus Special' fitted with a 1,500cc engine. (Photographs and videos available show the car painted green with a yellow nose band).

When acquired by the vendor, the chassis had been painted and the floor fitted. All other components were in various cardboard boxes. The car had been disassembled by John Ferris (photographs on file) and little had happened to it in Brian Edwards' ownership. Since acquisition, the vendor has had extensive renovation carried out, including a transmission overhaul by Jonathan Hall, while a new 1,098cc engine was sourced from Brian Taylor. Too lengthy to reproduce here, a full account of the car's history and its restoration and specification is available together with sundry restoration invoices and details of the engine and transmission rebuilds. It should be noted that the engine has not been started since the rebuild and that the cooling system is dry. A wonderful opportunity to acquire a restored Formula Junior whose unique status is sure to make it welcome at numerous prestigious events.

**£15,000 - 18,000**

**€19,000 - 23,000**



404 \*

**The Healey Fiesta, the sole example constructed  
1978 FORD FIESTA BY HEALEY PROTOTYPE**

Chassis no. GCFBGS 86469

An immensely significant model for Ford and an outstanding success, the front-wheel drive Fiesta hatchback was sold to markets all over the world. The latter even included the USA, where the Fiesta's introduction helped Ford meet corporate fuel consumption requirements imposed by the Federal authorities. It was in the USA that the idea of a sporty Fiesta was born. The man responsible was Detroit-based businessman Gary Kohs, who convinced Ford that they should commission such a car from Healey Automobile Consultants Ltd in the UK.

Donald Healey and his son Geoffrey were keen to get involved in this exciting project and set to work modifying a new US-specification Fiesta. Ralph Broad (of tuners Broadspeed) was charged with extracting more power from the 'Federalised' 1.6-litre Kent engine, which included ditching the emissions equipment, changing the cylinder head and camshaft, and fitting a twin-choke Weber carburettor and less restrictive exhaust system. Maximum power went up to around 105bhp, a useful increase over the restricted US version's 66 horsepower. The Healeys also removed the Fiesta's rear seats, replaced the front seats with a Wolfrace pair, fitted an internal roll cage, modified the body to accommodate wider Minilite wheels and a large frontal air dam, and up-rated the suspension and brakes.



Painted British Racing Green with yellow pinstripes, the body carried a unique chassis plate and 'Ford Fiesta by Healey' badges. Shortly after completion, the Healey Fiesta was favourably reviewed by the authoritative American motoring magazine *Road & Track*, featuring on the front cover of its August 1979 edition. Sadly, with Ford intent on phasing out the Fiesta in the USA, the Healeys' prototype was destined to remain the only one constructed. The car is mentioned in Geoffrey Healey's book, *'The Healey Story'* (page 151).

When Ford disposed of a number of concept cars in the 1980s, the Fiesta prototype was bought by Healey enthusiast and collector, Bill Wood. Several years later Bill Wood sold the car to the current owner, another Healey enthusiast, who sold it on to Bill Segui before buying it back. The Fiesta has recently been on display at the highly respected and active Healey Museum in the Netherlands. Described as in generally good condition, having covered only 7,000 miles from new, this unique piece of Healey – and Ford – history is offered with a comprehensive documents file containing copies of factory correspondence, publicity material, specification sheets, press releases, magazine articles, etc. A unique opportunity for the Healey collector.

Should the Lot remain in the EU, local import taxes of 5% will be applied to the hammer price.

**£10,000 - 15,000**

**€13,000 - 19,000**



**1963 JAGUAR E-TYPE 3.8-LITRE 'SERIES 1' COUPÉ**

Registration no. 859 VRR

Chassis no. 861413

Engine no. RA 4674-9

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

Introduced in 3.8-litre form in 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. While, inevitably, the car's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was a lot more to the E-Type beneath the skin.

The newcomer's design owed much to that of the racing D-Type. Indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor. Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine.



The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint: firstly, because it weighed around 500lb less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine. At the rear the E-Type's suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

Despite the E-Type's gorgeous appearance, taller drivers could find its interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962.

But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This right-hand drive coupé comes with Jaguar Heritage certificate confirming matching registration, chassis and engine numbers. Dispatched on 30th December 1963, the car was sold via the Cottey & Edwards dealership in Nottingham and first owned by R Radford Ltd. However, it should be noted that the accompanying V5C states that the car has had one previous keeper: Bernard Gould, who is said to have acquired it on 26th February 1964, the date of first registration (prospective purchasers should be aware the V5C documents are not necessarily 100% accurate in this respect). The car was acquired by the currently registered keeper in October 2013.

Described as in original condition, running and driving well, '859 VRR' represents a wonderful opportunity to acquire an example of the Jaguar E-Type in its earliest and purest form, and will be freshly MoT'd prior to sale. An original service manual comes with it.

**£38,000 - 44,000**

**€48,000 - 55,000**







406

# **1976 TRIUMPH TR7/TR8 WORKS REPLICA RALLY CAR**

Registration no. SRM 915R

Chassis no. ACG4005

Engine no. 841015874



Much delayed by industrial and corporate strife, the V8-engined version of BL's Triumph TR7 sports car arrived in 1980, some two years behind schedule. Prior to the production version's launch, the works rally team had campaigned special TR7 V8s, putting up some creditable performances in 'tarmac' events, including an outright win in the Ypres Rally in 1978.

When it did materialise in Triumph guise, Rover's 3.5-litre V8 provided a welcome boost to the latest TR's performance, but sadly for British enthusiasts, the TR8 was a US-market car only, although a handful were completed with right-hand drive. Indeed, the TR8's UK launch had been scheduled for 1981, but BL's continuing losses meant that Triumph's Solihull plant had to close. Fewer than 3,000 TR8s were produced before production ended in October 1981.

This particular car started out in life in November 1976 as a standard TR7 coupé. When the 'SRM 915R' came into the last owner's possession in 2005, he decided to transform it into a detailed replica of the works TR8s of the late 1970s. The detailed specification is far too lengthy to list in full here but is painstakingly documented in the extensive history file that accompanies the car. Over £30,000 was spent on the transformation, which included fitting a fuel-injected 3.9-litre V8 engine with many performance upgrades, reputedly boosting maximum power to 460bhp, which is transmitted via a Rover SD1 LT77 five-speed gearbox.

As one might expect, the car is savagely fast and loud when called upon, but nevertheless remarkably docile and easy to drive at other times, being fully street legal. Packed full of special features, it would make a great historic race or rally machine and is being offered here at the fraction of the build costs.

Engine specification highlights include a Piper 285 camshaft and Piper high-rev anti-pump lifters; anti coil-bind valve springs; adjustable duplex (pre-stretched) timing chain set; high-flow oil pump; 'tadpole' oil pressure valve and up-rated spring; rising rate fuel pressure regulator with gauge; electric radiator fan with adjustable thermostat; Rimmer Bros stainless steel performance exhaust system; tubular stainless steel manifolds; lightened flywheel; and braided Teflon fuel and clutch pipes.

The interior is equipped with a full roll cage; flocked dashboard; five-point harness; plumbed-in fire extinguisher; hydraulic handbrakes; adjustable brake balance (in car); and Polycarbonate windows. The suspension boasts Polybushes throughout; multi-link axle location; adjustable shock absorbers (coil-over at the front); and a 22mm anti-roll bar with anti-dive kit. Other noteworthy features include a limited-slip differential; an alloy fuel tank (relocated to the boot); large swirl pot; and battery relocated to the boot. Accompanying paperwork consists of sundry restoration invoices, current MoT and V5 registration document.

**£18,000 - 22,000**

**€23,000 - 28,000**



407  
**1962 BENTLEY S3 SALOON**  
**COACHWORK BY B10AV**  
 Registration no. KAS 373



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce had turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering had been standardised.

In 1962 the new V8 engine appeared in improved form in the Bentley S3 and its Rolls-Royce equivalent, the Silver Cloud III, incorporating larger carburettors, a new distributor and raised compression ratio.

There were many other changes made to the S3/Cloud III, the most obvious being the adoption of a four-headlamp lighting arrangement, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside the new models featured revised accommodation with separate front seats and increased room for rear passengers. The last mainstream Bentley to employ a separate chassis, the S3 remained in production until superseded by the unitary construction T-Series in late 1965.

Since its acquisition by the current vendor, this S3 has benefited from an engine rebuild (new pistons, valves, big-end bearings, etc), a reconditioned radiator, re-chromed bumpers and new carpets (see bills on file totalling over £15,000). In addition, a bare-metal re-spray was carried out in 2005/2006. Always garaged in the enclosed, dry, underground car park at the owner's flat, the Bentley is described as in generally good/excellent condition, with fair interior. The car is offered with owner's handbook, parts book, V5 registration document and MoT/tax to July 2015.

**£18,000 - 22,000**  
**€23,000 - 28,000**



## 1923 ROLLS-ROYCE 20HP 'BARREL-SIDE' TOURER COACHWORK BY WILKINSON'S OF DERBY

Registration no. FU 1525

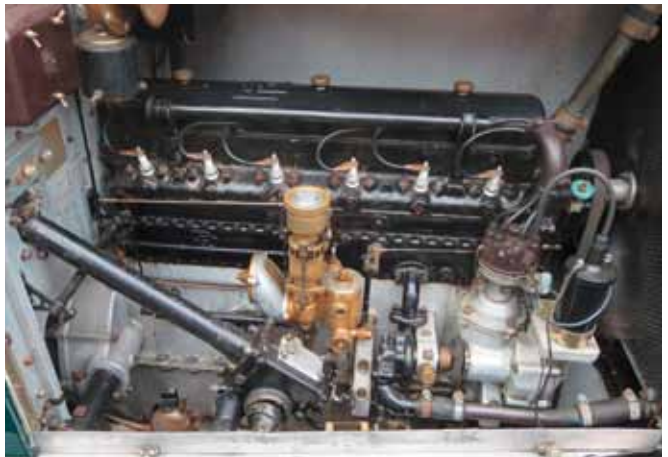
Chassis no. GF7

Engine no. G674



'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 the engine and gearbox, the latter featuring the modern innovation of a central ball change, together with a '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 to everyone's taste, 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 its makers 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.

Chassis number 'GF7' was delivered to coachbuilders Connaught in December 1923 and bodied as a landaulette for the Wright family of Willingham Hall near Market Rasen, Lincolnshire (since demolished). During the war years, the Rolls-Royce was converted into a lorry. The superb Barker-style barrel-sided tourer body that it now carries was fitted in the 1960s by the third owner, Hubert Haves Wilkinson. Wilkinson had acquired the car in 1960 from Messrs McLaglen & Wilson, who had purchased it from the Wrights. Some 30 years later, Wilkinson sold the Rolls-Royce to one T H Eastwood and it then passed via G Mead to John Young. Mr Young repainted the Twenty in cream with black wings and used it for weddings. In 2001 the car was repainted in its current colour scheme of green and was then laid up until 2008. The engine was rebuilt by Ristes of Nottingham in 2007.

The current vendor purchased 'FU 1525' from The Real Car Company in 2012, since when it has formed part of his private collection, seeing relatively little use. Noteworthy features include nicely patinated green leather upholstery; 'R-R'-embossed door cards; cocktail cabinet; rear Auster screen; recently renewed hood; and beautiful nickel-plated windscreen surround, radiator, lamps, running board edges and door handles. The provision of flashing indicators is a sensible upgrade.

'FU 1525' benefits from the recent attentions of pre-war car specialists Brewster Mudie Ltd of Stoke Prior, Bromsgrove, including detailed carburettor set-up and general servicing. A recent test drive to the photo shoot revealed the car to be a sprightly performer, riding bumps well and with positive steering and brakes. Everything was found to be functioning correctly: good electrical charge and oil pressure, and steady water temperature. A delightful early Twenty, ready to use and enjoy, the car is offered with copy chassis cards, old-style logbook, current road fund licence and V5C registration document.

**£40,000 - 60,000**

**€50,000 - 76,000**

409

**NO LOT**





410

**1946 ALVIS TA14 COUPÉ**  
**COACHWORK BY DUNCAN**

Registration no. FWS 962

Chassis no. 20602





Alvis recommenced production after WW2 with a range little altered from that of 1939, the 12/70 - first introduced in 1938 - reappearing as the TA14, the most obvious difference being the adoption of steel disc wheels in place of wires. An uncomplicated, separate-chassis design, the TA14 was powered by an overhead-valve four-cylinder engine of 1,892cc and featured beam-axle front suspension and mechanical brakes. The gearbox was a synchromesh four-speeder, and with 65bhp available the TA14 was good for 75mph.

Testing a TA14 in 1946, *Autocar* found the new Alvis, 'the most attractive car of its size which the well known company has produced, because it adds to the typical Alvis sure-footed and lively performance on the road a degree of all-round refinement which is quite impeccable. It steers lightly and with a confident certainty, and holds the road to perfection; the suspension is not hard, but most comfortable, the engine is very smooth and quite quiet, and the engine mounting conceals how many cylinders there are.' The car's excellent tractability, well-spaced gear ratios and powerful brakes all came in for praise, *Autocar* concluding that the TA14's 'very high level of excellence puts this Alvis right in the front rank.'

This unusual TA14 variant carries pillar-less two-door coupé coachwork by Duncan Industries Ltd of North Walsham, Norfolk, a little known coachbuilder that also bodied Healey chassis and those of other makes until its closure in 1948. Only some 30 Alvis TA14's received the Duncan body, including this car, which was dispatched to Galts of Glasgow and registered 'FWS 962' in the spring of 1948.

In 1994 the Alvis was discovered in a builder's yard in Greenside, County Durham. 'FWS 962' was in need of complete restoration, which took two years of hard work to complete. The engine is a reconditioned unit, supplied via the Alvis Club. The car is described as in generally very good condition, very reliable and great fun to drive, having been used regularly by its owner over the last 11 years, taking part in local shows and Alvis Club meetings. An older restoration, it offers the new purchaser the opportunity to use 'as is' or improve on what is already a good car throughout. Currently taxed, this rare coachbuilt Alvis is offered with sundry restoration invoices and V5C registration document.

**£25,000 - 30,000**

**€31,000 - 38,000**







411

**The factory demonstrator and first car built  
1998 DARE DZ SPORTS CONVERTIBLE**

Registration no. S279 TPU  
Chassis no. SABTVRO3598229130  
Engine no. 2147



This futuristic looking little sports car was built by Dare (UK) Ltd of Great Wigborough, Essex, which held the license to produce the Ginetta G4 and G12 competition GTs following the founding Walklett brothers' sale of the original Ginetta company; the DZ though, was one of Dare's own designs.

Available as either a convertible or fixed-head coupé with gull wing doors, the DZ was built around a composite chassis with moulded-in tubular steel framework. Suspension was independent all round by means of wishbones and coil spring dampers while there were vented disc brakes on all four wheels, gripped by four-pot alloy callipers at the front. Mounted transversely amidships, the engine was a 2.0-litre Ford Zetec producing either 130bhp (normally aspirated) or 210 horsepower (supercharged). Weighing only 1,477lbs, the DZ had a power-to-weight ratio of 194bhp/tonne (unblown) so its performance was electrifying.

The car offered here is the first of only ten DZs made, six of which were convertibles, and served as the factory's demonstrator, being displayed on its stand at the 1998 Motor Show in Birmingham and at the Brooke Kensington dealership in London. It was also used by Mark Walklett for his honeymoon to France, equipped with a roof rack for the trip. 'S279 TPU' has also appeared on television, driven by Vicki Butler-Henderson for the BBC's *'Top Gear'* and has featured in magazines including *'Top Gear'* and *'Speed & Style'*.

It has had only three owners prior to the current vendor: the factory, Niall Poole and M Luck, and has covered only 26,130 miles from new. In 2000 the factory removed the original turbocharger, and the now normally aspirated engine breathes via Weber fuel injection. Finished in silver with red leather interior, this rare and exclusive British sports car is offered with service history, SORN, expired MoT and V5C registration document.

**£15,000 - 20,000**  
**€19,000 - 25,000**



412

# **1997 BENTLEY TURBO RT SPORTS SALOON**

Registration no. TBA

Chassis no. SCBZP22CXWCH66223

Engine no. 8890L410M/T1T/S

Capitalising on the essentially bespoke nature of its manufacturing, Rolls-Royce introduced a host of limited edition variations on the modern 'Blower Bentley' theme during the 1990s. One of the very last of these was the Turbo RT.

Introduced in July 1997 on the previously optional, but now standard, longer wheelbase of the Bentley Turbo RL, the Turbo RT came with the 400bhp twin-turbo engine of the two-door Continental T installed and was outwardly distinguishable by a new mesh radiator grille and body-coloured bumpers with bright mesh inserts. Performance was breathtaking: with a top speed of 152mph the ultra-luxurious Turbo RT was one of the world's fastest four-door saloons, boasting acceleration on a par with the most exotic of Italian supercars.



One of the rarer of the modern 'Blower Bentleys', the Turbo RT was produced during 1997 and 1998 only, approximately 300 (including the Mulliner version) being made.

This Turbo RT was acquired in April 1998, having had two former keepers, and has covered only 46,000 miles from new. Described by the vendor as in generally excellent condition, the car is finished in green with cream leather upholstery. Now offered at a mere fraction of its original £150,000-or-so list price, this fine, limited-edition motor car is offered with owner's manual, service booklet, current road fund licence, MoT to October 2014 and V5 registration document.

**£12,000 - 15,000**

**€15,000 - 19,000**

413

**NO LOT**





414

**1975 FERRARI 365GT4 2+2 BERLINA  
COACHWORK BY PININFARINA**

Registration no. KKJ 453N

Chassis no. 18101

Engine no. 18101

'Most important was the double overhead cam engine. Like Rolls-Royce, no horsepower figure was quoted, but surely it was at least 320. More important was its massive amount of torque. Taken together with the turbine-like characteristics of the V12 engine, it mattered little which gear one was in or at what speed.' – Stanley Nowak on the 356GT4 2+2, *'Ferrari on the Road'*. Introduced towards the end of 1972, the 365GT4 2+2 was the biggest and best equipped four-seater Ferrari so far. Flagship of the Maranello range, it reaffirmed Ferrari's determination to compete with the world's finest luxury saloons. Based on the preceding 365GT 2+2, albeit lower, longer and wider, the newcomer was fitted with a four-cam version of the 4.4-litre V12 engine while retaining its predecessor's mechanical underpinnings. A total of only 524 had been completed by the time production ceased in 1976. This 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 - 15,000**

**€13,000 - 19,000**



415 N

**1964 TROJAN 200 MICRO CAR**

Chassis no. XAG12161

Engine no. 3-1356

Perhaps the biggest mystery concerning Ernest Heinkel's 'Kabine Cruiser' is how its creator got away with producing a design outwardly so similar to BMW's Isetta. Launched in 1956, the Heinkel used a 175cc four-stroke single-cylinder engine originally developed for a motor scooter and, while closely resembling the Isetta, was both lighter and roomier, even providing children's seats in the rear. Production was discontinued in Germany in 1958 but continued in other countries, Ireland included, where around 8,000 were built before the rights transferred to Trojan in the UK in 1961. Trojan had been manufacturers of unconventional light cars in the 1920s and 1930s, and the acquisition of the Heinkel - marketed as the Trojan 200 - marked the company's return to motor manufacture after a break of 25 years. Three- and four-wheeled versions were offered in both right- and left-hand drive configurations. A little over 6,000 were built before Trojan quit car production again in 1964. This stunning Model 603 (three wheels/left-hand drive) is offered fresh from a full restoration only completed earlier this year and is described as in generally excellent condition. Works carried out include a bare metal re-spray, powder coating, re-chroming, electrics refurbished, new brake master cylinder and wheel cylinder rubbers, upholstery restored, etc, etc. The provision of a windscreen wash/wipe system is the only notified deviation from factory specification.

**£15,000 - 18,000**

**€19,000 - 23,000**

416

# **1952 LAND ROVER 'SERIES I' 4X4 UTILITY**

Registration no. LSV 632

Chassis no. 36100346

Engine no. 36100732

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today. This 'Series I' on the 80" wheelbase chassis has the 1,997cc petrol engine introduced in 1952 and was sold new to a farm in Northamptonshire. In 1985 the vehicle was sold on, the registration changing from 'HNV 804' to the current 'LSV 632', and in 2005 passed as a restoration project to a new owner in Leicestershire. The current vendor completed the restoration following his acquisition of the Land Rover in May 2014. 'LSV 632' is described as in generally good condition, benefiting from a new bulkhead, good chassis, new fuel tank, rebuilt brakes and new tyres. The engine is said to run well. Currently taxed, the vehicle is offered with old-style logbook, current MoT and V5C registration document.

**£6,000 - 8,000**

**€7,600 - 10,000**



417

# **Left-hand drive**

## **1983 RANGE ROVER 4X4 ESTATE**

Registration no. A478 VYH

Chassis no. SALLHAMVZAA131454

Engine no. 12065A

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version. This left-hand drive Range Rover was ordered by a Middle Eastern royal family for use by one of the younger princes. Registered to the prince's chauffeur, the Range Rover was kept stored in Montreux, Switzerland where it was used mainly for an annual two-week holiday in August. Since its return to the UK, 'A478 VYH' has always been garaged while seeing only sparing use, and is described by the vendor as in generally good condition. Currently taxed, the car is offered with V5 document and MoT to 28th November 2014. The optional light guards, running boards and parcel shelf are period accessories.

**£5,000 - 7,000**

**€6,300 - 8,800**







418

#### 1986 INTERSTYL HUSTLER HUNTSMAN 6

Registration no. Q984 CPE

Chassis no. SABLVL03606115033

Engine no. 12H996AA 156459

Best remembered for his futuristically styled Aston Martin Lagonda of the 1970s, the late William Towns turned to a succession of smaller but no less idiosyncratic vehicles after he left Newport Pagnell. Produced by Towns' own Interstyl company and first seen in 1978, the Hustler was a kit-car designed to accept Mini engines and running gear, and looked like an enlarged and more angular version of the Moke. The original Hustler 4 set the pattern for those that followed, consisting of a steel platform monocoque clad in glassfibre lower body panels with a hatchback-style cabin and vinyl-covered plywood roof. Offered here is an example of the Mini Metro-based six-wheeled Huntsman 6. Correctly registered as a Hustler, it has had only three former keepers (details available). We are advised that the car has recently been sound-proofed, carpeted throughout and fitted with new rear seats, boot lid, 'Hustler' decals and bespoke galvanised bumpers, while other noteworthy features include a custom Power Flow stainless steel exhaust system and Performance alloy wheels. Only 1,931 miles have been covered since the engine was replaced in 2009 by the previous owner. The vehicle is offered with original sales leaflet and history, current road fund licence, MoT to May 2015 and V5 registration document. Rare and stylish, this Hustler represents an affordable and practical alternative to the more commonly encountered 'Jolly' beach cars.

**£3,000 - 5,000**

**£3,800 - 6,300**

**No Reserve**



419

#### 1999 ROVER MINI COOPER SALOON

Registration no. V31 DEC

Chassis no. SAXXNNAZEYD179216

Engine no. 12A2LK70390493

Having devised the iconic original back in the early 1960s, John Cooper sold his own modified Minis under the 'Mini Cooper' name from the mid-1980s, before Rover's acquisition of the rights to the name made it possible to officially re-launch the model in September 1990. The new Mini Cooper was based on the Mini 30, the most luxuriously equipped Limited Edition Mini to date, but fitted with the 1,275cc engine rather than the 30's 998cc unit. By the time production of the final – Mark 7 – version ceased in 2000, a total of well over five million Minis of all types had been produced, making it the best selling British car of all time. This superb Mini Cooper comes with a letter from the factory to the original owner - a Miss Turner - stating that it is 'the last Mini registered in the last Millennium' and that 'only one Mini was licensed on 31st December 1999 with a 1999 tax disc', thus making it unique. Attractively finished in green with matching interior and white roof and bonnet stripes, 'V31 DEC' has covered only 50,600 miles from new and is described as in generally excellent condition. Winner of the Prix des Alpes Rally in 2000, this highly collectible Mini Cooper is offered with the aforementioned letter, sundry invoices, current MoT/tax and V5C registration document.

**£7,000 - 10,000**

**£8,800 - 13,000**

420

# 1983 MINI MAYFAIR AUTOMATIC SALOON

Registration no. EKJ 994Y

Chassis no. SAXXL2S1N20154390

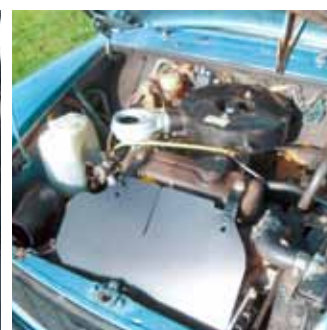
Engine no. 0102691998P

By the end of 1980 the original 850cc Mini had gone, leaving the Mini 1000 - available in City and HLE variants - as the sole model available. Introduced at the same time, a heavily revised 'A-plus' version of the venerable A-Series engine together with an improved gearbox (both from the Metro) made the Mini both quieter and more refined than ever before. In 1982 the 'luxury' 1000 HLE version became the 'Mayfair', featuring tinted glass, cut pile carpeting, head restraints, passenger door mirror, locking fuel filler, Raschelle velour upholstery (as seen in the Metro Vanden Plas) and radio as standard. Together with the base model (renamed 'Sprite'), the Mayfair gained the Metro's 1,275cc engine in 1992. The following year both models' interiors were revamped with bigger, Metro-type front seats and, in the Mayfair's case, a burr walnut dashboard boasting a radio/cassette player and more comprehensive instrumentation including a rev counter. An alarm/immobiliser was standard on the Mayfair. This automatic transmission Mini Mayfair has covered only some 18,000 miles from new, having been in storage for 15 years. Described as in generally good condition, with excellent interior, the car comes with current road fund licence and V5 registration document, and will be freshly MoT'd prior to sale.

£2,000 - 4,000

£2,500 - 5,000

No Reserve



421

# 1981 MERCEDES-BENZ 500SL SPORTS CONVERTIBLE

Registration no. AGT 166X

Chassis no. 107.046-22-000780

Engine no. 117.960-22-003451

Luxuriously equipped and superbly finished in the best traditions of Mercedes-Benz's top-of-the-range models, the 500SL convertible and 500SLC coupé were introduced at the Geneva Salon in March 1980 alongside the outwardly similar 380SL/SLC. The '500' featured the all-alloy overhead-camshaft V8 engine that had debuted in the 450SLC 5.0 of 1977; more powerful yet less thirsty than the existing V8, this new 5.0-litre unit produced 240bhp at 5,000rpm, an output sufficient to propel the 500SL to 140mph. Although shorter in the wheelbase than the 450, the newcomer retained its predecessor's attractive and long-established body style, which now featured spoilers front and rear. The state-of-the-art running gear too remained essentially unchanged, though improvements were made to the all-independent suspension and to the brakes. Four-speed automatic transmission was standard. This right-hand drive 500SL convertible was last on the road in 2006 and has recently undergone light re-commissioning to bring it up to MoT test standard at a cost of approximately £3,000, including £900 for the hood. Finished in green with beige leather/vinyl interior, 'AGT 166X' is described by the vendor as in generally good condition, with 'fair' interior. A total of 72,160 miles is currently displayed on the odometer. The car is offered with MoT to July 2015, V5C document and a substantial quantity of service invoices, expired MoTs and old tax discs.

£5,500 - 6,500

£6,900 - 8,200





422

**1981 PORSCHE 924 CARRERA GT COUPÉ**

Registration no. RUT 966W

Chassis no. WP022293ZBN700333

Engine no. 31500288



Volkswagen's decision not to proceed with their designed-by-Porsche 914 replacement led to the latter taking on the project themselves. Launched in November 1975, the resulting 924 drew heavily on Volkswagen/Audi components: the 2-litre, four-cylinder, overhead-camshaft engine being a development of the Audi 100's, and the four-speed transaxle a VW unit. A five-speed Porsche-designed gearbox and improvements to the suspension were early developments, and in 1978 came the first truly high-performance 924 - the Turbo. The latter's extra 45bhp raised top speed to around 150mph, and this figure would be further improved upon by the 924 Carrera GT. A road model with competition potential, the luxuriously equipped Carrera GT was launched at the 1979 Frankfurt Show.

Easily distinguishable from lesser 924s by virtue of its bonnet air intake and widened wheelarches, the Carrera GT was built in limited numbers - around 250 are thought to have been made - to gain homologation for rallying and Group 4 events. The standard version came with 210bhp but this could be boosted to well over 300bhp for racing. Three cars were entered by the works in the 1980 Le Mans 24-Hour Race, finishing 6th, 12th and 13th. The 924 line was discontinued in 1988.

Sold new via Swinford Motors and owned by the current vendor for the last ten years, this example of one of the rarest of 924 variants has appeared in '911 & Porsche World' magazine in an article/buyers' guide. It is one of only 75 right-hand drive models produced during 1980/81, of which 42 are believed to survive in original condition today. The accompanying Porsche Certificate of Authenticity list the following optional equipment: electric heated door mirrors; headlamp washers; forged alloy wheels; rear wiper; leather four-spoke steering wheel; electric aerial and speakers; sport shock absorbers; and electric windows.

The car comes with partial service history and for the last ten years has been maintained by the owner. It benefits from re-trimmed front seats, new tyres, new brakes and lines, refurbished fuel tank, new fuel pumps and new original 937 Sport Bilstein dampers (from Porsche). Finished in Guards Red with brown pinstripe interior, the latter with un-cracked dashboard, the car is described as in generally excellent condition, with very good engine. Accompanying paperwork consists of sundry bills, MoT to August 2015 and V5C registration document. A carbon-fibre bonnet, 944 handbrake, cut-down washer bottle and leather-trimmed rear seats are the only notified deviations from factory specification (all original parts available).

**£40,000 - 45,000**

**€50,000 - 57,000**







423

#### **C.1968 LAND ROVER SERIES IIA 4X4 UTILITY**

Registration no. SPM 450G

Chassis no. 24135233F

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time. Progressively developed since its launch in 1948 and modified to serve countless specialist requirements, the ubiquitous Land Rover looks set to continue well into the 21st Century. This Series IIA model on the 88" wheelbase has the 2,286cc, 77bhp overhead-valve petrol engine option that had been introduced on the Series II. Originally used by the Coastguard, it has been owned and used by the current vendor for approximately six years, and has been fitted with a replacement engine as the original's big-end bearings needed renewing. Offered for restoration, the vehicle comes with the removed engine and is sold strictly as viewed. We understand that a replacement V5C registration document has been applied for.

**£2,000 - 4,000**

**€2,500 - 5,000**

**No Reserve**



424

#### **1960 MORRIS MINI MINOR SALOON**

Registration no. 684 XMT

Chassis no. M/A2S4-13341

Engine no. 13356

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout allowed Issigonis to create a trend-setting masterpiece of automotive packaging. BMC chose to market the car as the Austin Seven and Morris Mini Minor before Mini became a marque in its own right in 1969. In due course estate and van versions arrived, larger engines became available, more luxurious Riley and Wolseley models joined the line-up and the sporting Mini Cooper was introduced. Almost 60 years after the Mini's introduction, most early cars have been either scrapped or restored, which makes this original and un-restored example highly unusual and of particular appeal to collectors of the marque. Currently displaying a total of 28,083 miles on the odometer, the car has been owned by the current vendor since 1975 and was last driven in October 2000. Garaged up to that time, it has been standing on private land for the last 14 years. We are advised that the engine still turns over. Sold strictly as viewed and offered without reserve, the car comes with an old-style logbook and a quantity of expired MoT certificates. Ripe for sympathetic restoration, it represents an ideal acquisition ahead of the Mini's 60th Anniversary celebrations in 2019.

**£3,000 - 5,000**

**€3,800 - 6,300**

**No Reserve**

425

**Left-hand drive**

**1979 VOLKSWAGEN 'BEETLE' CABRIOLET PROJECT  
COACHWORK BY KARMANN**

Registration no. EGY 537T

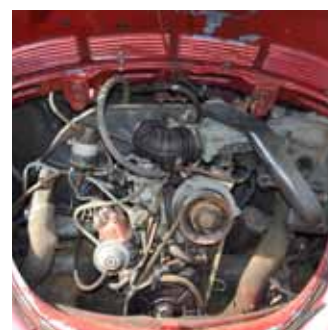
Chassis no. 1592029278

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car', going on to become an all-time best-seller and cult classic. The Beetle was continuously updated from the time post-war production commenced, under British military supervision, in 1945, acquiring subtly altered coachwork, improved running gear and larger engines. By the time European production ceased in 1974 a staggering 21,000,000-plus Beetles of all types had been made. A host of derivatives was spawned over the course of the Beetle's life, the longest enduring being the Cabriolet. A single prototype was built pre-war but it was not until 1949 that production proper commenced, the bulk of which was entrusted to Karmann of Osnabrück, whose four-seater Cabriolet appeared soon after the two-seater Hebmüller-built version. Only Karmann's would stand the test of time, outliving the saloon and remaining ever fashionable, an instantly recognisable motoring icon to this day and one ever popular with show business celebrities. The left-hand drive Beetle Cabriolet offered here was acquired 13 years ago as a retirement project by the current vendor, having been imported from California in 1989. Untouched since acquisition, the car is offered for restoration. Sold strictly as viewed, it comes with a V5 registration document.

**£2,000 - 4,000**

**£2,500 - 5,000**

**No Reserve**



426

**In the current ownership for 53 years**

**1955 DAIMLER EMPRESS SALOON  
COACHWORK BY HOOPER & CO LTD**

Registration no. TBA

Chassis no. 91459

Engine no. 78939

Daimler maintained its long-established position as royalty's favourite in the immediate post-war years while grabbing headlines in the popular press thanks to a succession of often-outrageous 'Docker specials' on the DE36 straight-eight chassis. For the owner-driver though, the six-cylinder Daimler represented a more sensible choice. From 1954 onwards this range comprised the Regency II, Sportsman or Empress saloons, the latter featuring a body by in-house coachbuilder Hooper & Co. The power unit was a 3.5-litre overhead-valve six (there was also an optional 4.6-litre unit) and the transmission Daimler's traditional fluid flywheel/pre-selector type. This Empress was originally ordered for the chairman of the Co-operative Insurance Society and in April 1961 passed via the Stratstone Motor Company to the current vendors. The car has been laid up since 1988 and until then was chauffeur driven, being maintained and serviced regularly by the Daimler agent in Willesden. It has been kept warmly garaged and has never been involved in an accident. Expected to possess an MoT certificate by time of sale, the car is offered with V5C registration document. The blanking off of the trafficators (believed still in situ) and the provision of flashing indicators are the only notified deviations from factory specification. It should be noted that the registration number is being retained by the vendor.

**£4,000 - 5,000**

**£5,000 - 6,300**

**No Reserve**







427

**C.1990 GRAVETTI COBRA 427 REPLICA ROADSTER**

Registration no. DRB 100B

Chassis no. 1B52622DN

Engine no. E90722ARBG



'Don't buy a GE 427 to impress your mother-in-law. Don't buy one as a family runabout. Don't buy one to take your bank manager to lunch. Buy one for the sheer enjoyment.' – Gravetti Engineering. Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Only 1,000-or-so Cobras of all types were built between 1962 and 1967, but such was the model's enduring popularity that production was resumed in 1982 under the auspices of Brooklands-based Autokraft.

In parallel with Autokraft's 'official' MkIV version, a worldwide cottage industry of replica-builders emerged to satisfy the continuing demand for the legendary Cobra, making it arguably the most popular 'kit car' of all time.

The car offered here is in the popular Cobra 427 style and was professionally built circa 1990/1991 by Gravetti Engineering, a company that operated out of various premises in Southern England during the 1980s and 1990s. It incorporates a ladder-type chassis and the independent rear suspension from a 1964 Jaguar S-Type saloon. The Cobra takes its identity and nominal year of manufacture from this car, and thus is exempt from road tax, and is registered as a Jaguar. The engine is a Ford small-block V8 of 289ci displacement (4.7 litres), which is equipped with a Holley carburettor and Edelbrock inlet manifold, while the gearbox is a four-speed manual Hurst 'Super Shifter'. The alloy wheels are Halibrand replicas.

'DRB 100B' is finished in dark blue with contrasting bronze bonnet stripes and dark blue leather interior, and comes complete with full weather equipment and a tonneau cover. Recently serviced, this affordable Cobra replica is offered with sundry invoices, technical information, MoT to July 2015 and V5C registration document.

**£20,000 - 25,000**

**€25,000 - 31,000**



428

# **1989 JAGUAR XJ-S V12 CONVERTIBLE**

Registration no. F493 OPC

Chassis no. SAJJNADW3DB157017

Engine no. 85064149SA

Conceived as a comfortable and long-legged Grand Routier, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof.



Essentially an exercise in niche marketing to test public reaction, the Cabriolet's production was entrusted to outside specialist contractors, with bodysells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final despatch. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996.

This automatic transmission XJ-S V12 Convertible has had only one private owner, around-the-world yachtsman Serge Paris, and while in his ownership was maintained by Jason Mann, who previously worked for H A Fox Jaguar in Guildford. Mr Paris spent many years away at sea, which explains this car's relatively low mileage (see signed letter of confirmation on file). The most recent service was carried out in September 2013 (at 24,103 miles) by Collier Street Garage of Marden, Kent (bill on file). Finished in Solent Blue with cream interior, this little used XJ-S convertible is offered with its original handbook and service book, V5C document and MoT to July 2015 (no advisories). The car will have been driven to the sale.

**£12,000 - 16,000**  
**€15,000 - 20,000**





429

**1966 TRIUMPH TR4A ROADSTER**

Registration no. JFM 666D

Chassis no. CTC660960



First step in the TR's transition from uncomplicated, rugged sports car to something altogether more refined, the TR4 had been introduced in 1961. Italian designer Giovanni Michelotti's new bodysell 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. Among mainstream British sports cars, only the Triumph Spitfire and Jaguar E-Type had independent rear suspension at this time. Consisting of substantial cast-alloy trailing arms, coil springs, splined half shafts and lever-arm hydraulic dampers, the new independent rear end necessitated an entirely new chassis frame rather than merely a revision of the old one.

Cars destined for the price-sensitive US market retained the cheaper live rear axle, which was carried in a modified version of the new chassis. To offset the inevitable weight increase associated with the more complex rear suspension, the 2,138cc received a new camshaft and a more efficient exhaust system, and now produced 104bhp at 4,700rpm. 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.

We are advised that this TR4A spent many years in barn storage, hence the relatively low recorded mileage of circa 65,000. It is a rare, right-hand drive UK model, which has been re-sprayed but otherwise is virtually original. Described as in generally good/very good condition, the car is offered with current MoT, V5 document and a file of paperwork.

**£14,000 - 18,000**

**€18,000 - 23,000**

# MOTORING

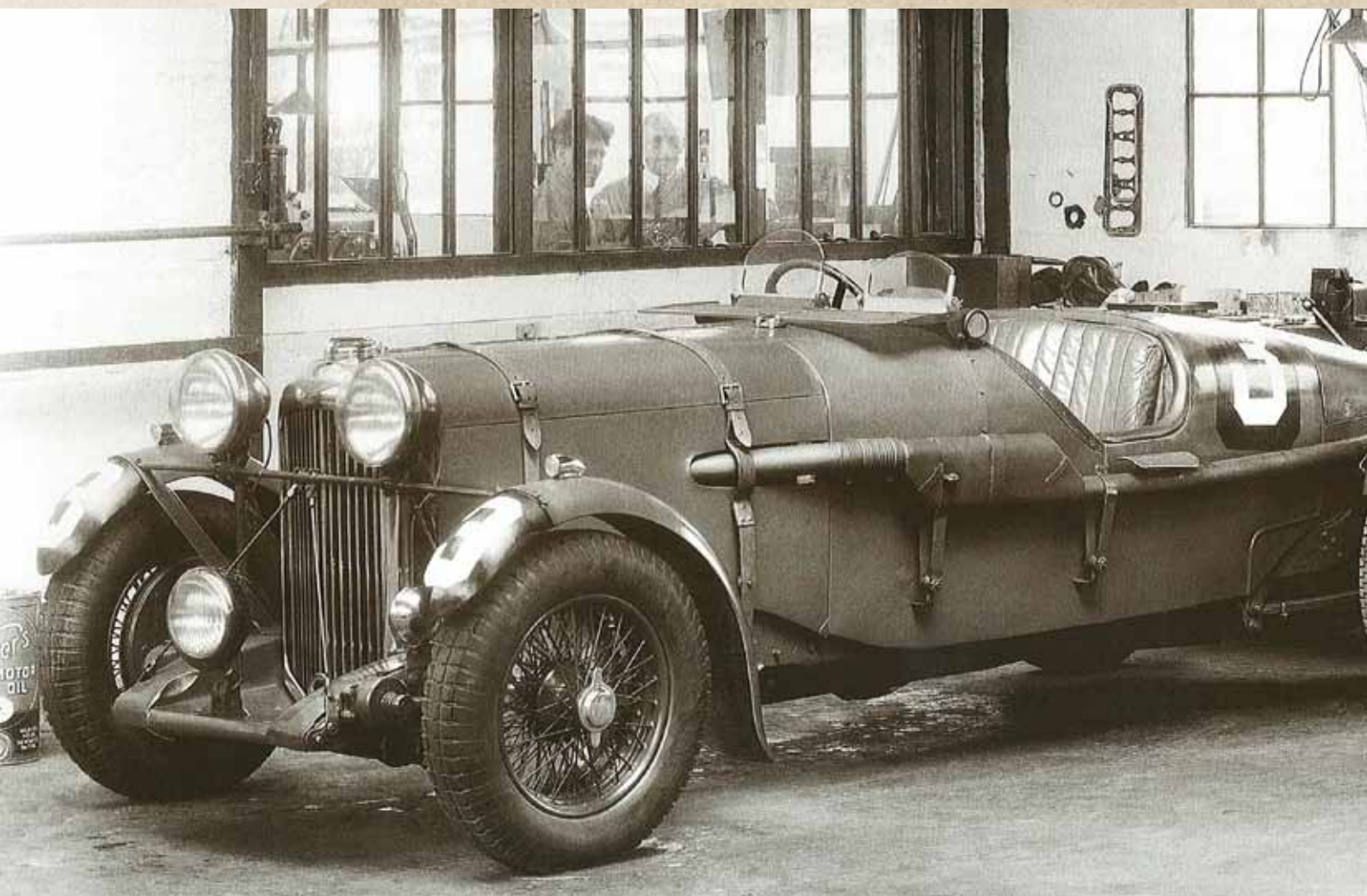
## SALES DIARY 2014

<b>13 September</b>	<b>The Goodwood Revival Sale</b> Collectors' Motor Cars and Automobilia Goodwood Motor Circuit, Chichester, UK
<b>10 October</b>	<b>The Zoute Grand Prix Sale</b> Collectors' Motor Cars and Automobilia Zoute, Belgium
<b>19 October</b>	<b>The Autumn Stafford Sale</b> Collectors' Motorcycles and Related Memorabilia Stafford, UK
<b>31 October</b>	<b>The Veteran Sale</b> Veteran Motor Cars and Related Automobilia New Bond Street, London, UK
<b>12 November</b>	<b>The Harrogate Sale</b> Collectors' Motor Cars, Motorcycles and Automobilia Harrogate, UK
<b>30 November</b>	<b>The New Bond Street Sale</b> Important Collectors' Motor Cars and Automobilia London, UK
<b>6 December</b>	<b>December Oxford Sale</b> Collectors' Motor Cars and Automobilia Bonhams Oxford



**Important Collectors'**  
**Motor Cars and Automobilia**  
Saturday 13 September 2014  
Goodwood Revival  
Chichester, Sussex

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*The ex-Hon. Brian Lewis/John Hindmarsh/Charles Brackenbury/C.E.C.Martin/Marcel Lehoux - 1936 Grand Prix de L'ACF, 1936 and 1937 RAC Tourist Trophy, 1936 BRDC Brooklands 500-Mile Race, 1937 Le Mans, 1952 Goodwood Nine Hours entry and Alan Hess Sports Car record breaking, Fox & Nicholl Team Car - 'EPE 97'*  
**1936 LAGONDA LG45R RAPIDE SPORTS-RACING TWO-SEATER**  
Coachwork by Fox & Nicholl  
£1,400,000 - 1,800,000



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Below

**The ex-1930 Mille Miglia Class winner and 5th Overall (Bassi/Gazzabini), 1930 Targa Florio (Cau.Minoia), Irish Grand Prix (G. Ramponi) and Tourist Trophy, ex-Heiko Seekamp**  
**1930 OM 665 SS MM SUPERBA 2.3 LITRE SUPERCHARGED**  
Refer Department



# Bonhams



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Monday 6 October

Philadelphia, Pennsylvania

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*The ex-F.C. Deemer "Honeymoon" Roadster*  
**1907 AMERICAN UNDERSLUNG 50HP  
TWO SEATER SPORTS ROADSTER**



Property from a Private Collection – Preserved Automobiles of Exceptional Quality:

*Originally supplied to Speed Boat Racer Commodore Jonathan Moore, four owners from new*  
**1916 SIMPLEX CRANE MODEL 5 BERLINE**

*A highly original and unspoilt example of the "big" Maxwell*  
**1911 MAXWELL MODEL GA 30HP FOUR-SEAT  
TOURING**



# Bonhams

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The Classic Motorcycle  
Mechanics Show, Stafford  
Sunday 19 October 2014

### ENTRIES INVITED

We are consigning entries for our Autumn Stafford Sale. For details of how to take part or to discuss, in confidence, any aspect of buying or selling collectors' motorcycles at our sales please contact the London office, or submit a complimentary auction appraisal at [Bonhams.com/motorcycles](http://Bonhams.com/motorcycles).

### ENQUIRIES

**Motorcycles (London)**  
+44 (0) 20 8963 2817  
[motorcycles@bonhams.com](mailto:motorcycles@bonhams.com)

### Catalogue

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[subscriptions@bonhams.com](mailto:subscriptions@bonhams.com)



*Property of a deceased's estate*  
**1959 TRIUMPH 649CC T120 BONNEVILLE**  
£6,000 - 9,000

# Bonhams

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Benefitting from the support of the town of Knokke le Zoute and the dedicated sponsors that supported the first edition in 2011, the Zoute Concours d'Elegance prepares for its third edition and intends to build up increased international recognition in 2014.

For the next edition, we return to the fairway of the prestigious Royal Zoute Golf Club where a limited number of quality entries in pre and post war classes will be selected by the organising committee.

October 12th, 2014, is the date to save for the third annual Zoute Concours d'Elegance. Preceded by the start of the Zoute Rally,

Bonhams will be holding their second sale of collectors motor cars on Friday October 10th. We look forward to welcoming you to a weekend of motoring by the beach and the 2014 edition of this event in Belgium's most exclusive seaside resort.

[www.zoutegrandprix.be](http://www.zoutegrandprix.be)

## CONCOURS D'ELEGANCE JUDGED BY AN INTERNATIONAL JURY



## WEEKEND ZOUTE GRAND PRIX® 2014

**9-12 October 2014**

Gala weekend for the most prestigious car brands

-  **ZOUTE RALLY®** – 9-11 October 2014  
A regularity rally and 'ballade' limited to 150 classic cars manufactured between 1920 and 1965, with start and finish in Knokke – Le Zoute.
-  **ZOUTE TOP MARQUES®** – 9-12 October 2014  
Podiums with the latest and most exclusive modern cars, which will be displayed along the Kustlaan and Albertplein in Le Zoute.
-  **ZOUTE SALE® - by Bonhams** – 10 October 2014  
A prestigious international auction of fine and rare collectors motor cars to be held on the central Albertplein in Le Zoute.
-  **ZOUTE CONCOURS D'ELEGANCE®** – 12 October 2014  
The fourth edition of the Concours d'Elegance will take place at the fairway of the prestigious Royal Zoute Golf Club where a limited number of quality entries in pre and post war classes will be selected by the organising committee and judged by an international jury.
-  **ZOUTE GT TOUR®** – 12 October 2014  
A tour for 150 of the most exclusive modern GT's younger than 10 years, starting from Brussels, Antwerp or Gent area to Knokke – Le Zoute.



# ZOUTE GRAND PRIX

KNOKKE LE ZOUTE - BELGIUM

9-12 OCTOBER 2014

5<sup>th</sup> EDITION





## LONDON TO BRIGHTON VETERAN CAR RUN SALE

New Bond Street  
Friday 31 October 2014  
Entries now invited

*Originally the property of Orly Roederer of  
the champagne house Louis Roederer, Reims*  
**1904 AUTOMOBILES CHARRON,  
GIRARDOT ET VOIGT (CGV ) MODEL H1  
6 1/4-LITRE SIDE-ENTERANCE PHAETON  
£390,000 - 440,000**

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### ENQUIRIES

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# Bonhams

LONDON

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## THE NEW BOND STREET SALE

Sunday 30 November 2014

London, New Bond Street

**Entries now invited**

**'RWD 132' - The ex-John Dalton**

**1955 AUSTIN-HEALEY 100S**

**SPORTS RACING TWO-SEATER**

Chassis no. AHS 3702

£600,000 - 750,000

RWD 132 will be competing (Freddie March Memorial Trophy) and available for view at the forthcoming Goodwood Revival Meeting, 11-14 September.

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The Endurance Rally Association  
Home of the Peking to Paris Rally



## A Great British Vintage Rally

Set for April 2015, an all-new route carves its way northwards to finish at Gleneagles, having taken in the Yorkshire Moors; Oliver's Mount hillclimb, Scarborough; Whitby; a splash to the Holy Island of Lindisfarne, tide permitting; Gosforth Park and the Scottish Borders.

From the organisers of over 65 international rallies and home of the Peking to Paris, the 6th Classic Safari, and next year's 2nd Trans-America.

Supported by:

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The premier rally for pre-war Vintageants, now in its seventh edition, is open to entries. Recently it's been heavily over-subscribed, so don't delay contacting the Endurance Rally Association for a free information pack.

Contact Philip Young, Jane, Georgina and Annette or check out the history of this fabulous event on our website T: 01235 831221 E: [admin@endurorally.com](mailto:admin@endurorally.com)  
[www.endurorally.com](http://www.endurorally.com)





# AT THE CENTRE OF THINGS FOR 80 YEARS



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4 MAY	CURBOROUGH SPEED TRIALS	19 JULY	DONINGTON PARK RACE MEETING
11 MAY	WISCOMBE PARK HILL CLIMB	1-3 AUG	PRESCOTT SPEED HILL CLIMB Featuring 80th Anniversary Hill Climb (Fri)
7 JUNE	CADWELL PARK RACE MEETING	7 AUG	SANTA POD RACEWAY 80th ANNIVERSARY STRAIGHT-LINE SPRINT
8 JUNE	HAREWOOD HILL CLIMB (VSCC Classes at BARC Hill Climb)	13-14 SEPT	LOTON PARK HILL CLIMB
14-15 JUNE	BROOKLANDS DOUBLE TWELVE MOTORSPORT FESTIVAL including VSCC Speed Trials at Mercedes Benz World (Sat)	28 SEPT	SNETTERTON RACE MEETING
28-29 JUNE	PEMBREY SPRINT AND PRE-WAR TEAM RACE (Sat) RACE MEETING (Sun)	5 OCT	CASTLE COMBE AUTUMN CLASSIC (Pre-war Sports-Cars)
		25 OCT	GOODWOOD AUTUMN SPRINT

FOR MORE INFORMATION AND TO JOIN,  
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**IMPORTANT:** Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

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In its role as *Auctioneer* of *Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams’* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller’s* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

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

#### *Condition Reports*

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

#### *The Seller’s responsibility to you*

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

#### *Bonhams’ responsibility to you*

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

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

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

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

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

#### *Alterations*

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

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

### 4. CONDUCT OF THE SALE

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

## 12. EXPORT/TRADE RESTRICTIONS

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

## 13. CITES REGULATIONS

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

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

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

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

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

## 15. BOOKS

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

## 16. CLOCKS AND WATCHES

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

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### Proof of Firearms

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

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

### Guns Sold as Parts

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

### Condition of Firearms

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

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

## Original Gun Specifications Derived from Gunmakers

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

## Licensing Requirements

### Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

## Taxidermy and Related Items

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

## 18. FURNITURE

### Upholstered Furniture

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

## 19. JEWELLERY

### ~ Ruby and Jadeite

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

### Gemstones

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

### Estimated Weights

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

### Signatures

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

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

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

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

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

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

## 20. PHOTOGRAPHS

### Explanation of Catalogue Terms

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

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

## 21. PICTURES

### Explanation of Catalogue Terms

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

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

## 22. PORCELAIN AND GLASS

### Damage and Restoration

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

## 23. VEHICLES

### The Veteran Car Club of Great Britain

#### Dating Plates and Certificates

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

## 24. WINE

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

### Examining the wines

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

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

### Corks and Ullages

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

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

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

### Options to buy parcels

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

### Wines in Bond

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

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

### Bottling Details and Case Terms

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

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



## 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](http://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](mailto: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.

<b>8</b>	<b>FAILURE TO PAY FOR THE LOT</b>		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):	<b>9</b>	<b>THE SELLER'S LIABILITY</b>	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> .
		<b>10</b>	<b>MISCELLANEOUS</b>	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.

<b>6</b>	<b>RESPONSIBILITY FOR THE LOT</b>				
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.	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
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .			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> .
<b>7</b>	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>	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	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
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> ):			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
7.1.1	to terminate this agreement immediately for your breach of contract;	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.
7.1.2	to retain possession of the <i>Lot</i> ;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>		
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;	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:	9.4	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> .
7.1.4	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;			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> .
7.1.5	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;	8.1.1	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.
7.1.6	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;	8.1.2	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.
7.1.7	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;	8.1.3	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> .
7.1.8	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	The discretion referred to in paragraph 8.1:	<b>10</b>	<b>OUR LIABILITY</b>
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;	8.2.1	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	10.1	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> .
7.1.10	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;	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	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:
7.1.11	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> .	<b>9</b>	<b>FORGERIES</b>	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
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		



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

## 11 MISCELLANEOUS

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

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

## 12 GOVERNING LAW

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

## DATA PROTECTION – USE OF YOUR INFORMATION

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

## APPENDIX 3

### DEFINITIONS AND GLOSSARY

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

### LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## GLOSSARY

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

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

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

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

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

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

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

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

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

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

## SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

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

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

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

- (a) the seller;
- (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
- (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

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



# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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## Paddle number (for office use only)

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

## Data protection – use of your information

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

## Credit and Debit Card Payments

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

## Notice to Bidders.

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

## If successful

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

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

## FOR WINE SALES ONLY

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

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Your signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

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

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

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

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

# Bonhams

Sale title: The Beaulieu Sale	Sale date: 6 September 2014
Sale no. 21902	Sale venue: Beaulieu, Hampshire
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
<b>General Bid Increments:</b>	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion
£5,000 - 10,000 .....by 500s	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.	
I am registering to bid as a private buyer <input type="checkbox"/>	I am registering to bid as a trade buyer <input type="checkbox"/>
If registered for VAT in the EU please enter your registration here: □□ / □□□□ - □□□□□□ - □□	Please tick if you have registered with us before <input type="checkbox"/>

Please note that all telephone calls are recorded.

# The Bonhams Motoring Network

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# Bonhams Specialist Departments

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## 20th Century British Art

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## Aboriginal Art

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## African, Oceanic & Pre-Columbian Art

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Fredric Backlar  
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## American Paintings

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## Antiquities

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## Antique Arms & Armour

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## Art Collections, Estates & Valuations

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## Art Nouveau & Decorative Art & Design

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## Australian Colonial Furniture and Australiana

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Suzy Pai  
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## British & European Porcelain & Pottery

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## California & American Paintings

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## Carpets

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Hadji Rahimpour  
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## Chinese & Asian Art

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# MOTOR CAR INDEX

Lot No	Year	Model	Lot No	Year	Model
373	1925	AEC 411 Single-Deck Omnibus	306	1961	Jaguar E-Type 3.8-Litre 'Flat Floor' Roadster
358	1967	Alfa Romeo Spider 1600 Duetto	361	1961	Jaguar XK150 3.8-Litre Drophead Coupé
343	1933	Alvis Speed 20 SA	405	1963	Jaguar E-Type 3.8-Litre 'Series 1' Coupé
316	1934	Alvis 2.7-Litre Crested Eagle TE Tourer Project	329	1967	Jaguar Mk2 3.8-Litre Sports
315	1934	Alvis 3½-Litre Crested Eagle TE Limousine Project	391	1973	Jaguar E-Type Series III V12 Roadster
319	1934	Alvis 4.3-Litre Drophead Coupé	428	1988	Jaguar XJ-S Convertible
314	1937	Alvis 3½-Litre Crested Eagle TA Saloon Project	301	1990	Jaguar XJ-S 3.6-Litre Coupé
318	1937	Alvis 3½-Litre Crested Eagle TB Saloon	381	1931	Lagonda 2-Litre Low Chassis T3 Tourer
325	1937	Alvis 4.3-Litre Drophead Coupé	368	1933	Lagonda 16/80
317	1939	Alvis Speed Twenty-Five SC Saloon Project	376	1936	Lagonda LG45 Fox & Nicholl Replica
410	1946	Alvis TA14 Coupé	416	1952	Land Rover 'Series 1' 4x4 Utility
312	1946	Alvis TA14 Shooting Brake Project	302	1959	Land Rover Series II 4x4
311	1960	Alvis TD21 Coupé Project	423	c.1968	Land Rover Series IIA 4x4 Utility
393	1961	Alvis TD21	395	1978	Maserati Khamsin Coupé
335	1923	Ansaldo 6AN Dual-Cowl Torpedo Tourer	392	1966	Mercedes-Benz 250SE Cabriolet
389	1957	Aston Martin DB MkIII Sports Saloon Project	359	1967	Mercedes-Benz 250SL
382	1928	Austin 20hp Landaulet	366	1969	Mercedes-Benz 280SL Convertible with Hardtop
309	1928	Austin 20hp Pickup	421	1981	Mercedes-Benz 500SL Sports Convertible
333	1938	Austin 12/4 'Low Loader' London Taxi Cab	324	1934	MG Magnette ND/NE Racing Special
378	1935	Austin 12/4 Taxicab	304	1936	MG Midget TA Special
353	1971	Austin/Morris 1000 Pick Up	321	1936	MG Midget TA
400	1959	Austin-Healey Sprite 'Mark I' Roadster Project	348	1938	MG SA Tourer
399	1967	Austin-Healey Sprite Mark IV Competition Coupé	401	c.1950	MG Midget TD Roadster
403	c.1958/1959	Austrian Formula Junior Monoposto	349	1955	MG Midget TF 1500 Roadster
345	1925	Bentley 3-Litre 'Blue Label' Tourer	398	1977	MG B GT V8
370	1938	Bentley 4¼ Derby	350	1957	MGA Roadster
387	1950	Bentley 4½ Litre	357	1959	MGA Twin Cam Roadster
330	1952	Bentley MK VI	346	1913	Minerva DD14hp
394	1954	Bentley R-Type 4½-Litre Saloon	420	1983	Mini Mayfair Automatic Saloon
407	1962	Bentley S3 Saloon	372	1936	Morgan Series 1
362	1955	Bentley S-Series Saloon	377	1938	Morgan 4/4 Roadster
331	1963	Bentley S3 Continental 'Flying Spur' Sports Saloon	342	1938	Morgan Super Sports
356	1994	Bentley Continental R Coupé	322	1973	Morgan Sports 4/4
412	1997	Bentley Turbo RT Sports Saloon	424	1960	Morris Mini Minor Saloon
379	c.1927	Buick Six Tourer	310	1968	Morris Mini Moke
354	1982	Chevrolet GMC Camaro	326	1913	Overland Touring
397	1995	Chrysler Viper Venom Roadster	402	1978	Panther J72 4.2
384	1922	Citroen Type C 'Cloverleaf' Tourer	338	1923	Peugeot Quadrilette Type 172 Two-Seater
328	1978	Corvette	364	1974	Porsche 911 2.7-Litre Targa Coupé
426	1955	Daimler Empress Saloon	422	1980	Porsche 924 Carrera GT
411	1998	Dare DZ Sports Convertible	417	1983	Range Rover 4x4 Estate
332	1911	De Dion Bouton DE1 6hp Two-seater Torpedo	334	1916	Rauch & Lang Model BX6 Electric Brougham
385	c.1911	De Dion-Bouton Fire Tender	380	1910	Renault AX Tourer
340	1911	Delahaye Type 48 12/14hp Open Drive Brougham de Ville	383	1912	Renault AX Tourer
375	1964	Diva GT 1500cc Competition Coupé	351	1962	Riley 1.5 Sports Saloon
386	1927	Dixi DA1 Barchetta	347	1922	Rolls Royce Silver Ghost
388	1948	Djinn Monoposto Racing Special	408	1923	Rolls-Royce 20HP
327	1973	Faun Parachute Carrier	305	1925	Rolls-Royce 20/25hp Saloon
414	1975	Ferrari 365GT4 2+2 Berlina	419	1999	Rover Mini Cooper Saloon
352	1970	FIAT 500 L Giannini TV	320	1935	SS 3½-Litre Saloon
307	1968	Fiat Vignale Eveline Coupé Project	339	1909	Stanley Model E2 10 HP Runabout
303	1977	Ford Transit Pickup	363	1954	Sunbeam Alpine Roadster
404	1978	Ford Fiesta by Healey Prototype	337	1913	Swift 7hp Twin-cylinder Two-seater Cyclecar
365	1987	Ford Sierra RS500 Cosworth Hatchback	341	1906	Talbot Type CT4-0B 20/24hp Two-seater
396	1992	Ford GT40 Coupé Replica by GT Developments	367	1981	Talbot Lotus Sunbeam
427	1990/1991	Gravetti Engineering Cobra GE427	429	1966	Triumph TR4
308	1963	Innocenti IM3 Saloon Project	406	1976	Triumph TR7/TR8 Works Replica
418	1986	Interstyl Hustler Huntsman 6	415	1964	Trojan 200 Micro Car
360	1958	Jaguar 3.4 MK1	336	1913	Unic Type C9 Landaulette Taxicab
390	1958	Jaguar XK150 Coupé	323	1920	Vauxhall E-type 30-98 Two-seater and dickey
371	1959	Jaguar XK150S	344	1923	Vauxhall Type OD 23-60hp Kington Tourer
355	1959	Jaguar XK150SE 3.8-Litre Drophead Coupé	369	1925	Voisin C5 18.23HP
374	1960	Jaguar XK150 3.4-Litre Drophead Coupé	425	1979	Volkswagen 'Beetle' Cabriolet Project

## MOTORCYCLE INDEX

Lot No	Year	Model	Lot No	Year	Model
251	1949	AJS 348cc Model 16 Trials Project	284	c.1926	Raleigh 2½hp
273	1972	Benelli Tornado 650S	258	1934	S.O.S. 172cc Model KW 'Brooklands'
275	1960	BMW 490cc R50	266	c.1929	Scott 498cc Sports Squirrel
280	1998	BMW R1200C	267	1930	Scott 596cc Flying Squirrel Tourer & Scott Sidecar
265	1910	Bradbury 3½hp Project	268	1929	Standard 600cc Type 600S & Bernadet Sidecar
271	1955	BSA 500cc Gold Star	262		Steib S501 Sidecar
254	c.1967	BSA 172cc Bantam D10 Project	277	c.1955	Sunbeam 489cc S7
256	1974	Bultaco 250cc Sherpa Trials	252	c.1960	Triumph Tiger Cub 199cc Trials
281	1931	Douglas 500cc Model F31	286	c.1961	Triumph 650cc Café Racer
282	1935	Douglas 494cc Endeavour	274	1965	Triumph 649cc T120 Bonneville
283	1951	Douglas 348cc Mark V	255	c.1967	Triumph 200cc T20 Tiger Cub Trials
269	1956	Douglas 348cc Dragonfly	259	1937	Velocette 348cc KSS MkII
263	1955	Excelsior 250cc SESTT2 Sports Talisman Twin	253	1953	Velocette 192cc LE
285	c.1928	Harley-Davidson 350cc Model BA	278	c.1955	Velocette 192cc LE
272	c.1966	Lambretta Li 125 'Jimmy' Replica Scooter	261	1959	Velocette 349cc Viper/KSS Special
264	1905	Laurin & Klement 544cc Model CC Dourdan	260	1959	Velocette 350cc Viper
279	c.1955	New Hudson 98cc Autocycle	270	1951	Vincent 499cc Comet Project
276	1930	New Imperial 350cc Blue Prince	257	1978	Yamaha TY250 Trials





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