

THE HARROGATE SALE

Collectors' Motor Cars and Motorcycles

Wednesday 12 November 2014

The Yorkshire Event Centre, Harrogate



Bonhams

THE HARROGATE SALE

Collectors' Motor Cars and Motorcycles

Wednesday 12 November 2014 at 13:00 and 14:30

The Yorkshire Event Centre, Harrogate

VIEWING

Tuesday 11 November
17:00 to 20:00
Wednesday 12 November
from 09:00

SALE TIMES

Motorcycles 13:00
Motor Cars 14:30

SALE NUMBER

21985

CATALOGUE

£20.00 + p&p

BIDS

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

Please note that bids should be submitted no later than 16:00 on Tuesday 11 November. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 1865 372 722 fax

We regret that we are unable to accept telephone bids for lots with a low estimate below £1,000. Absentee bids will be accepted. New bidders must also provide proof of identity when submitting bids. Failure to do so may result in your bids not being processed.

Live online bidding is available for this sale

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

ENQUIRIES

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

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

ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 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 136
Back cover: Lot 9

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,
Richard Harvey, 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

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

Please ensure the form is signed and dated at the bottom and disregard the client and paddle no. fields at the top of the form as this is for Bonhams use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day. If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

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

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

How can I pay?

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

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

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

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

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

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 3% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

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

Bank transfer

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

Cash Limit Acceptance

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

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium. Buyer's Premium on all **Automobilia** lots will adhere to Bonhams group policy, 25% up to £50,000 of hammer price, 20% from £50,001 to £1,000,000 of hammer price, and 12% on the balance thereafter. This applies to each lot purchased and is subject to VAT. Some lots may be subject to VAT on the hammer price. These lots will be clearly marked with a dagger (†) printed beside the lot number in the catalogue.

For **Motor Cars** and **Motorcycles** a 15% Buyer's Premium is payable on the first £50,000 of the final Hammer Price of each Lot, and 12% on any amount by which the Hammer Price exceeds £50,000, Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Any machine not collected by 7pm on the day of the sale will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page. Should you have difficulty collecting your purchased lots by 7pm, please notify a member of staff during or directly after the sale.

Can someone deliver the motorcycle for me?

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

Can someone arrange insurance for me?

Representatives of Hagerty insurance will be happy to assist with any insurance requirements for agreed value road risk, storage and transportation cover. Please feel free to contact Hagerty anytime.

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

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

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

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

Can I view the files that accompany the vehicles?

Yes, we should have every vehicles 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 V5/V5C Information

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

Vehicle Tax Disc

From 1 October 2014, vehicle tax is not transferable therefore any remaining tax offered with a vehicle will automatically be returned/refunded to the current keeper of the vehicle.

From 1 October, when you buy a vehicle, the vehicle tax will no longer be transferred with the vehicle. You will need to get new vehicle tax before you can use the vehicle.

You can tax the vehicle using the New Keeper Supplement (V5C/2) part of the vehicle registration certificate (V5C) online or by using DVLA's automated phone service - 24 hours a day, 7 days a week on 0300 123 4321.

For more information, please visit: www.gov.uk/government/news/vehicle-tax-changes

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.

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

Your contacts for this sale

Motor Car Specialists

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

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

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

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

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

Robert Hadfield
+44 (0) 07539 074242
robert.hadfield@bonhams.com

Motor Car Administrators

Jane Hogan
+44 (0) 20 7468 5801
jane.hogan@bonhams.com

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

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

Motorcycle Specialists

London
James Stensel
+44 (0) 20 8963 2818
+44 (0) 8700 273 625 fax
james.stensel@bonhams.com

Bill To
+44 (0) 20 8963 2822
+44 (0) 8700 273 625 fax
bill.to@bonhams.com

Ben Walker
+44 (0) 20 8963 2819
+44 (0) 8700 273 625 fax
ben.walker@bonhams.com

Devon and Cornwall
Jonathan Vickers
+44 (0) 1726 882 696
jonathan.vickers@bonhams.com

East Anglia
David Hawtin
+44 (0) 1507 481 890
+44 (0) 1507 481 890 fax
david.hawtin@bonhams.com

Home Counties
Colin Seeley
+44 (0) 20 8302 7627
colin.seeley@bonhams.com

Herts, Beds and Bucks
Martin Heckscher
+44 (0) 1494 758 838
martin.heckscher@bonhams.com

Midlands
Robert Cordon Champ
+44 (0) 1543 411 154
robert.cordonchamp@bonhams.com

Roger Etccl
+44 (0) 1327 856 024
roger.etccl@bonhams.com

Hampshire
Mike Jackson
+44 (0) 01794 518433
mike.jackson@bonhams.com

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

Alan Whitehead
+44 (0) 1204 844 884
+44 (0) 1202 401 799 fax

Gloucestershire
George Cohen
+44 (0) 1460 526 46
george.cohen@bonhams.com

Motorcycle Administrator

Andy Barrett
+44 (0) 20 8963 2817
andrew.barrett@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

Collections

Motorcycles and Motor Cars

Vehicles must be collected from the sale venue on the evening of the day of the sale or by 12 noon on Thursday 13 November. 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 to local store in Harrogate.

Vehicle Removal charges to local store

£165 + VAT per motor car
£50 + VAT per motorcycle
Commercial vehicles at quoted rates.

All vehicles must be removed from local store by Thursday 27 November otherwise they will be removed at the owners expense.

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).

Polygon registered address:
Unit 2H North Road
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hampshire SO40 4BL
02380 871555
02380 862111 fax

Limited transport is available to the South of England (by request) at

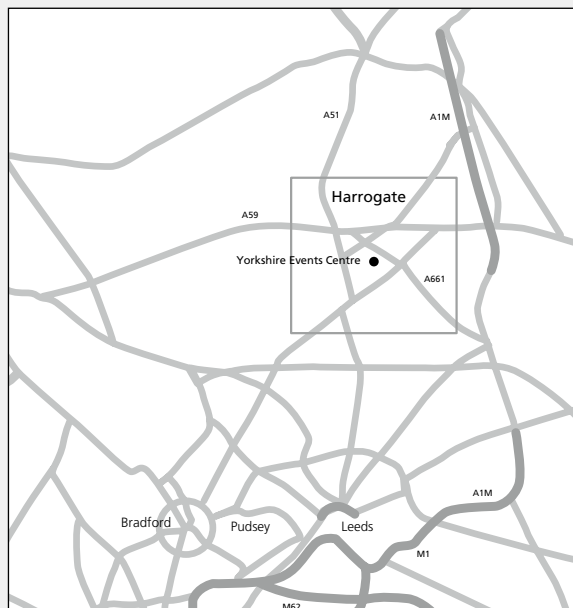
£450 + VAT per motor car
£140 + VAT per motorcycle
Commercial vehicles at quoted rates.

Vehicle Storage charges

First 14 days
£14 + VAT per motor car per day
£7 + VAT per motorcycle per day

Thereafter
£10 + VAT per motor car per day
£3 + VAT per motorcycle per day

Directions to the The Yorkshire Event Centre, Harrogate



Address

Yorkshire Event Centre
Great Yorkshire Showground
Harrogate
HG2 8QZ

Recommended Transporters

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

Recommended Vehicle Insurance

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



COMPLIMENTARY AUTOMOBILIA VALUATIONS

are offered without obligation during
The Harrogate Auction view and Sale.

Bonhams Automobilia Department are now accepting selected entries for our 2015 auction events.

Bonhams can even offer preliminary valuations from photographs or digital images if the object is too large to bring with you.

ENQUIRIES

+44 (0) 20 8963 2840
automobilia@bonhams.com



MOTORCYCLES

13:00

Lots 1 - 60

Images of each lot can be found at:
www.bonhams.com/21895





1



3



2



4

1

C.1970-1974 ARIEL 3 MOPEDS X3

Registration no. CYA 57J, RWF 854N, unregistered
 'Here it is. Whatever it is.' That was how the BSA Group's advertisers heralded the arrival of the ill-conceived Ariel 3 in 1970. A tricycle aimed squarely at commuters, the Ariel 3 was powered by a 50cc Dutch Anker engine and featured a clever banking front end controlled by torsion bars, while its closely-spaced rear wheels, which remained upright, allowed the Ariel trike to be classed as a moped. Sadly, the machine turned out to be a disastrous flop, the £2 million wasted on the project playing a big part in precipitating the Group's subsequent collapse. Nothing is known of the background of these three Ariels, which were purchased at unknown dates by their late owner and have been kept in dry storage, un-restored, since acquisition. There are no documents with these machines, which are offered for restoration and sold strictly as viewed.

£300 - 400

£380 - 510

No Reserve

2

C.1946 MATCHLESS 348CC G3 PROJECT (SEE TEXT)

Registration no. HHN 230 Frame no. to be advised
 Engine no. 46/16M 2935

Associated Motor Cycles' post-war offerings in the important 350cc market sector were the Matchless G3 and AJS Model 16, models essentially identical in all respects apart from their tank badges and magneto positioning. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country an excellent 86 miles per gallon was achievable. Although badged as a Matchless, this machine has a 16M engine, which means that it is either an AJS with a Matchless tank or a Matchless with an AJS motor. The machine is presented in 'barn find' condition having been off the road in cool dry storage for many years. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£700 - 900

£890 - 1,100

No Reserve

3

1956 MATCHLESS 593CC MODEL G11 PROJECT

Registration no. ODN 184 Frame no. to be advised
 Engine no. 56/G11 01016

Associated Motor Cycles' first stretch of its 500cc parallel twin took it to 550cc in 1954, but this US-only variant would prove short-lived and was swiftly superseded by an even bigger version. Introduced for 1956, the Matchless G11 and equivalent AJS Model 30 boasted an engine of 593cc, which went into the newly introduced cycle parts shared with the heavyweight singles range. Along with the new frame came a restyled oil tank and toolbox, full-width front brake and longer seat, while the excellent AMC gearbox was phased in during the year. This early Matchless G11 is presented in 'barn find' condition having been off the road in cool dry storage for many years. The tax disc in the holder expired in March 1967, which is almost certainly when it was last used. The machine reputedly belonged to the promoter of the Redcar Sand Racing Association. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£700 - 900

£890 - 1,100

No Reserve

4

C.1957 MATCHLESS 497CC G80 PROJECT

Registration no. YPT 731 Frame no. to be advised
 Engine no. 57/G80 131230

Associated Motor Cycles announced its post-war range of Matchless and AJS heavyweight singles in June 1945. Housed in a rigid frame with Teledraulic front fork, the ruggedly built overhead-valve engine drove via a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only, models so-equipped being suffixed 'S'. Cleverly, AMC had devised this frame by the simple expedient of producing a new suspension-carrying rear sub-frame that bolted on in place of the old rigid back end. Thus it proved a relatively simple matter for owners of older rigid models to update them. The partially disassembled Matchless G80 is presented in 'barn find' condition having been off the road in cool dry storage for many years. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£700 - 900

£890 - 1,100

No Reserve



5



7



6



8

5

Property of a deceased's estate

1954 FRANCIS-BARNETT 125CC MODEL 66 KESTREL

Registration no. HFE 689 Frame no. U2486

Engine no. 618A 6219

After WW2 Francis-Barnett concentrated on the production of lightweight two-strokes powered firstly by Villiers engines, though from 1957 AMC's own power units were fitted to many models. First introduced in the autumn of 1953, the Kestrel used the 125cc Villiers 13D engine, which was housed in a plunger-suspended frame with telescopic front fork. The Kestrel was strikingly finished in Azure Blue and in this form lasted barely more than a year before being superseded by a new Model 69 version using the 147cc 30C engine. First registered on 10th January 1954, this rare post-war Francis-Barnett appears substantially complete and original. Offered for restoration and sold strictly as viewed, the machine comes with a V5 registration document.

£400 - 800

€510 - 1,000

No Reserve

6

Property of a deceased's estate

C.1958 BSA A7 ROLLING CHASSIS

Frame no. FA7 7097

Announced in September 1946, the A7 was BSA's first production parallel twin. Mechanically it followed Triumph lines - 360-degree crankshaft, vertically split crankcase, cast-iron cylinder barrel and 'head' - but made do with a single camshaft rather than the Triumph's two. Unusually, the gearbox bolted directly to the rear of the 500cc engine in 'semi-unit' style, and the entire ensemble was housed in an un-sprung duplex loop frame. The A7 was redesigned along A10 lines for 1951, by which time plunger rear suspension had become available as an option, switching to a new duplex frame with swinging-arm rear suspension for 1954. There are no documents with this A7 rolling chassis, which is sold strictly as viewed and offered without reserve. Your wintertime café racer project starts here!

£200 - 400

€250 - 510

No Reserve

7

Property of a deceased's estate

1958 ROYAL ENFIELD 346CC BULLET PROJECT

Registration no. NCT 846 Frame no. 42341 Engine no. C 243

Royal Enfield revived the Bullet name in 1948 for a sensational new 350cc sports bike with swinging-arm rear suspension, an innovation at the time. Flying in the face of convention, Enfield chose to debut the new frame at the Colmore Cup trial, and the Bullet went on to demonstrate its effectiveness by forming part of Britain's winning Trophy team at that year's ISDT. Enfield's newcomer featured an overhead-valve engine that housed its dry-sump oil tank in a compartment in the crankcase's rear, to which the four-speed gearbox was rigidly bolted in a form of semi-unitary construction. A long running, highly successful and much loved model, the Bullet could be had in road, trials or scrambles versions, with equipment and gearing to suit the application, and there was even a road-racer in the mid-1950s. This incomplete Bullet is offered for restoration and sold strictly as viewed. The machine comes with a V5 registration document and two workshop manuals.

£200 - 400

€250 - 510

No Reserve

8

A believed

C.1926 AJS 'G8' PROJECT

Engine no. G89219

After victory in the 1920 Junior TT, and in the Junior and Senior events the following year, the new overhead-valve AJS made its production debut in November 1922. Originally built only as a 350 - latterly known as the 'Big Port' - the ohv AJS became available as a '500' for the first time in 1926. Coded G8 (G is AJS's letter code for 1926) the new 3½hp model followed the general lines of its successful smaller sibling. Comprising of a repainted frame forks, mudguard, front wheel with brake assembly and sprocket; a set of crankcases with applied plaque numbered G89219 including crankshaft and conrod, barrel and head; a Lucas magneto and unidentified silencer. The machine is offered without documents and sold strictly as viewed. Buyers should satisfy themselves as to the marque and model of the components prior to bidding.

£1,200 - 1,800

€1,500 - 2,300

No Reserve



9

Property of a deceased's estate

1937 SUNBEAM 599CC MODEL 9 SERIES 2

Registration no. DUU 169

Frame no. 28/384

Engine no. 28/138

Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s, and these duly appeared on production models in 1924. Known as the Model 9, the John Greenwood-designed '500' roadster was advanced for its day, with a specification that included a crankshaft supported by three ball-bearings, dry-sump lubrication and primary drive enclosed in an cast-alloy chain case. Power was transmitted by single-row chain to a three-speed, 'cross-over drive' gearbox with offside power take-off. The latter gained four speeds as part of an extensive redesign for 1932, at which time an over-bored, 599cc version of the Model 9 - the 9A - became available for the first time, but by 1937 all Sunbeams were being built with a Burman gearbox. The Model 9A was last catalogued for 1938 (as the 'A28' or 'Series 2') by which time Sunbeams were being produced at Plumstead Road, Woolwich by new owners Associated Motor Cycles. This Model 9 Series 2 was purchased by its late owner in 1985 and was last taxed for the road in June 2004. An older restoration that still presents well, the machine will require re-commissioning before returning to the road. Offered with V5C registration document.

£4,500 - 6,500

€5,700 - 8,200



10

**1928 NEW HUDSON 346CC MODEL 85
SPORTS MOTORCYCLE COMBINATION**

Registration no. BF 5678

Frame no. L14465

Engine no. LSO1493

The Birmingham firm of New Hudson started out as a bicycle manufacturer. The company's first powered machine of 1903 used a clip-on Minerva engine, and this was followed by the first proper motorcycle in 1910. New Hudson made its Isle of Man TT debut in 1911 but major competition success remained elusive until Bert Le Vack took over racing development in 1927, becoming the first man to lap Brooklands at over 100mph on a 500cc machine that same year. This twin-port, overhead-valve New Hudson sports roadster was discovered in the Gloucester area by Felix Burke and part restored by various prominent VMCC members including Ormonde Gurr. The machine had been disassembled when purchased by the current vendor, a VMCC member for 50 years, who has since restored it. The machine won a Vintage category concours 1st prize first time out following its completion in 2012, and remains in commensurately excellent condition. It has since been attached to a rebuilt Graisley 223 Super Sport sidecar, and there is no denying that this stylish New Hudson, unencumbered by any electric lighting, and its lightweight, aluminium-bodied 'chair' make a most handsome combination. The machine is offered with sundry restoration invoices, VMCC dating certificate, current road fund licence and V5C registration document.

£7,000 - 8,000

€8,900 - 10,000

11

1939 P&M 'RED PANTHER' 348CC MODEL 30

Registration no. BBD 175

Frame no. X17771

Engine no. V9498

Off the road since 1958, this 'Red Panther' has been the subject of a long-term restoration by the owner, which commenced in 1982 and was finished earlier this year. Work undertaken on the engine comprised a re-bore and new piston, new valves and guides, and a new big-end bearing. The gearbox was stripped, checked and found to be in good order, and the clutch re-corked and fitted with a new bearing. Wheels were re-spoked and fitted with new cup-and-cone bearings. The petrol tank has been treated with a Frost Auto Restoration ethanol-proof sealer, while the paintwork is by Lewis & Templeton. A new seat, to the original pattern, has been fitted and the front forks re-bushed and fitted with new spindles. The dynamo was overhauled by Dave Lindsley. The pillion seat and rear footrests (which are not fitted and have not been restored) come the machine. Although restored, the Panther has not yet been run on the road and will, therefore, require initial setting-up and safety checks before use by a new owner. Accompanying documentation consists of some invoices and receipts relating to work done, together with an old-style continuation logbook dating from 1950 and a V5C.

£2,500 - 3,500

€3,200 - 4,400



12 N

1954 TRIUMPH 649CC TIGER 110 PROJECT

Registration no. CRI 905 (Rol)

Frame no. 48366

Engine no. 48366

Every Triumph enthusiasts knows that the Bonneville owes its name to record-breaking successes on the eponymous salt flats, but how many are aware that the machine which set a new 650cc production machine record of over 147mph in 1958 was a twin-carburettor Tiger 110? A development of the Thunderbird tourer, the T110 prototype performed brilliantly in the 1953 ISDT, thus providing the production version - launched later that year - with invaluable publicity. The first Triumph with swinging-arm rear suspension, the T110 came with a revised engine incorporating a stronger crankshaft, high-compression pistons, larger inlet valves and 'hotter' cams. This Tiger 110 was acquired by the present owner, a resident of County Dublin, Republic of Ireland, in 1976 and last licensed in July 1978. Off the road in dry storage for the last 36-or-so years, the machine is offered for restoration and sold strictly as viewed. We are advised that the engine turns over, the clutch works and the gears engage. Accompanying documentation consists of an Irish duplicate logbook.

£2,500 - 3,500

€3,200 - 4,400





13



15



14



16

13

Property of a deceased's estate

1962 BSA 172CC D7 BANTAM SUPER

Registration no. USJ 463 Frame no. to be advised
Engine no. ED7B 26820

Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam. The introduction of the first 172cc model - the D5 - for 1958 marked a number of developments, the most important of which were a stronger big-end bearing and improved lubrication. Introduced for 1959, the successor D7 model - known as the Bantam Super - featured the 172cc engine while boasting a new frame, hydraulically damped front fork, bigger brakes and up-swept handlebars. This restored Bantam Super carries a tax disc dated March 2009 (almost certainly when it was last on the road) and will require re-commissioning before further use. The machine is offered with a V5C document.

£600 - 1,000

€760 - 1,300

No Reserve

14

1957 ARIEL 500CC RED HUNTER

Registration no. 927 AKK Frame no. APR6100 Engine no. AMB980

In 1946 the Red Hunters became the first models to feature Ariel's new telescopic front fork, and the following year could be ordered with the optional Anstey Link plunger rear suspension. A new duplex loop frame with swinging-arm rear suspension was adopted for 1954 and the 500cc VH gained an alloy 'head' at the same time. This restored Red Hunter comes with Draganfly Motorcycles dating letter confirming matching frame and engine numbers, and the Ariel also retains its original registration, '927 AKK'. The machine benefits from new hardened valves and seats, a Morgo oil pump, new clutch, new front wheel bearings, new stainless spokes, an electronic voltage regulator and a Burlen gel battery. Described as in generally good condition, this smart Red Hunter is offered with the aforementioned dating letter, an old-style continuation logbook, current road fund licence and V5C document.

£2,400 - 2,800

€3,000 - 3,600

15

1960 TRIUMPH 490CC T100A PROJECT

Registration no. 140 GNY Frame no. 15990
Engine no. 15990

Introduced for the 1960 season, the Tiger 100A was the sports version of Triumph's first unit-construction 500 twin, the 5TA, and like the rest of the Triumph range featured 'bathtub' rear enclosure. A raised compression ratio and 'hotter' cams helped the Tiger to a top speed in the region of 90mph, while the retention of a single carburettor meant that fuel economy did not suffer unduly, a gallon of fuel lasting for around 80 miles of restrained riding. This example, which retains its rear enclosure and matching engine/frame numbers, was supplied new via Peter Smith Motors of Bridgend, Glamorgan and appears to have spent its entire life in Wales. We are advised that the machine has been in dry storage for many years and that the engine was running and sounding healthy only a couple of years ago. Offered for restoration and sold strictly as viewed, the machine comes with its original old-style logbook.

£2,300 - 2,600

€2,900 - 3,300

16

C.1969 SPRITE 405 TRIALS

Frame no. None visible

Engine no. SP2 M 606 T and SP2 (to crankcase)

Founded by Frank Hipkin, a successful scrambles rider, in the early 1960s, Sprite developed a popular range of scrambles and trials models over the following decade. Sold in kit form to avoid UK purchase tax, Sprite's frame assemblies housed various third party engines, with Sprite latterly developing its own "405" engine unit similar to Husqvarna's. The 405 was also marketed in the USA as "American Eagle", "Alron" in Australia and "BVM" in Belgium. Sprite ceased motorbike production in 1974. Purchased by the vendor in 2007, this Sprite was stated by the previous owner to have been sold originally into Europe and is believed to have been adapted from scrambles to trials use. Serviced in 2009, the machine is in running order and would make a distinctive mount for the classic trials enthusiast. The vendor has made no modifications since purchase but the machine is sold strictly as viewed.

£1,800 - 2,800

€2,300 - 3,600



17



19



18



20

17

Property of a deceased's estate

1967/1970 BSA 172CC BANTAMS X2

Registration no. FVL 86F & RTL 785J (see text)

Frame no. 8440 & 4398 Engine no. D10 8440 & 4398 (see text)

Developed from the pre-war DKW RT125 and announced in 1948, the Bantam became a top seller for BSA, in excess of half a million leaving the Birmingham factory before production ceased in 1971. Sold strictly as viewed, these two Bantams are offered as one Lot because the engine belonging to 'FVL 86F' is currently in 'RTL 785J', while the latter's original engine has been removed but is included in the sale.

The red 1970 example ('RTL 785J') has had only one owner from new. Both machines come with V5 registration documents, though it should be noted that due to a clerical error, the red machine's registration is recorded as 'RTL 785', omitting the 'J' suffix.

£500 - 1,000

£640 - 1,300

No Reserve

18

Property of a deceased's estate

C.1961 ARIEL 247CC LEADERS X3

Registration no. UCT 46 Frame no. 122496/T

Engine no. 122496/T

Designed by Val Page and his team, the Ariel Leader and its sports derivative, the Arrow, sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unit gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated-steel beam instead of tubes, and a trailing-link front fork. Detachable panels enclosing the engine and most of the rear wheel extended forwards to meet leg-shields and screen while the rear chain was fully enclosed. A highly promising design capable of further development, the Leader/Arrow deserved better than to be prematurely axed by BSA in 1965. Offered for restoration and sold strictly as viewed, this Lot consists of three Ariel Leaders in varying states of repair and completeness. There is a V5 registration document for the Leader registered 'UCT 46'.

£500 - 1,000

£640 - 1,300

No Reserve

19

Property of a deceased's estate

1960 TRIUMPH 646CC THUNDERBIRD PROJECT

Registration no. VUX 857 Frame no. D9408

Engine no. TR6 014017

One of the most important developments in the history of Triumph's long-running parallel twin was the introduction of unitary construction of the engine and gearbox in 1957, commencing with the 350cc and the 500s the following year but it was not until 1962 that this more modern form of construction was extended to the 650s. A new alloy cylinder head was adopted at the same time and the engine/gearbox unit went into a new single-downtube frame with bolt-on rear sub-frame. Three 650s were offered initially: the Thunderbird tourer, Trophy trail bike and Bonneville sports roadster. Offered for restoration and sold strictly as viewed, this Lot consists of the frame and sundry cycle, engine and transmission parts belonging to a 1960 Thunderbird plus the crankcases from a TR6 Trophy. Two instruction manuals, a Triumph Twins book and a V5 document come with this Lot.

£300 - 500

£380 - 640

No Reserve

20

Property of a deceased's estate

C.1971 SPRITE 405CC TRIALS PROJECT

Registration no. KNP 768K

Founded circa 1960 by ex-plumbers, Fred Evans and Frank Hipkin, the latter a successful scrambles rider, Sprite produced a popular range of scrambles and trials models using modified Villiers engines. Notable for its closely spaced front down-tubes, necessitated by the Villiers engine's offset exhaust port, Sprite's lightweight trials frame looked particularly neat. Sprite later used their own version of the Husqvarna unit, while Sachs and Zundapp engines were adopted in the 1970s. Machines were sold in kit form to avoid purchase tax and Sprite prospered throughout the 1960s, finally ceasing production in 1974 as a result of increasingly stiff Japanese competition. This Sprite has been fitted with the tank/seat unit from a machine of different make, probably a Montesa. It should be noted that the machine's registration number is not recorded on the DVLA computer. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£600 - 900

£760 - 1,100

No Reserve



21



23



22



24

21

1963 MATCHLESS 250CC G2CSR PROJECT

Registration no. 166 MOK Frame no. 16516 Engine no. 12981
Associated Motor Cycles returned to the 250cc class in 1958 with a brace of all-new models. Shared by the AJS Model 14 and Matchless G2, the four-stroke, overhead-valve power unit incorporated its oil tank within the crankcase and appeared to be of unitary construction, although a separate gearbox was retained. Super sports 'CSR' roadsters arrived in 1962 and continued in production after the basic G2/14 was dropped in July 1963, finally disappearing from the range in 1966. One of AMC's final 250cc lightweights, this incomplete and partially disassembled G2CSR has been in dry storage for approximately the last ten years. The cylinder has been re-lined and a new piston and rings purchased (receipt on file) and these components come with the machine. There is no registration document with this Lot, which is offered for restoration and sold strictly as viewed. Factory records show that this is a matching numbers machine.

£500 - 600

€640 - 760

22

Property of a deceased's estate

1954 BSA 646CC A10 'GOLDEN FLASH'

Registration no. OXW 906 Frame no. CA7 8726
Engine no. DA10 2084

A new 650cc twin joined BSA's 500cc A7 model in 1949, the latter's engine being revised along the lines of the new design at the same time. The existing parallel twin architecture was retained for the new A10, with 360-degree crankshaft and single camshaft at the rear of the cylinder block, as was the four-speed gearbox bolted directly to the crankcase in a form of semi-unit construction. Like the A7, the A10 was available with either a rigid frame or plunger rear suspension. Strikingly finished in pale beige metallic, the new 650 was named 'Golden Flash', a title that stuck even if it was finished in optional black, as in the case with this example. Perennially popular, the model was updated with the swinging-arm frame and separate gearbox in 1954 and continued in production until 1962. An older restoration, 'OXW 906' was last licensed in October 2006 and will require re-commissioning before further use. The machine is offered with a V5C document.

£2,500 - 3,500

€3,200 - 4,400

23

1960 MATCHLESS 348CC G3L

Registration no. XYM 584 Frame no. 74222 Engine no. 39210
Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British 350 of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest, workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. AMC's offerings in this important market sector were the Matchless G3L and AJS Model 16, models identical in all essential respects, tank badge and magneto position excepted. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country, an excellent 86 miles per gallon was achievable. An ex-Auxiliary Fire Service machine, this Matchless carries the original 'XYM' (London) index mark common to many AFS machines. Reportedly off the road for the last 35 years, it will require re-commissioning and the customary safety checks before further use. The machine is offered with a V5C document.

£2,200 - 2,600

€2,800 - 3,300

24

1982 DUCATI 500CC PANTAH

Registration no. YRU 133Y Frame no. 662557 Engine no. 602553
The first of Ducati's 'new generation' of desmodromic v-twins, the Pantah made its debut in 500cc form at the 1978 Cologne Show. Designed by Fabio Taglioni, the Pantah engine abandoned the Bologna company's traditional shaft-and-bevel-gears camshaft drive in favour of toothed rubber belts. With 46bhp available at the back wheel, the Pantah was capable of close to 120mph, which was some going for 500cc four-stroke in those days. A straight-tube trellis frame and triple Brembo disc brakes ensured that Pantah handled and stopped as well as it went in a straight line. A 600cc version was introduced for 1982. This Pantah '500' was acquired by the current vendor in November 2013 having been restored between 2010 and 2011. Described as in generally excellent condition and 'a lovely bike, light and responsive', it is only offered for sale because of the owner's advancing years (and a 'gammy' leg). The machine comes with a quantity of expired MoT certificates, V5C document and MoT to November 2015.

£4,000 - 5,000

€5,100 - 6,300

25

C.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 was fully restored by a previous owner in the 1990s. Factory records show that frame number 'CB32 4182' formed part of a DB34 despatched to the USA East Coast Distributors in November 1955, while the engine, number 'DBD34GS 4436', is from a Goldie sent to Gus Kuhn Motors, London in July 1959. Little used following its restoration, the machine was acquired by the current owner 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.

£9,000 - 11,000

€11,000 - 14,000



26

1964 NORTON DOMINATOR 650SS

Registration no. 631 BUK

Frame no. 108605

Engine no. 108605

Norton launched its first 650cc twin, the US-market Manxman, in 1960. Available in Europe the following year, the Dominator 650 was built in standard, De Luxe and SS variants, all of which featured a new cylinder head with down-draught inlet ports. With 49bhp on tap, plentiful low-down torque and exemplary handling courtesy of its race-proven Featherbed frame, the 650SS was one of the outstanding sports motorcycles of the 1960s, being more than a match for Triumph's Bonneville in terms of all-round performance. Indeed, in February 1962 Motor Cycling achieved a best one-way speed of 119.5mph at MIRA with a 650SS, more than 10mph up on that of the Bonneville tested the previous summer. Restored in 2000, this matching numbers 650SS has been owned by the vendor for the last 12 years. During his ownership the electrics have been rewired and the magneto rebuilt, while a full engine overhaul was completed early this year (all receipts available). Noteworthy enhancements include Borrani alloy wheel rims, stainless spokes, a twin-leading-shoe front brake and chromed mudguards. '631 BUK' completed the 'John o' Groats to Lands End 2-Up' event in 2013, a distance of 1,700 miles, has had a recent oil change and is ready to go. Described as in generally very good condition, the machine is offered with dating certificate, current road fund licence, MoT to April 2015 and V5C document.

£6,500 - 7,500

€8,200 - 9,500





27

1969 TRIUMPH 649CC T120 BONNEVILLE

Registration no. PVN 12G

Frame no. T120 CC14870

Engine no. T120 CC14870

As the 1960s dawned, Triumph's larger twins remained recognisably similar to the first Speed Twin of 1938. Unitary construction of engine and gearbox was already a feature of the 350 and 500 twins though, and that innovation duly appeared on the 650s in 1963. The café racer's favourite since its launch, thanks to lusty acceleration and a top speed approaching 120mph, the Bonneville continued in this new form as Triumph's top-of-the-range sports roadster, arriving at what aficionados consider its ultimate specification with the launch of the 1968 model. By this time the frame had been sorted and 12-volt electrics standardised, but welcome improvements included shuttle-valve fork internals, independently adjustable ignition points, Amal Concentric carburettors and a long overdue twin-leading-shoe front brake. For the next couple of seasons the Bonnie continued essentially unchanged, before the disastrous launch of the 'oil-in-frame' models in 1970 precipitated the collapse of the entire BSA-Triumph Group. 'PVN 12G' was purchased by the vendor from a deceased estate in 2008. Since then the Bonnie has seen only very limited use and it is for this reason that it is now offered for sale. While describing the machine as generally in very good condition, the owner mentioned that, for cosmetic reasons, it would benefit if one of the silencers was replaced. Offered with V5C document.

£5,000 - 7,000

€6,300 - 8,900



28

1966 HONDA 247CC CB72

Registration no. KKH 210D

Frame no. CB72 102627

Engine no. CB72E 104031

Introduced in 1960, the CB72 retained the basic layout of the preceding C70 and C71 but with wet sump lubrication and a gearbox-mounted clutch. In addition, the sporting CB changed to a 180-degree crankshaft and twin carburettors, and used a tubular spine frame instead of the pressed-steel chassis of the tourers. Producing 24bhp at a then-stratospheric 9,000rpm, and weighing only 340lbs, the CB72 possessed an excellent power-to-weight ratio endowing it with performance challenging that of many British 500s. Boasting an overhead-camshaft engine, electric starter, rev counter and twin-leading-shoe brakes, the CB72 was unmatched by any of its rivals. Indeed, such specifications (electric starter apart) would have been the exclusive preserve of exotic racing machinery only a few years previously. Today the CB72 is one of the most desirable of early Japanese classics. The CB72 we offer had been completely dismantled when it was purchased from the previous owner in May 2013. After the many missing parts had been sourced, the restoration was finally completed in August 2014. Described by the private vendor as in generally very good condition, this beautiful CB72 is offered with sundry restoration invoices, old/current V5/V5C documents and MoT to September 2015.

£3,000 - 4,000

€3,800 - 5,100

29

1963 DUCATI 230CC SPRINTER PROJECT

Engine no. E150740

The vendor built this incomplete Ducati-engined sprinter when aged 17. He campaigned it for about four years, not very successfully, but had great fun and learned a lot about engineering. The engine was run both normally aspirated and with three different supercharger set-ups. Since 1967 the machine has been stored. Surprisingly, when disinterred, the engine turned freely and still contained some liquid Castrol R. Upon visual inspection the engine internals appeared still in good shape. The main components of the final supercharger installation are long gone and various engine parts are missing. Originally from a 1959 204cc Elite, the engine has been bored out and fitted with an early Goldie 'dope' piston to give 230cc and a compression ratio of approximately 9.7:1. Fins were shaved to suit methanol and the cylinder head fitted with a second spark plug. Designed for supercharging, the camshaft is to the vendor's own specification but also works well in normal aspirated form. The frame is bronze-welded 14swg T45 tubing, which has been cold aluminium metal sprayed. We are advised that stability and handling were always good. The vendor feels it is now time to part with this machine and hopes that a future owner will have as much fun with it as he did.

£400 - 600

€510 - 760

No Reserve



30 N

1973 MV AGUSTA 349CC PROJECT

Frame no. 21301549

Engine no. 21301648

Introduced at the Milan Show in 1971, MV's first production 350 roadster was an over-bored version of the existing 250 model that had been around since 1967. Of unitary construction, the 349cc engine was a twin-cylinder, overhead-valve unit featuring geared primary drive and a five-speed transmission. Claimed maximum power was 32bhp and the top speed in excess of 90mph. Two versions were made: the touring 350GT and sports 350B, both of which were updated with 12-volt electrics and electronic ignition in October 1972. They were replaced by restyled 'square case' equivalents for 1975. We are advised by the vendor that this motorcycle was acquired in 1994 by the Voltarel brothers, Yamaha and Ducati dealers in Italy, now both dead. The current owner bought the MV from the last owner's widow in February of 2013 and has not used it. The MV comes with an engineer's report compiled by Chiltern Moto Classics, which lists numerous serious mechanical faults. Prospective purchasers should familiarise themselves with this report's contents prior to bidding on this Lot, which is offered for 'spares or repair' and sold strictly as viewed. The machine also comes with an Italian libretto and Certificato di Proprieta for export.

£2,000 - 3,000

€2,500 - 3,800

No Reserve





THE FOLLOWING 17 LOTS ARE OFFERED FOR SALE BY A PRIVATE COLLECTOR.

Over the past few years the enthusiast vendor has been collecting and restoring selected motorcycles produced by Honda, Kawasaki, Suzuki and Yamaha in the 1980s and '90s. It had been a childhood dream of his to own these particular makes and models, which in his opinion come from the best years of Japanese motorcycle manufacturing. Majority of these motorcycles have undergone a full 'last nut and bolt' restoration, being entirely stripped down and rebuilt to factory specification with no expense spared. Original 'new old stock' parts have been sourced from all over the world, while UK specialists used include Galea Cam Chain Services (parts), Classic Jap (parts), Sudden Impact (paintwork and decals) and Hockley Chroming and Fox Plating (re-chroming).

1984 KAWASAKI GPZ750 TURBO

Registration no. A675 FRA

Frame no. ZX750E 005054

Engine no. ZX750EE 005864

Spurred on by publicity surrounding Honda's CX500 Turbo, the rest of Japan's 'Big Four' lost no time in jumping on the forced induction bandwagon. By far the most successful offering came from Kawasaki who, by bolting a turbocharger to their existing GPZ750, created one of the 1980s' most exciting sports motorcycles. By placing the turbo close to the exhaust ports Kawasaki ensured that throttle lag was minimised, while substituting electronic fuel injection for the original carburettors enabled combustion to be finely controlled. The result was 100-plus horsepower at the rear wheel and a top speed of around 140mph. A subtly strengthened frame and swinging arm helped enthusiastic owners keep the Turbo shiny side up.



There can be few examples better than that offered here, which was acquired by the vendor in November 2012 and subsequently fully restored to an exceptional standard with no expense spared. The restoration included a full engine rebuild; frame blasted and powder coated; swinging arm blasted and repainted; wheels blasted, repainted and polished; instruments restored and reset; forks rebuilt; and fuel injectors overhauled. New parts fitted include the turbocharger, seat cover, chain, sprockets, tyres, decals, control cables and bearings. We are advised that the machine had covered circa 41,000 miles prior to its restoration.

Presented in effectively 'as new' condition, having covered only 270 miles since the rebuild's completion, this beautiful classic Kawasaki is offered with a quantity of expired MoTs, SORN paperwork, V5C registration document and MoT to August 2015. The provision of braided brake hoses is the only notified deviation from factory specification. A rare opportunity to obtain a desirable Japanese classic that can only become increasingly collectible.

£5,000 - 6,000

€6,300 - 7,600



1986 KAWASAKI GPZ750R

Registration no. C627 PJM

Frame no. ZX750G-007673

Engine no. ZZ750GE-007744

It was inevitable that the GPz750R, introduced at the same time as the mould-breaking GPz900R, would be condemned to live in the shadow of its attention-grabbing bigger brother despite being, as Bike magazine put it, 'a Ninja in very way'. According to Britain's best-selling motorcycling journal, the GPz750R 'combines the 900's much acclaimed chassis with an engine that is reduced in size from 908 to 748cc but which delivers its power in an identical fashion – there's just less of it.' Less power there might have been but the GPz750R was still good for a top speed knocking on 130mph. Introduced alongside the GPz900R for the 1984 season, the GPz750R was produced for only three years before being replaced by the GPX750R in 1987. The GPz900R, on the other hand, remained a fixture of the Kawasaki range until 1997 and is considerably more numerous than its smaller sibling.

There can be few better examples of the rare GPz750R than that offered here, which was acquired by the vendor in October 2012 and subsequently fully restored to an exceptional standard with no expense spared. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included a full engine rebuild; frame blasted and powder coated; swinging arm overhauled and repainted; new paintwork and decals; instruments and switch gear overhauled; wheels blasted and repainted; all bearings, cables and running gear replaced; and the carburettors stripped and rebuilt. New parts fitted include the seat, screen and exhaust.

Presented in effectively 'as new' condition, having covered approximately 250 miles since the rebuild, this rare classic Kawasaki is offered with manufacturer's brochure, SORN paperwork, recently expired MoT (June 2014) and V5C registration document.

£4,500 - 5,500**€5,700 - 7,000**

1986 KAWASAKI 997CC GPZ1000RX

Registration no. C191 GJO

Frame no. ZXT100A-001815

Engine no. ZXT00AE 008108

Kawasaki followed up its trend-setting GPz900R Ninja superbike of 1984 with the GPz1000RX. Introduced in the autumn of 1985, Kawasaki's new flagship sports bike boasted an engine stretched to a full one litre together with a new wrap-around steel perimeter frame complete with aluminium swinging arm and Unit-Trak rear suspension. The latter had been carried over in modified form from the GPz900R, as was the air-damped front fork and anti-dive brakes. Rubber mounted in the chassis rather than a stressed member as it had been in the '900', the heavily revised engine now produced 125bhp, an increase of 13 horsepower over the smaller GPz. Sixteen-inch wheels were fitted at both ends, the rear shod with a massive (for the time) 150/80 section tyre. Wrapped around the new frame was a larger, more smoothly contoured fairing with integrated indicators, bungee hooks and passenger grab rail, its superior aerodynamics, and those extra horses, enabling the 1000RX comfortably to exceed its predecessor's top speed of around 150mph despite a slight gain in weight.

But while the iconic GPz900R would live on in the Kawasaki range until 1997, the GPz1000RX lasted only a couple of years before being superseded by the ZX10. Today it is one of the rarest of the big Kawasakis.

This example was acquired by the current vendor in October 2012 and subsequently fully restored to an exceptional standard with no expense spared, the total cost being estimated at around £18,000. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included a full engine rebuild, new paintwork and decals, wheels blasted and repainted, all plastics refurbished, forks rebuilt with new stanchions, anti-dive rebuilt and the carburettors overhauled. New parts fitted include the seat cover, brake discs, tyres, control cables and mirrors. Presented in effectively 'as new' condition, having covered only 250 miles since the rebuild, this beautiful future-classic Kawasaki is offered with manufacturer's brochure, expired MoTs (x3), SORN paperwork, V5C registration document and MoT to April 2015. The provision of braided brake hoses is the only notified deviation from factory specification.

£3,500 - 4,500**€4,400 - 5,700**



34

1985 KAWASAKI GPZ600R

Registration no. B671 WBK

Frame no. ZX600A 004667

Engine no. ZX600AE 004501

One of the most commercially important market sectors, the 600cc or 'Supersport' class was created overnight by Kawasaki's introduction of the GPZ600R in 1985. The GPZ600R featured a water-cooled, 16-valve, six-speed engine/gearbox unit housed in a steel perimeter chassis clad in 'race replica' bodywork, an outstandingly successful formula that would be copied by every other Japanese manufacturer within a few years. Stylish, fast (130mph), less intimidating - and cheaper - than its bigger brethren, the GPZ600R deserved to sell by the boatload, and it did. Few motorcycles of modern times have had such a lasting impact. This example was acquired by the current vendor in October 2012 and subsequently fully restored to an exceptional standard with no expense spared. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included a full engine rebuild; frame and swinging arm blasted and repainted; new paintwork and decals; forks overhauled and polished; wheels blasted and repainted; anti-dive rebuilt; seat re-covered; all plastics and switch gear restored; and the carburettors overhauled. New parts fitted include the brake discs, tyres, control cables and all bearings. Presented in effectively 'as new' condition, this beautiful future-classic Kawasaki is offered with SORN paperwork, V5C registration document and recently expired MoT (August 2014.) The provision of braided brake hoses is the only notified deviation from factory specification.

£4,000 - 5,000

€5,100 - 6,300



35

1989 KAWASAKI GPX600R

Registration no. F660 EUX

Frame no. ZX600C 011047

Engine no. ZX600AE 067684

One of the most commercially important market sectors, the 600cc or 'Supersport' class was created overnight by Kawasaki's introduction of the GPZ600R in 1985. The GPZ ('Ninja' in the USA) featured a water-cooled, 16-valve, six-speed engine/gearbox unit housed in a steel perimeter chassis clad in 'race replica' bodywork, an outstandingly successful formula that would be copied by every other Japanese manufacturer within a few years. In 1989 the original GPZ600R was joined by the more powerful GPX600R, which featured a new engine with more-compact valve gear and the alternator repositioned above the six-speed gearbox, innovations already seen on the GPX750R. There was also a new tubular steel cradle frame rather than the GPZ's perimeter type. This GPX600R was acquired by the current vendor in October 2012 and has been treated to a partial restoration. Works carried out include repainting the bodywork and fuel tank; blasting and repainting the wheels and footrests; overhauling the switch gear and carburettors; and fitting new silencers, chains, sprockets and tyres. Ridden and dynamometer tested when finished, the machine is described as in generally good condition and offered with dynamometer printout, SORN paperwork, V5C document and some old MoTs (most recent expired July 2014).

£3,000 - 4,000

€3,800 - 5,100

1988 KAWASAKI 997CC ZX10

Registration no. F123 RDU

Frame no. ZXT00B-014942

Engine no. ZXT00AE042302

Kawasaki followed up its trend-setting GPz900R superbike of 1984 with the GPZ1000RX, which after only two years in production was superseded by the ZX10. Introduced for 1988, the latter boasted an aluminium 'E-box' frame and was 35lbs lighter than its steel-framed predecessor. The extensively revised 16-valve water-cooled engine now produced 137bhp, which was good enough for a top speed knocking on 170mph. UK customers had to make do with 'only' 125bhp courtesy of the industry's 'gentlemen's agreement' to restrict maximum power, though the missing horses were easily reinstated by modifying the carburettor tops to enable the slides to open fully. Bodywork was similar to the outgoing GPz's but featured a higher screen giving greater wind protection to the rider.

There can be few better examples of this cutting-edge 1980s superbike than that offered here, which was acquired by the vendor in January 2013 and subsequently fully restored to an exceptional standard with no expense spared. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included an engine rebuild; new paintwork and decals; wheels repainted and polished; switch gear and instruments restored; forks rebuilt; brake callipers repainted; exhaust system repainted; cooling system restored; all alloy cleaned and polished; and the carburettors stripped and overhauled. New parts fitted include the seat cover, brake discs, control cables and all bearings, while the machine retains its original tool kit.

Presented in effectively 'as new' condition, this beautiful future-classic Kawasaki is offered with a quantity of expired MoTs, SORN paperwork, V5C registration document and MoT to July 2015. The provision of braided brake hoses is the only notified deviation from factory specification.

£3,000 - 4,000**€3,800 - 5,100**

1991 KAWASAKI GPZ900R NINJA

Registration no. J503 LTA

Frame no. ZX900A 051356

Engine no. ZX900AE 055160

'When it appeared in 1984, the GPz900R moved the goalposts in the performance bike market. It was the first real 150mph bike and it was at the cutting edge of motorcycle development with four valves per cylinder, liquid cooling, rising-rate rear suspension, a 16" front wheel and anti-dive forks.' - Bike magazine.

Reviewing Kawasaki's increasingly collectible 'time machine' in its November 2002 issue, Britain's best-selling motorcycle magazine rated the GPz900R a decent sports tourer (even by today's standards) and a good budget buy with an excellent club spares back-up. Indeed, so successful was this iconic model that it remained in production for an unprecedented 13 years while successors came and went. Today, exceptional examples are commanding ever-increasing prices.

And there can be few examples better than that offered here, which was acquired by the vendor in October 2012 and subsequently fully restored to an exceptional standard with no expense spared. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included a full engine rebuild; new paintwork and decals; wheels repainted and polished; switch gear, instruments and brake callipers restored; forks rebuilt with re-chromed stanchions; anti-dive rebuilt; electrics overhauled; cooling system restored; and the carburettors stripped and overhauled. New parts fitted include the seat, brake discs, control cables and mirrors, while every nut, bolt and fastener was either restored or replaced.

Presented in effectively 'as new' condition, having covered only 255 miles since the rebuild, this beautiful classic Kawasaki is offered with manufacturer's brochure, a quantity of expired MoTs, SORN paperwork, V5C registration document, MoT to April 2015 and a dynamometer printout (95.16bhp). The provision of braided brake hoses is the only notified deviation from factory specification.

£3,200 - 4,000**€4,100 - 5,100**

38

**6,718 MILES FROM NEW
1991 KAWASAKI ZR750 ZEPHYR**

Registration no. J301 RKV
Frame no. ZR750C 011794
Engine no. KZ750EE 156520

With the growing popularity of nostalgia-inspired 'retro' styled motorcycles, it was entirely predictable that Kawasaki would reprise its iconic Z1/900/1000 range in the form of the Zephyr. Having kicked off with 550cc and 750cc models, the Zephyr line-up expanded in 1992 to include an 1,100cc version, and all three kept to the traditional 'UJM' formula of an air-cooled, across-the-frame, four-cylinder engine carried in a tubular steel frame with twin-shock rear suspension. And as Fast Bike's tester discovered, the ZR750 Zephyr might have looked old fashioned but in performance terms it was in an entirely different league when compared to the bikes that had inspired it, particularly with regard to the brakes, which were found to be 'easily up with sports bike standards.' This 750 Zephyr currently displays a total of 6,718 miles on the odometer and was acquired by the current vendor in April of this year on account of its low mileage, overall condition and stunning originality. Since acquisition the Zephyr has been cleaned and serviced, all fluids flushed and changed, and the rear brake calliper repainted. Presented in generally excellent condition, the machine is offered with a CD-ROM of photographs, SORN paperwork, MoT to April 2015, V5C registration document and a substantial quantity of expired MoT certificates verifying the recorded mileage.

£2,500 - 3,500

€3,200 - 4,400



39

1993 KAWASAKI ZZ-R600

Registration no. K718 DAJ
Frame no. ZX600E 005815
Engine no. ZX600DE 098086

'Kawasaki introduced the ZZ-R600-D alongside the ZZ-R1100, and like its bigger brother the 600 was ballistic by the standards of its class. Capable of a genuine 160mph, and all-day comfortable rather than razor-sharp handling, the ZZ-R6 brought grand-tourer status to the middleweight category.' – Practical Sportsbikes. At the time of its introduction for 1990 there was nothing quite like the ZZ-R in the '600' class, which was dominated by 'race reps', arguably the nearest competition being Honda's VFR750. Longer and more generously proportioned than its predecessors, the ZZ-R600 was intended as a sports tourer yet came with the most powerful engine in its class (97bhp). Intended for fast touring it might have been but that did not stop the ZZ-R600 winning the 1990 British Supersport Championship in the hands of John Reynolds. A further measure of the ZZ-R600's unique status and lasting popularity may be gained from the fact that it remained on sale in the UK until 2005. This pristine, low-mileage (31,814) example had already been fully restored when it was acquired by the vendor earlier this year. Presented in effectively 'as new' condition, the machine comes with its original tool kit and is offered with MoT to July 2015, V5C document and a quantity of expired MoT certificates verifying the recorded mileage.

£2,500 - 3,500

€3,200 - 4,400



1990 SUZUKI GSX-R750L 'SLINGSHOT'

Registration no. G783 SAG

Frame no. GR7AAXXXXX100720

Engine no. R716101055

Suzuki rewrote the 750-class rulebook when it launched the GSX-R750 back in 1985. The 'Gixxer's development had been heavily influenced by lessons learned from the works TT F1 and Endurance racers; lighter than a 600 and as powerful as a 1000, it made all other super-sports 750s seem flabby and slow. One of the modern era's few instant classics and the sole surviving Japanese 750cc sports bike, the GSX-R750 has been a huge commercial success for Suzuki and enjoys cult status today. Now more than 20 years old, many early GSX-Rs have suffered at the hands of successive owners, a state of affairs that has resulted in well preserved examples, such as that offered here, becoming increasingly sought after by collectors. Acquired by the vendor in December 2013, 'G783 SAG' has been treated to an extensive restoration. Works undertaken include all new paint and decals, wheels blasted and repainted, engine repainted, brakes stripped and repainted, carburettors overhauled, seat re-covered, all plastics refurbished, and the forks stripped and rebuilt.

Presented in virtually 'as new' condition, it represents a rare opportunity to acquire a faithfully restored example of Suzuki's iconic 'Gixxer', which can only become increasingly collectible with time. Accompanying documentation consists of DVLA-supplied MoT history, V5C registration document and recently expired MoT certificate (June 2014). A Micron silencer is the only notified deviation from factory specification.

£3,500 - 4,500**€4,400 - 5,700**

41

1982 SUZUKI GS650 KATANA

Registration no. CUG 490Y

Frame no. GS650G 103977

Engine no. GS650G 115520

Styled by the German firm of Target Design under the direction of Brit Jan Fellstrom and first seen at the 1980 Cologne Show, the GSX1100 Katana represented a bold effort to produce an uncompromising sports bike in the European mould. The result was a machine that combined straight-line speed with secure handling like no Japanese bike before it. The concept's immediate success confirmed the wisdom of Suzuki's policy of introducing a family of similarly styled machines across just about every capacity class, the existing GS650 getting the Katana treatment for 1981. Offered here is a low-mileage, three-owner example of this 1980s style icon. 'CUG 490Y' was supplied new via Dowsons of Scarborough and comes with the original dealer correspondence and sales invoice. Acquired by the current vendor in January 2014, the Katana has been treated to a light restoration, which included a full service and repainting the exhaust system, shaft drive housing, brake callipers and brake disc centres. We are advised that, due to the low mileage, the machine still had its original Suzuki brake pads installed! Presented in beautiful condition, it comes complete with tool kit, owner's manual and manufacturer's brochure, and is offered with a V5C registration document and some MoT certificates (most recent expired April 2014).

£2,500 - 3,500

€3,200 - 4,400



42

1984 SUZUKI 673CC XN85 TURBO

Registration no. A520 KDG

Frame no. 00100459

Engine no. P701-100878

Once Honda had produced the world's first turbo-charged production motorcycle - the CX500T - it was inevitable that the rest of Japan's Big Four would follow suit. Suzuki's offering, the XN85 Turbo, was based on the normally aspirated GS650 but with chain final drive instead of shaft. The 673cc GS motor was heavily revised to withstand the increased stress of forced induction, and was equipped with a state-of-the-art engine management system. Maximum power - 85bhp - arrived at 8,500rpm on a relatively modest boost of around 9psi. Top speed of the XN85 was within a whisker of 130mph and it handled well too. This example was acquired by the current vendor in May 2013, since when it has been extensively restored using 'new old stock' parts sourced from all over the world. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included an engine rebuild; blasting and powder coating the frame and swinging arm; blasting, repainting and polishing the wheels; overhauling the turbocharger; new paintwork and decals; new brake discs and callipers; refurbishing all plastics and switch gear; and replacing all bearings and control cables. The silencers are new and the header pipes have been handmade in stainless steel. Presented in effectively 'as new' condition, the machine is offered with a V5C document and MoT to September 2015. The provision of braided brake hoses is the only notified deviation from factory specification apart from the stainless headers.

£3,500 - 4,500

€4,400 - 5,700





43

1979 SUZUKI GS550

Registration no. DML 611V

Frame no. GS550E 124582

Engine no. GS550 158420

The success of Honda's four-cylinder CB750 made it inevitable that the other major Japanese manufacturers would offer multi-cylinder four-strokes, Suzuki's first offering - the GS750 - arriving in 1976 together with a 400cc twin. A short time later a 549cc version - the GS550 - was introduced and within a few years there were GS models in range of engine capacities. Bike magazine liked the GS550 it had on test in 1977: 'But far from being overshadowed by its larger capacity brother, the 550 offers another highly desirable biking quality in its almost total usability.' The GS550's virtues stemmed from the fact that it was shorter, narrower and considerably (44lbs) lighter than the 750, with a concomitant increase in manoeuvrability. This example has been treated to a full 'last nut and bolt' restoration. Works carried out include an engine rebuild; repainting the frame and swinging arm; blasting and repainting the wheels; new paintwork and decals; brakes stripped and repainted; switch gear and instruments restored and reset; forks rebuilt with new stanchions; carburettors overhauled; brightwork re-chromed; seat cover replaced; new chain and sprockets; and all bearings and control cables renewed. Presented in effectively 'as new' condition having covered only 4 miles since completion, the machine is offered with a V5C document and a CD-ROM of restoration photographs. The provision of braided brake hoses is the only notified deviation from factory specification.

£2,500 - 3,500

€3,200 - 4,400



44

1980 HONDA CB650Z

Registration no. CCN 581V

Frame no. RC03-2003534

Engine no. RC03E-2003582

Introduced in 1979, the CB650 was one of the final four-cylinder models to use the single-cam engine that had first appeared in the legendary CB750 of 1968, Honda already having moved on to twin cams and four valves per cylinder for its larger motorcycles. The CB650 was derived from the middleweight CB550 model, whose frame it shared, but was bored out to 626cc and produced a maximum of 63bhp at 9,000rpm. Lighter and more compact than Honda's contemporary 750s, it gave little away to its larger siblings in all-round performance. Acquired by the vendor in October 2012, this example of a relatively rare Honda middleweight has been fully restored to an exceptional standard with no expense spared. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included a full engine rebuild; frame and swinging arm blasted and powder coated; wheels blasted and repainted; full re-spray; all brightwork re-chromed (including the original exhaust); switch gear restored; alloy parts polished; and all plastics restored. New parts fitted include the seat cover, decals, control cables and all bearings. Presented in effectively 'as new' condition, having covered only 51 miles since the rebuild, 'CCN 581V' is offered with manufacturer's brochure, SORN paperwork, V5C registration document and recently expired MoT (August 2014).

£2,000 - 3,000

€2,500 - 3,800



1981 HONDA CB750K-Z

Registration no. LCW 645W

Frame no. RC01-1011029

Engine no. RC01E-1101019

Nine years after introducing the revolutionary CB750 to a stunned world, Honda moved the concept forward in the shape of the CB750K. A totally new design, the CB750K brought Honda's Grand Prix-developed twin-overhead-cam, four-valves-per-cylinder technology to road bikes for the first time. Styling was up-to-the-minute, but there was a welcome return to the four-pipe exhaust system of the 1969 original. 'The tank and seat unit flow gently rearward to a massive tail-light unit and the whole effect is enhanced by a lovely but expensive four-into-four exhaust system,' declared Bike magazine, continuing: 'The bike's standard of finish is quite superb - lacquered aluminium castings are especially impressive and the chrome and paintwork are of an extremely high quality.' The CB750K's straight-line performance impressed too: 127.5mph flat out and a standing quarter-mile time of under 13 seconds.

Sold new overseas, most probably in the USA, this CB750K-Z was first registered in the UK in August 1990 and was acquired by the current vendor in December 2013. Subsequently restored to an exceptional standard with no expense spared, it comes with photographic documentation of the rebuild on an accompanying CD-ROM (viewing recommended). The restoration included blasting and repainting the frame, swinging arm and wheels; full re-spray; all brightwork re-chromed; carburettors overhauled; switch gear and instruments restored; alloy parts polished and fasteners and badges re-plated. New parts fitted include the seat cover, decals, tyres, chains, sprockets, cables, bearings and exhaust system, the latter sourced from the USA and re-chromed. Presented in effectively 'as new' condition, the machine is offered with manufacturer's brochure, V5C registration document and MoT to July 2015. The provision of braided brake hoses is the only notified deviation from factory specification.

£2,800 - 3,800**€3,600 - 4,800**

1986 HONDA VF1000F-II BOL D-OR

Registration no. C857 JGR

Frame no. SC15-4002404

Engine no. SC15E-2104593

Honda's 1970s domination of the middleweight and heavyweight classes had been achieved with a succession of across-the-frame, inline fours, but towards the end of the decade the Japanese manufacturer began to turn increasingly to 'V'-configuration engines, the first four-cylinder example, the VF750, arriving in 1982. Smaller VF400 and VF500 v-fours followed, together with the range-topping VF1000F sports-tourer and VF1000R models, the latter - a limited edition 'race replica' - distinguished by its gear-driven (as opposed to chain-driven) overhead camshafts. Early VF1000Fs suffered from premature wear to the camshafts but this had been sorted by the time the revised VF1000F-II Bol D-Or version arrived, its name evoking Honda's endurance racing successes at the eponymous French racetrack. Appropriately enough, Bike magazine took one to the South of France in 1985, discovering that even two-up and fully loaded the big VF returned 45 miles per gallon cruising at a steady 80-90mph, giving it range comfortably in excess of 200 miles on a tankful.

There can be few examples currently available better than this one, which was acquired by the vendor in November 2012 and subsequently fully restored to an exceptional standard with no expense spared. Photographically documented on an accompanying CD-ROM (viewing recommended), the restoration included a full engine rebuild and repaint; frame blasted and powder coated; internal plastics restored; all bodywork repainted to original specification but better quality; wheels blasted and repainted; exhaust down-pipes restored; instruments restored; forks rebuilt; electrics overhauled; cooling system restored; and the carburettors stripped and overhauled. New parts fitted include the decals, fork stanchions, black chrome silencers, chains, sprockets, tyres and all bearings.

Presented in effectively 'as new' condition, having been completed only recently, the machine is offered with some expired MoTs, V5C registration document and MoT to June 2015. The provision of braided brake hoses is the only notified deviation from factory specification.

£4,000 - 5,000**€5,100 - 6,300**

1989 YAMAHA FZX750 FAZER

Registration no. A7 WMX

Frame no. 2JE-001934

Engine no. 2JE-001934

'The FZX750, a bike that dares to be different, a machine so unique in its styling and engineering that it can genuinely claim to be "in a class of its own".' – Yamaha.

A 'sports cruiser', the FZX750 was certainly unusual but not exactly unique in terms of its styling, which had already been seen on Yamaha's outrageous V-Max 'street dragster'. The heart of the Fazer was Yamaha's remarkable four-cylinder 20-valve engine, arguably the best in the '750' category in its day, which was only slightly detuned from its specification in the FZ750 sports bike. Measured at the rear wheel, peak power was down by 4 horsepower at 94bhp but there was a compensatory gain in the mid-range between 3,000 and 7,000 revs, an advantage further magnified by the naked bike's lower gearing and reduced weight.

The Fazer's frame looked similar to the FZ750's but routed the engine coolant through the left down-tube, the increased cooling area enabling the use of a smaller radiator. What looked like a fuel tank actually contained the air box, the fuel being carried in a reservoir behind the cylinder block, while the use of twin shock absorbers rather than a mono-shock arrangement enabled the seat height to be kept low. Front forks were raked out in cruiser style, but somewhat surprisingly Yamaha kept the FZ750's 10.5" twin front disc brakes and opposed piston callipers, endowing the Fazer with braking as good as most sports bikes. Bike magazine found the compact Fazer handled well and was surprisingly agile and indecently quick for a cruiser, concluding: 'At the end of the test there's no escaping that Yamaha really have done what they set out to do in combining two previously irreconcilable concepts.'

This low-mileage (18,812) example of Yamaha's rarely seen FZX750 Fazer was acquired by the vendor in April 2011 and subsequently restored to an exceptional standard. The restoration included cleaning and repainting the engine; blasting and powder coating the frame; overhauling and repainting the brakes; re-chroming the brightwork; refurbishing and polishing the wheels; new paintwork; overhauling the carburettors; polishing the alloy; and re-covering the seat. New parts fitted include the Predator exhaust, chain, sprockets, control cables and all bearings. The Fazer was MoT'd and dynamometer tested after completion, recording a maximum of 83.62bhp. Presented in effectively 'as new' condition, the machine is offered with manufacturer's brochure, dynamometer printout, SORN paperwork, V5C registration document and some MoT certificates (most recent expired March 2014). We are advised that the exhaust, headlights, indicators and braided brakes lines are non-standard.

£4,000 - 5,000

€5,100 - 6,300





48 N

1987 YAMAHA FZR1000 GENESIS

Frame no. 2GH-001950

Engine no. 3GM/010673

Dating from an era when one-litre sports bikes could afford to be relatively roomy and comfortable, Yamaha's FZR1000 Genesis arrived in 1987 as the class leader, boasting the FZ750's pioneering five-valves-per-cylinder engine technology and a race-developed aluminium twin-spar 'Deltabox' frame. With a claimed maximum output of 125bhp, the Genesis was good for a top speed of over 150mph and, equally importantly, had handling and brakes to match. It lasted for only two years before being replaced by the extensively redesigned 'EXUP' model and these days is relatively rare. An affordable, fast and comfortable modern classic, this recently restored Genesis currently displays a total of 51,883 kilometres (approximately 32,200 miles) on the odometer and is described by the vendor as in 'like new' condition. The machine is offered with Netherlands registration papers. It should be noted that the engine is not original to the frame. Sold as viewed.

£2,000 - 2,400

€2,500 - 3,000



49

1964 HONDA 50CC CZ100 'MONKEY BIKE'

REGISTRATION NO. SKH 272B

FRAME NO. 500416

ENGINE NO. C100E-240414

With the launch of the CZ100- in 1960, Honda created the class of machine known as 'monkey bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable overhead-valve four-stroke single that incorporated a three-speed gearbox with automatic clutch. An ultra-short wheelbase, small wheels and vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could fit into the boot of a car. Immensely popular as paddock transport the world over they are currently much in vogue, with a flourishing owners club in the UK. Previously registered overseas and first registered in the UK in 1980, the CZ100 offered here was purchased by the vendor in 1991 in poor condition. He immediately commissioned John Wyatt, the well-known restorer of Japanese motorcycles, to renovate the machine, the restoration being completed by the end of '91. The Monkey bike was then kept inside his house on display and not used for ten years. In 2001 the vendor decided to MoT the machine and use it, although only nine miles were covered before it was put back on display indoors where it has remained ever since. Described as in generally very good condition, this early Honda monkey bike is offered with the invoice for the aforementioned restoration work; the expired MoT from 2001; reproduction parts book and handbook; current V5C document and fresh MoT.

£4,500 - 6,000

€5,700 - 7,600

1952 DOUGLAS 348CC 90 PLUS

Registration no. TSV 425

Frame no. 12536/90

Engine no. 9000/90



Douglas commenced post-war production in 1947 with, naturally enough, a horizontally opposed twin, though unlike the vast majority of previous models the T35 mounted its engine across the frame. The former was of unitary construction while the latter displayed even greater innovation with its swinging arm rear suspension controlled by torsion bars, and leading-link Radiadraulic front fork. After development work had cured frame breakages and improved engine power, the revised version was dubbed the MkIII. The latter lasted until the advent of the new-for-1949 MkIV, which featured an un-sprung front mudguard and altered rear sub-frame with distinctive teardrop-shaped toolboxes. Standard and Sports versions were catalogued until the introduction of the MkV in 1951. Also part of the range were two specially tuned sports models known as the 80 Plus or 90 Plus depending on the level of performance achieved, a bench-tested 25bhp being required for a 90 Plus. A 21" front wheel and 9" brake were fitted to both models, which had contrasting finishes: maroon for the 80 Plus and gold for the 90 Plus.

This superb 90 Plus was purchased by the vendor in 2009 from the late Mick Ruocco, the well-known Isle of Man-based enthusiast and collector. Ruocco was selling the machine for a friend, and when the vendor saw its excellent condition, he had to have it. Taken back to the mainland, the Douglas has been displayed inside the vendor's house, unused, ever since, though he advises us that the bores have been oiled and the engine turned over at regular intervals.

'TSV 425' was restored by a previous owner and there are numerous receipts and invoices on file relating to work done and items purchased for the rebuild. Interestingly, there is also a letter stating that this 90 Plus was 'the last one made at Bristol', though this claim is as yet unverified. In April 2008 the machine received a 2nd place award in the Post War pre-'65 category at the Stafford Classic Motorcycle Show. Accompanying documentation includes the aforementioned invoices/receipts/letter, some old MoTs, two old V5s and a current V5C document. Two maintenance manuals, a reproduction workshop manual and a parts list are included in the sale. On static display for several years, the machine will require a check over and re-commissioning prior to further use.

£7,000 - 9,000**€8,900 - 11,000**



51

1936 EXCELSIOR 350CC MANXMAN RACING MOTORCYCLE

Frame no. MRE163

Engine no. CX181

Although it had proved fast enough to win the 1933 Lightweight TT in Syd Gleave's hands, Excelsior's complex twin-cam, radial four-valve 'Mechanical Marvel' proved something of a disappointment thereafter, and at the end of the 1934 season the Tyseley firm opted for a simpler design: the Manxman. Like the Marvel, the Manxman engine was built by Blackburne, though increasing friction with its engine supplier forced Excelsior to take over production themselves early in 1936. A single-overhead-camshaft, two-valve design, the Manxman was built in 250, 350 and 500cc capacities. Road and race versions were offered, though the 500 was only ever marketed as a sports roadster. Although it never won a TT, the Manxman enjoyed considerable success in international racing and the Manx Grand Prix, Denis Parkinson winning the Lightweight race three times on the trot between 1936 and 1938. Notable Manxman developments included the switch to a shorter-stroke 250 engine in 1937 and the adoption (also applied to the 350) of an aluminium-alloy cylinder head with right-hand exhaust port. Originally built as a '250', this Manxman now has a 350cc roadster engine equipped with a Beasley alloy cylinder barrel and head, and in this form was raced until the early 1960s. The machine was restored in 2006 and is described by the vendor as in generally good condition, benefiting from a powder-coated frame, rebuilt wheels and refurbished fuel tank. There are no documents with this Lot.

£9,500 - 10,500

€12,000 - 13,000



52

C.1929 SUNBEAM 493CC MODEL 9/90

Frame no. 5876

Engine no. NN3297

Sunbeam had begun experimenting with overhead valves on their factory racers in the early 1920s and these duly appeared on production models in 1924. The new 500 roadster was known as the Model 9 while its race bike counterpart, which could top 90mph, was accordingly designated the Model 90. The John Greenwood design was advanced for its day, with a specification that included a crankshaft supported by three ball-bearings, dry-sump lubrication and primary drive enclosed in a cast alloy chain case. Power was transmitted by single-row chain to a three-speed, 'cross-over drive' gearbox with offside power take off. We are advised that this machine's major components consist of a Model 9 frame, Model 90 engine and a four-speed hand-change gearbox. The Sunbeam was first registered in the Isle of Man as 'DMN 913' before coming in the 1930s to the UK mainland where it was registered in Liverpool (records lost). The machine was part restored in 2008 and is described by the vendor as in generally good condition, benefiting from a powder-coated frame, rebuilt wheels and re-plated brightwork, while the engine has been stripped and fitted with new piston rings, valve springs and guides. There are no documents with this Lot.

£5,500 - 7,500

€7,000 - 9,500





53

From the estate of the late Ken Rickard, Velocette KSS Project

VELOCETTE KSS PROJECT
Frame no. MRE163 Engine no. CX181
Dismantled and representing a worthwhile project. Consisting of, frame, engine and sundry parts, gearbox parts, tank, rear two piece mudguard, TT magneto, spare crank cases, barrell and head, oil tank, speedometer and sundry items. (qty)
£5,700 - 8,200
€7,200 - 10,300



56

Property of a deceased's estate
TRIUMPH ENGINE PARTS

This Lot consists of four sets of Triumph cast-iron cylinder barrels, three aluminium alloy Triumph cylinder heads, three incomplete Triumph gearboxes (one with mounting plates attached) and an incomplete AMC/Norton-type gearbox.
£300 - 500
€380 - 630



59

A QUANTITY OF MOTORCYCLE SPARES

comprising a set of unidentified crankcases numbered 23/S/190 with crankshaft and conrod; engine timing cases (including Sunbeam type); unidentified gearbox number GB25K54 940 A561; a selection of carburetors and associated spares; a hub brake assembly; unidentified cylinder heads; exhaust pipes and silencer. Close inspection advised.
£250 - 350
€315 - 440



54

Property of a deceased's estate
NORTON FEATHERBED FRAMES X2

Designed by Rex McCandless and first introduced on Norton's works racers in 1950, the 'Featherbed' frame set new standards of roadholding, steering and rider comfort (hence the name), enabling Norton to prolong the competitiveness of its racing singles to such an extent that the British firm was able to win a further three World Championships in the face of formidable multi-cylinder opposition from Italy. When the production version arrived it immediately attracted the attention of specials builders, and since then has been used to house almost every conceivable type of engine, by far the most popular being the Triumph twin. This Lot consists of two Featherbed frames plus an additional swinging arm.
£200 - 400
€250 - 500



57

Property of a deceased's estate
TRIUMPH TIGER 100 ENGINE PARTS

This Lot consists of the (empty) crankcases of a circa 1955 Triumph Tiger 100 engine (number 'T100 57003') complete with magneto, together with two sets of cylinder barrels, three cylinder heads (one with a pair of incomplete Amal Monobloc carburettors attached) and a pair of pushrod tubes.
£300 - 500
€380 - 630
No Reserve



60

A COLLECTION OF MOTORING BOOKS

including; Motorcycle Calvacade by Ixion, The Story of the TT, The Book of the Norton, Motor-Cycling Personalities by Sallon, an instruction book for the Lagonda 2.5 litre, another for the 1.5 litre Aston Martin and other titles. (Qty)
£300 - 400
€380 - 500



55

AN UNIDENTIFIED LIGHTWEIGHT MOTORCYCLE FRAME;

no frame number visible, together with a selection of tinware in primer and a set of unidentified forks.
£200 - 300
€250 - 380



58

A SWALLOW SIDECAR,

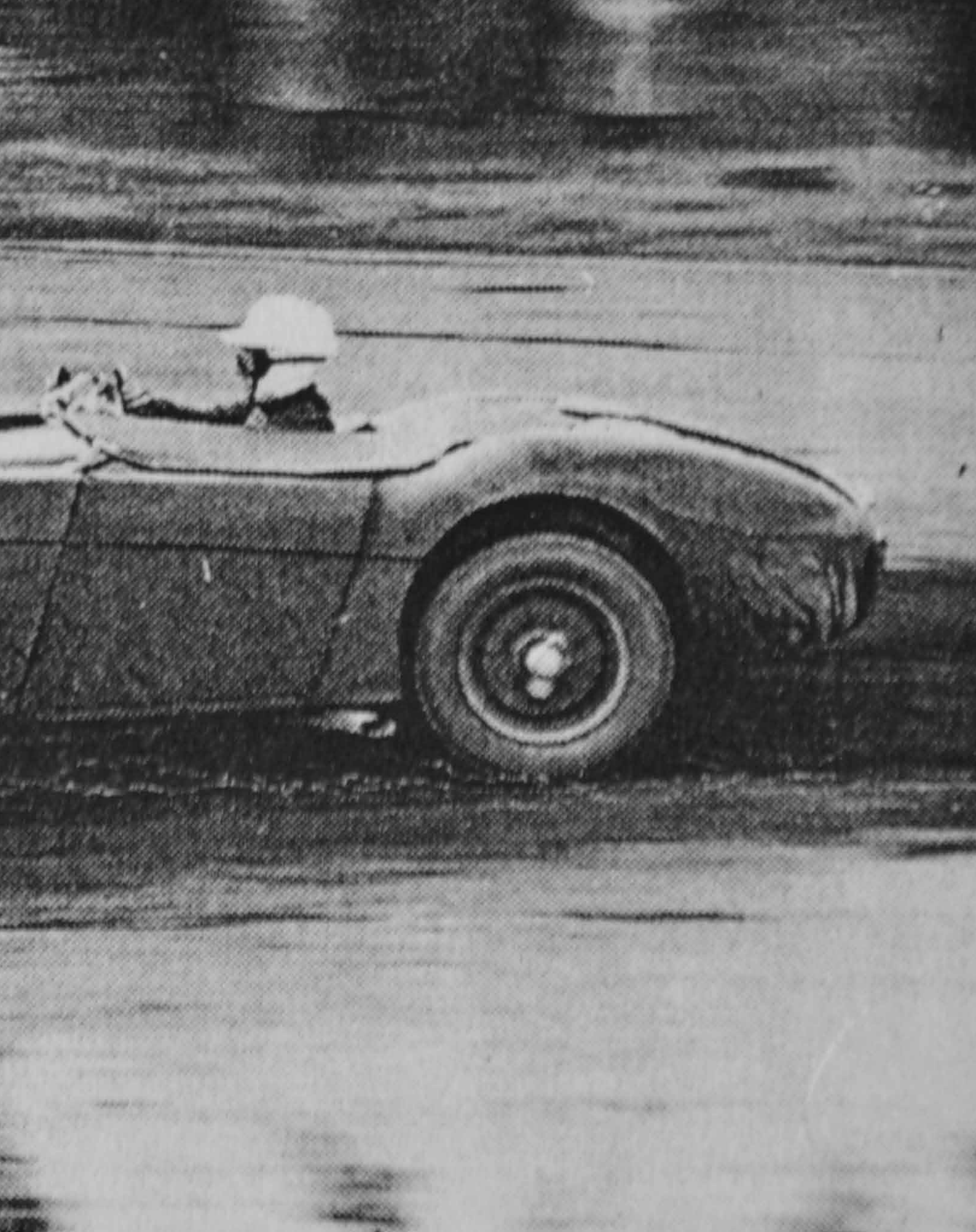
an earlier restoration in good condition including body and chassis. Close inspection advised.
£600 - 1,000
€750 - 1,300

MOTOR CARS

Wednesday 12 November 2014
Following Motorcycles at 14:30

Images of each lot can be found at
www.bonhams.com/21985







101

1950 SINGER NINE 4AB ROADSTER

Registration no. KOL 723

Chassis no. 4A5567T

Engine no. A5687T

Coventry cycle manufacturer Singer & Co Ltd first ventured into the world of powered transport in 1901, making tricycles and motorcycles. By the end of the Twenties decade Singer was the UK's third largest motor manufacturer after Austin and Morris, yet by the mid-1930s was operating at a loss, necessitating a financial reorganisation. Singers of the 1930s were well respected and the 1939 models resumed production after WW2, one of them being a developed version of the four-seater Nine Roadster. Powered by Singer's 1,074cc overhead-camshaft four, the Nine Roadster was progressively developed and in 4AB form boasted telescopic dampers, hydro-mechanical brakes and coil-sprung independent front suspension. This example spent the first 12 years of its life in Scotland before moving to Bicester in 1981. In January 2002 it moved to Doncaster and was purchased by the present owner in August of that year. Since then the car has attended various local classic vehicle rallies, show and steam fairs, but has been SORN'd since 2102 because the owner is no longer able to drive. We are advised that the engine runs and that the transmission and electrics were in working order when 'KOL 723' was last used in 2009, while the seats were re-trimmed in red leather in 2011. The car comes with an old-style logbook.

£5,000 - 8,000

£6,300 - 10,000

No Reserve



102

C.1920 HILLMAN TWO-SEAT TOURER WITH DICKEY

Registration no. CW 3084

Chassis no. H124R

Engine no. 4KR

The vendor purchased this Hillman Tourer in approximately 1974 and used it on many local rallies and Manchester to Blackpool Runs. With a growing family, he purchased a larger Vintage mount in 1978 and retired 'CW 3084' to the back of the barn. As the car has lain unused for well over 30 years, the vendor now feels it is time to let another enthusiast benefit from its ownership. Although the Hillman was first registered in 1920, the owner has always believed it to be of earlier manufacture, possibly as early as 1913. The engine is a Dorman and it is not known if this is original to the car. Its horsepower rating and capacity are listed in the documentation as 11hp and 1,339cc respectively but it is not known if this is correct. A four-speed gearbox is fitted to the car, while included with it is a three-speed 'box, which may be the original. Also included are a worn differential and a carburettor that came with the car when purchased. Weather equipment comprises a hood with securing straps. Due to its lengthy period of inactivity, 'CW 3084' will need re-commissioning. The vendor recently started the engine but reports that the compression is down. Accompanying documentation consists of an old-style continuation logbook, current road fund licence, a V5C and miscellaneous papers.

£3,000 - 5,000

£3,800 - 6,300

103

1978 MERCEDES-BENZ 350SL AUTOMATIC CONVERTIBLE

Registration no. BAG 707S

Chassis no. 10704322013599

Engine no. 11698422002497

Although larger than their predecessors, the 350SL convertible and 350SLC coupé retained the overall look of the long-running 230/250/280SL family and were the first of this line to use a V8 engine, the latter's 200bhp more than offsetting the increase in bulk. All-independent suspension ensured superb ride and handling, while four-wheel disc brakes (ventilated at the front) helped restrain the 130mph-plus performance. Luxuriously equipped in the finest Mercedes-Benz tradition, the pair were more sports-tourers than outright sports cars, a fact that did nothing whatsoever to harm sales that totalled in excess of 29,000 units between 1971 and 1980. The lady vendor purchased this 350SL convertible earlier in 2014, having wanted one for many years. However, being quite tall, she has found it difficult to make a dignified entry and exit from the vehicle and has decided to dispose of it and return to a taller conveyance more suited to her stature. The car has undergone some restoration work recently, mostly in 2010/2011, as evidenced by receipts and invoices on file. It has benefited from a stainless steel exhaust system and replacement of some panels, followed by a bare metal re-spray in 2011. During the present ownership a new hood has been fitted and the brakes serviced. Accompanying documentation consists of the aforementioned receipts/invoices, valid road fund licence, current V5C and miscellaneous papers. A good example of an increasingly collectible soft-top Mercedes-Benz.

£7,000 - 9,000

€8,800 - 11,000



104

1927 ARMSTRONG-SIDDELEY 14HP SALOON

Registration no. YU 4561

Chassis no. 24114

Engine no. AS 24114

Comparatively cheap for a quality motor car, the 14hp was a considerable success for Armstrong-Siddeley, in excess of 13,000 being sold up to 1929. Survivors though, are few. This Armstrong-Siddeley 14hp saloon has been resident in the York area for most of its life, serving as a taxicab for a while, and was kept on showroom display at Greenside Garage, Acomb for a period of time during the 1980s/1990s. An older restoration (see photographs on file), the car is finished in maroon with beige cord upholstery, while the lovely interior, which boasts railway carriage-style windows in the rear doors, is particularly worthy of note. The vendor describes the car as in generally fair/good condition, reporting that the electrical system has been upgraded with an alternator and that the starter motor and dynamo have been reconditioned. An intermittent magneto fault was rectified earlier this year. Offered with old-style logbook, current MoT/tax and V5 document, 'YU 4561' represents a wonderful opportunity to acquire a charismatic model from a prominent British make at relatively modest cost. An album containing photographs of the restoration and one of the first owner is included in the sale.

£7,500 - 9,500

€9,400 - 12,000





105
1927 MORRIS OXFORD 13.9HP SALOON
 Registration no. SV 8269
 Chassis no. 196455
 Engine no. 198894



'Very few new cars find a way straight to the heart of the motor user with the speed and completeness that attended the debut of the original Morris Oxford and later the Morris Cowley cars.' - *Autocar*, 2nd August 1919.

One of the best known and most readily recognised vintage cars, the 'Bullnose' Oxford had its roots in the Edwardian era. The first examples, fitted with 8.9hp White & Poppe engines, were manufactured in 1913, embodying Morris' successful formula of offering technically unexciting but well built and well equipped cars at a bargain price. The Oxford and its close relation, the Continental-engined Cowley, evolved gradually, both models switching to engines made by Hotchkiss' Coventry subsidiary in 1919. A close copy of the Continental, the Hotchkiss engine was made in 1,548cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923.

A more conventional flat-fronted radiator replaced the distinctive 'Bullnose' type in late 1926, by which time four-wheel brakes had become standardised on the Oxford chassis. All-steel bodies, built under licence granted by the American Budd concern, were another new introduction that year. Easy to drive and maintain, the Oxford was Britain's most popular car prior to the arrival of the Austin Seven.

Finished in maroon/black with beige leather interior, this Vintage-era 'flat rad' Oxford was purchased in 1999 by the vendor's father, who then carried out its restoration himself. 'SV 8269' is finished to a generally good standard and has been much enjoyed in the present enthusiast ownership, which has included attending many local shows with some concours successes. There is a good history file dating back to 1987, which contains numerous invoices for works carried out over the years. The car is offered with current MoT/tax and a V5 registration document.

£12,000 - 16,000
€15,000 - 20,000



106

**1935 ROLLS-ROYCE 20/25HP LIMOUSINE
COACHWORK BY HOOPER & CO**

Registration no. XS 3965

Chassis no. GBK73

Engine no. F29V



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, up-dated 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. Dating from the last few weeks of 20/25 production, this example on the long chassis, 'GBK73', wears formal limousine 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 sold on 23rd November 1935 to The Clyde Automobile Company Ltd of Glasgow and first owned by a Mrs Margaret Abercrombie of Castlehead, Paisley. In 1964 the Rolls-Royce was sold and shipped to America where it remained virtually unused for 40 years, covering only some 200 miles, before being repatriated into the UK in 2004. We are advised that the car has only had four owners from new and that the recorded mileage of 16,420 is genuine.

In 2007 the 20/25 was rebuilt by a professional engineer. Fully documented, the renovation included an engine overhaul, the crankshaft being found to be standard and, upon measuring, still well within factory tolerances. The rest of engine was in similarly good condition. In addition, the braking and steering systems were overhauled; the electrical system fully re-wired; a new clutch fitted; a full re-spray carried out; the interior leather professionally re-upholstered; a stainless steel exhaust system installed; and four new tyres and tubes fitted. The original intercom system is still in situ and working but would benefit from a new handset.

The car comes complete with radiator mascot, copies of the original order form, the aforementioned restoration invoices, and a V5C registration document.

**£27,000 - 32,000
€34,000 - 40,000**



107

1967 MERCEDES-BENZ 250SL CALIFORNIA COUPÉ

Chassis no. 11304322002043

Engine no. 12998222000969

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

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



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

This manual transmission 250SL is an example of the California Coupé, a 2+2 version that came with a rear bench seat occupying the space hitherto reserved for the convertible top. A removable hardtop provided the weather protection. A right-hand drive model, the car was imported from Australia in November 2009 (import duties have been paid). Described as solid, driving well and with a rust free chassis and body, it had been purchased as an ideal candidate for restoration, showing a believed-genuine total of 88,606 miles on the odometer. Due to a change in the vendor's personal circumstances, the car has remained untouched in garage storage and will require re-commissioning before further use. There are no documents with this Lot.

£24,000 - 28,000

€30,000 - 35,000



108

1967 DAIMLER V8 250 MKII SPORTS SALOON

Registration no. OFH 393F

Chassis no. 1R1336DN

Engine no. 7R1363



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

First seen in the rapid, if controversially styled, SP250 sports car, the 2.5-litre version was judged superior to Jaguar's 2.4-litre XK six and so the opportunity arose to create an medium sized, upmarket model based on the Mark 2 saloon, something Daimler's leading distributor, Stratstone, had been crying out for. The job was made relatively easy by the V8's compact nature and the generously sized Jaguar engine bay. (A similar exercise was undertaken with the 4.5-litre unit, which was installed in a Jaguar Mark X prototype, but despite the Daimler engine's superiority the latter was introduced with the 3.8-litre XK six).

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

A rare, manual transmission example, this Daimler V8 250 has covered only a handful of miles since last MoT'd in 2004. The accompanying substantial history file (inspection recommended) contains numerous bills and receipts totalling many thousands of pounds for work carried out over the years, together with a quantity of expired MoT certificates and a V5 registration document. The car benefits from a relatively recent re-spray and an engine top-end rebuild, and is described by the vendor as in generally good condition.

£7,000 - 12,000

€8,800 - 15,000

No Reserve

1 of 12 right-hand drive variants, circa 27,000 miles from new
2001 BENTLEY CONTINENTAL R LE MANS COUPÉ

Registration no. to be advised

Chassis no. SCBZB25E62CH01764

Engine no. 103182L410I/T2W

In 2001 Bentley returned to Le Mans after an absence of 71 years, having last contested the world's most prestigious endurance race in 1930, scoring its fifth victory. Bentley's EXP Speed 8 sports prototype finished a creditable 3rd on its first outing at the Circuit de la Sarthe and in developed form secured an historic sixth victory for the famous British marque in 2003.

To celebrate Bentley's renewed Le Mans campaign the company introduced limited edition 'Le Mans' versions of the existing Continental R and Continental T models. This latest Continental had first been seen at Geneva in 1985 as a concept car, 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley, whose 1980s resurgence had hitherto relied exclusively on models sharing their basic architecture with other Rolls-Royce products.

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 325bhp 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.



For the exclusive 'Le Mans' variants, the 420bhp engine of the Continental T was adopted together with a plethora of special features. The latter included flared wheel arches; green badges to the radiator, wheels and boot; 18" five-spoke alloy wheels; sports bumper package; four-pipe exhaust outlets; and 'Le Mans' wing badges. Interior upgrades consisted of drilled control pedals; pushbutton starter; sports seats with 'Bentley' headrest logos; stacked central instrumentation cluster with chrome bezels and green dials; dark walnut veneer with embossed Bentley badges; 'Le Mans Series' logo to the centre console; and a racing-style gear knob finished in chrome and leather.

This spectacular Bentley had belonged to only one previous owner when purchased by the vendor in 2008. He has used it regularly but sparingly, sharing driving with his other vehicles and maintaining the car as required. It comes with a fully stamped service booklet, having been serviced by authorised Bentley dealers from new. Servicing was carried out initially by the supplying dealer, Bentley Ribbles Valley, and thereafter by Bentley Manchester. There are invoices on file for servicing and maintenance during the present ownership, including one for renewing all hydraulic pipes and hoses in 2009, as per the Bentley standard servicing schedule.

The Bentley was first registered on 2nd November 2001 and the chassis number indicates that it falls within the 2002 model year. Only 46 Continental R Le Mans models were manufactured in 2001 to 2002, only 12 of which were right-hand drive. This car is one of only two right-hand drive examples made for the 2002 model year. Recorded mileage at the time of consignment was 26,403, and the car has an MoT certificate valid until 16th May 2015. It is fitted with a 'Tracker' security device. Accompanying documentation consists of the aforementioned receipts/invoices, the vendor's purchase invoice from the dealer (which had supplied it when new), a vehicle service pack with original handbook, and the stamped service booklet mentioned above.

There is also a quantity of old MoT certificates, a valid road fund licence and miscellaneous papers. It should be noted that the vendor is retaining the cherished registration mark, and it is anticipated that a replacement V5C document will have been received by time of sale.

£70,000 - 90,000

€88,000 - 110,000





110

1989 JAGUAR XJ-S V12 CONVERTIBLE

Registration no. F717 DDY

Chassis no. SAJJNADW3DB161791

Engine no. 85068147SA

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. This automatic transmission XJ-S V12 Convertible had been taken off the road by the previous owner when it was purchased by the current vendor four years ago. Since then the paintwork has been refurbished, the suspension and brakes renewed, and a new mohair convertible hood installed. Regularly serviced, 'F717 DDY' has covered only some 1,000 summer miles while in the vendor's care and is described as in generally very good condition. Finished in blue with cream leather interior, the car is offered with old-style logbook, current MoT/tax and V5C document.

£8,000 - 10,000

€10,000 - 13,000



111

1977 VOLKSWAGEN 'BEETLE' 1200 SALOON

Registration no. PWA 931R

Chassis no. 1162111420

Engine no. D1190062

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car' to become an all-time best-seller and cult classic. The Beetle was continuously up-dated from the time post-war production commenced in 1945, acquiring subtly altered coachwork, improved running gear and larger engines. Development proceeded slowly to begin with, the first major change to the original design being made in 1953 when a larger, 1,192cc engine was introduced on the '1200' model. Export models were built to a higher specification, incorporating hydraulic brakes and synchromesh gears, but even as late as 1962 the standard saloon was being built with cable brakes and a non-synchromesh gearbox! Greater window area and revised, ball-jointed front suspension were among the most significant developments for 1965. By the time European production ceased in 1977, a staggering 21,000,000-plus Beetles of all types had been made. Restored in 1997 (bill on file), this Beetle 1200 had been dry stored, unused, since 2002 prior to being re-commissioned for the road this year and MoT'd. Re-commissioning works carried out include servicing the engine and overhauling the brakes. Although sound, the car would benefit from some cosmetic improvement. Accompanying documentation consists of sundry bills, a quantity of expired MoT certificates, V5C document and MoT to October 2015. An original owner's manual comes with the car.

£2,000 - 4,000

€2,500 - 5,000

No Reserve

112

1962 JAGUAR MK2 2.4-LITRE SALOON PROJECT

Registration no. 7494 ML

Chassis no. 112534

Engine no. BH6252-8

A development of the Mk1, the Jaguar Mk2 was introduced in October 1959. Slimmer windscreen pillars and deeper side windows greatly enlarged the cabin's glass area, while the deletion of its predecessor's rear wheel spats enabled the rear track to be widened, increasing roll resistance and stability. Otherwise, the running gear remained much as before, with independent front suspension by wishbones and coil springs, leaf-sprung live rear axle and disc brakes on all four wheels. Although ultimately not as fast as its larger-engined 3.4- and 3.8-litre siblings, the 2.4-litre Mk2 possesses all the style and refinement associated with Jaguar's classic saloon while cruising comfortably in present-day traffic on motorways. Cheaper to insure, the '2.4' is also capable of delivering superior fuel consumption - an important consideration these days, even for classic cars. This 2.4-litre Mk2 was purchased new by salt company Cerebos Ltd and later sold to its chairman, Frederick Patterson. The previous owner intended to restore the car and purchased the required panels, costing over £1,000, which are included in the sale. We are advised that '7494 ML' runs and drives, and that the original interior is in generally good condition, headlining included. Offered for restoration and sold strictly as viewed, the car comes with old-style logbook, current road fund licence and V5 document.

£5,000 - 7,000

€8,800 - 13,000

113

NO LOT

114

Rebuilt less than 600 miles ago

1971/2010 MGB 4.6-LITRE V8 ROADSTER

Registration no. UUX 980J

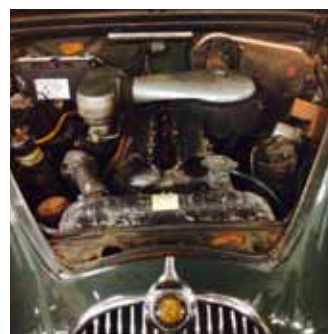
Chassis no. GHNS245550

Engine no. XM46D308H5

This MGB Roadster was constructed for the previous owner in 2009/2010 utilising a new Heritage body shell and a new Coscast 4.6-litre V8 engine. The latter was prepared and supplied by RPI Engineering of Norwich complete with Hotwire fuel injection; new enhanced ignition system and Borg Warner T5 transmission with up-rated clutch and Centronic clutch release (details on file). CCHL of Hull then installed this engine in the body shell, which had been adapted for the V8 conversion incorporating many improvements over standard MGB specification. A number of MGB RV8 parts were used, such as the full front cross-member, up-rated brake discs, callipers, pads, front springs and telescopic shock absorbers, while the rear axle was fitted with Spax adjustable suspension. The steel bonnet too is an RV8 item with a bulge to accommodate the 4.6-litre engine. Other noteworthy features include an up-rated RV8 starter motor; RV8 exhaust manifold and stainless steel system; 72-spoke chromed wire wheels; and a fully re-trimmed blue leather interior with reclining front sports seats. The rebuild and conversion cost over £43,000 (see invoices and correspondence on file). Purchased by the vendor's late husband in 2012, 'UUX 980J' has covered fewer than 600 miles since completion and is for sale due to bereavement. Accompanying documentation consists of the aforementioned invoices, MoT/tax to July 2015, some old MoTs, current V5C and two parts catalogues (for MGB and MGB V8).

£15,000 - 20,000

€19,000 - 25,000





115

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



116

1994 BENTLEY CONTINENTAL R COUPÉ

Registration no. XAH 11

Chassis no. SCBZB03C3SCH52287

Engine no. 81635L410M/TKR



Bentley's 1980s resurgence 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 six seconds and boosting top speed to in excess of 150mph.

This very attractive and original Continental R comes with comprehensive service history from new, the accompanying service booklet recording 15 services carried out by official Rolls-Royce/Bentley agents H R Owen, London and Broughton's of Cheltenham between September 1995 and March 2003, the latter at 78,711 miles.

The car was then purchased by a private buyer for his own collection and maintained in house until it was sold to the current vendor at Bonhams' Harrogate Sale in 2012 (Lot 565). A general service and oil change had been undertaken prior to sale to ensure the car was in excellent driving condition. Since its acquisition for his private collection by the current owner, the Bentley has been serviced but seldom used. All MoT certificates have been retained, confirming the recorded mileage.

This chassis series was fitted with the Zytec engine management system, which provided improved performance and economy compared to the earlier units but did not suffer from the overheating and cylinder head gasket problems sometimes experienced with later models. Finished in Brooklands Green with St James' Red-piped Spruce hide upholstery, chassis number 'XAH 11' comes complete with its original factory slip case containing the handbook and other publications; current MoT/tax and V5C registration document; and a full set of factory build records from the Rolls-Royce Enthusiasts' Club confirming that it is to original specification. This very attractive Grand Routier represents exceptional value for money, as well having the magical 'Bentley Continental' name.

£26,000 - 30,000

€33,000 - 38,000



117
1935 RILEY 12/4 'IMP' SPECIAL
 Registration no. BPP 231
 Chassis no. 22T1980
 Engine no. T1980

Introduced in 1926, Percy Riley's twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars. Riley's proven twin-camshaft layout was retained for the new Hugh Rose-designed 1½-litre four introduced in 1935. The Falcon saloon made its debut on this new 12hp chassis, which was also available with the familiar Kestrel saloon and Lynx tourer coachwork. In Standard trim the 1½-litre 12/4 engine produced 45/46bhp with single Zenith carburettor. The Special Series came with twin SUs and 52bhp while at the top of the range was the 59/61bhp Sprite specification engine that added £48 to the purchase price.

Originally a Falcon saloon, 'BPP 231' has been reconstructed in the style of one of Riley's most successful four-cylinder sports cars of the 1930s: the Imp. Like the six-cylinder MPH, the 9hp Imp featured a short-wheelbase chassis that swept upwards over the front axle and was under-slung at the rear, this layout having been first used on the Brooklands Six. The engine was mildly revised and fitted with twin SU carburettors, while a Scintilla magneto was offered as an option. With its long bonnet, flowing wings and short tail, the Imp is without question one of the most attractive small sports cars of its era.



This Falcon's transformation into an Imp-style special began with a previous owner in 1981. The wheelbase was shortened to 96", the chassis lowered and the radiator moved back, while the heavy torque tube was dispensed with and the axle ratio raised to 4.35:1 using modern MGB parts (the original differential accompanies the car). The engine was rebuilt, being fitted with twin SU carburettors and four-branch exhaust manifold. A Wilson-type pre-selector, the gearbox has been modified to improve clutch action in heavy traffic (a spare gearbox comes with the car). Aluminium coachwork was fashioned over an ash frame and the interior recently trimmed in green leather. Weather equipment comprises a two-piece tonneau cover. There is also a hood frame but no hood. A recent major service included renewing the battery and rear brake shoes.

The car is offered with current MoT/tax and a sizeable history file containing assorted invoices/receipts, VSCC buff form, some old MoTs, current V5C and reproduction instruction and service books.
£35,000 - 40,000
€44,000 - 50,000



118

**Offered from a deceased's estate
1933 MG J2 SPORTS TWO-SEATER**

Registration no. UG 4870

Chassis no. J2 930

Engine no. 8G9R L30877

Announced in August 1932 and developed from the M-type and Montlhery Midgets, the MG J2 was attractively priced to leave 'ten bob' change out of £200. The records set by the diminutive MG cars had captured the imagination of the public and the company was quick to capitalise on this by marketing a car not too dissimilar from the works competition cars.

The fold flat windscreen, external Le Mans style rear mounted fuel tank, knock on wheels, cut away door profiles and remote control gear lever appealed to the dashing beaux of the thirties, however not only did the car project the sporting image, it had performance to match its good looks.

The 847cc, four cylinder, overhead camshaft engine, fuelled by twin SU carburettors and driving through a four speed gearbox, gave the J2 a cruising speed of around 50mph and a top speed approaching 80mph, thus ensuring the competitiveness of the new J2 in its class in the hands of the amateur driver. The J2 was offered only in two-seater form and in a build run ending early in 1934 some 2083 examples left the Abingdon production lines.



This car was first registered in Leeds on 10th May 1933 and, although its early history is not fully recorded, the old style buff log book and V5 documents offered with the car record ownership from 1955 onwards – seven owners, all in the North East of England. In 1978 the car was acquired by well known north country MG exponent, Bill Wood of Scruton, from whom the recently deceased last owner acquired the car in 1987. During the last two ownerships UG 4870 has been actively campaigned in rallies, including successful participation in the demanding Beamish Reliability Trial. At some stage during its life the car has been the subject of an engine and gearbox change, the units presently fitted coming from a post war Morris Minor. Although unused for a little while UG 4870 is believed to have been in generally sound condition when last driven. It was last awarded an MOT test certificate in July 2012 since when minimal mileage has been covered. The usual careful recommissioning will be required.

The car is presented in black livery with red wheels and brown leather upholstery – all with that delightful patina that comes with an older restoration. It is equipped with Lucas headlamps and Butler spotlamps, has the practical modification of hydraulic brakes and has both tonneau cover and hood. It comes with V5C registration document, the aforementioned old logbook and a quantity of expired MoT certificates.

£9,000 - 12,000

€11,000 - 15,000



119

1960 TRIUMPH TR3A ROADSTER

Registration no. YSU 304

Chassis no. TS/67699-L

Engine no. TS/67982-E



Lacking a sports car capable of competing with those of rivals MG and Jaguar, Standard-Triumph engaged in a hurried design and development programme that bore fruit in March 1953 with the display at the Geneva Motor Show of the prototype TR2. A couple of months later the newcomer emphatically established its performance credentials when an overdrive-equipped prototype in touring trim ran at 114.9mph on the Jabbeke motorway in Belgium. Simply constructed, practical to own and offering 100mph-plus performance at a bargain price, the TR2 was an enormous success both at home and abroad so it was only to be expected that its successor - the TR3 - would represent evolution rather than revolution.

Introduced in October 1955, the TR3 was, indeed, little different from the preceding TR2. Changes to the Standard Vanguard-derived 2.0-litre engine boosted power from 90 to 95bhp but the most obvious difference was the adoption of an 'egg box' radiator grille. The engine developed 100bhp courtesy of a new cylinder head by mid-1956, then in August Girling front disc brakes and the stronger Phase III Vanguard rear axle were standardised. Cosmetically revised but mechanically indistinguishable, the TR3A was phased in during 1957. New front-end styling featured a full-width grille incorporating sidelights/indicators, and for the first time there were locking door and boot handles plus an improved interior.

This TR3A was re-imported from California and renovated by marque specialists TR Bits of Knutsford, Cheshire in 1989. Works carried out included conversion to right-hand drive; a full 'wings off' re-spray; interior re-trim; new hood and tonneau cover; and fitting a Girling Powerstop brake servo (see TR Bits correspondence on file). A TR4 all-synchromesh gearbox, electronic ignition (new), safety belts, electric cooling fan, stainless steel exhaust, and radial tyres are the only other notified deviations from factory specification.

After completion the TR was sold to one R G Barradell-Smith in December 1989 at 19,495 miles (invoice on file) and there have been a further five owners in the last 25 years. Most MoT certificates for this period are available together with invoices for various parts including new ball joints, water pump and pulleys, steering idler arm, trunnions and bushes, rear hub seals, brake shoes and master cylinder, copper brake pipes, etc. The current odometer reading is 32,250 miles. Described as in generally excellent condition, running well, the car is offered with aforementioned paperwork, dating certificate, current road fund licence, MoT to August 2015 and V5 registration document.

£18,000 - 22,000

€23,000 - 28,000



120

**Circa 37,000 miles from new
1984 JAGUAR SOVEREIGN XJ 5.3 SERIES III SALOON**

Registration no. VIA 8397

Chassis no. SAJJDALW3CC379964

Engine no. 7P049450HA

Launched to much acclaim in 1968, the XJ6 refined concepts embodied by previous Jaguar saloons to create a car to rival the best offered by Mercedes-Benz. 'In its behaviour it gets closer to perfection than any other luxury car we have tested, regardless of price,' was *The Motor's* summation of the XJ6. The 'Sovereign' version took its name from the range-topping Daimler variant and came with just about every conceivable optional extra incorporated as standard.

Although introduced with XK six-cylinder power under the bonnet, it had always been Jaguar's intention that its flagship saloon would accommodate the new all-alloy V12 engine that had debuted in the E-Type, and the resulting XJ12 duly appeared in July 1972. With a top speed of over 135mph courtesy of the 5.3-litre V12's 253bhp, the newcomer combined high performance with a level of luxury unmatched by many a less-accommodating grand tourer costing several times as much. *Autocar* concurred: 'There are and have been 12-cylinder cars of several kinds but the new experience in this instance is the unique combination of characteristics, namely the refinement required of a limousine V12 plus the eager response and high rpm capability of a sports tourer.'



A longer - by 4" - wheelbase version was introduced in August 1972, becoming the standard bodyshell when the XJ family was upgraded to 'Series II' specification the following year. In May 1975 fuel injection was introduced on the V12 models, increasing maximum power to 285bhp while at the same time improving fuel economy. With its restyled, larger and more airy cabin, courtesy of Pininfarina, the Series III of 1979 was readily distinguishable from the Series I/II, and Jaguar's range-topping luxury saloon continued in this form until the introduction of the 'XJ40' bodyshell in 1986.

This Sovereign Series III V12 is finished in black with magnolia leather interior and has automatic transmission. Since February 2006, 'VIA 8397' has formed part of a prestigious private collection in North Yorkshire where it has been stored and meticulously maintained to a very high standard in a purpose-built facility. The car currently displays a total of 36,533 miles on the odometer and is described as in generally excellent condition with very good bodywork and paint. It comes with full service history with Appleyard Edinburgh to 33,714 miles, is currently MoT'd and has a V5C registration document.

£6,000 - 10,000

€7,500 - 13,000



121

1994 RANGE ROVER 4.2-LITRE LSE AUTOMATIC 4X4 ESTATE

Registration no. L607 YAC

Chassis no. SALLHBM33MA651590



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.

First registered on 23rd May 1994, the Range Rover offered here is an LSE 'soft dash' model specially finished in Aston Martin Derwent Green (to match an Aston Martin belonging to a previous owner) with Sorel hide interior in near perfect condition. The last year of LSE production saw the arrival of the 'soft dash' model, which had many long overdue improvements. Opening the bonnet reveals a better organised layout, while the electrics were much more reliable, as were many other aspects of the vehicle. This car's headlining is not torn or sagging in anyway, a problem found in many 'classic' Range Rovers.

Works carried out recently include a full set of new brake pipes (front to back); a full set of exhaust manifold and front pipe gaskets; and upgrades to the headlights. We are advised that there is no corrosion on this solid LSE and that the rear doors, extended for this model, are in perfect condition. The electric seats work, as does - importantly - the air suspension, most of which is new. All five tyres are fairly new Goodyear Wranglers.

The previous owner acquired the vehicle in May 2001. Its service history was complete up until then, the last official Land Rover service being carried out in March 2001 at 77,647 miles. Subsequently, the Range Rover was serviced in house by the owner's mechanics. The engine was replaced at 106,000 miles, a little under 10,000 miles ago, the replacement having been taken from a 600-mile car that had been written off in a ram raid. The old engine's porous cylinder block is included in the sale. For the past five years the Range Rover has been 'mothballed' in heated, purpose-built storage. Fully serviced in 2014 and described in generally very good condition, this well preserved classic Range Rover is offered with service booklet, a quantity of expired MoT certificates, V5C document and MoT to July 2014.

£8,000 - 10,000
€10,000 - 13,000



122

**1912 DELAHAYE TYPE 47 10/12HP ESTATE CAR
COACHWORK BY H M HOBSON LTD**

Registration no. IO 802

Chassis no. 8305

Engine no. 70

No doubt it was Delahaye's well deserved reputation for quality and reliability that prompted Mrs C A McCall of Barrowby Grange, Kirkby Overblow near Harrogate to purchase this 10/12hp model for general estate duties in 1912. Priced at £254, Delahaye's Type 47 was powered by a 1.6-litre four-cylinder engine driving via a three-speed gearbox. This car was supplied by the UK concessionaire H M Hobson Ltd, manufacturers of the Claudel-Hobson carburettor. At this time many motorists objected to a fee being charged for obtaining a registration number, so Mrs McCall registered her car in Kildare, Ireland, deliberately creating a lot of extra work for the despised licensing authorities.

Around 1950 the Delahaye was rediscovered in a barn (still carrying a 1922 tax disc) and purchased by Flying Officer J Noakes, who entered it in numerous events around Yorkshire and also participated in the historic 'Coronation Rally' on 7th June 1953. Correspondence in the accompanying history file shows that by 1954 the Delahaye was on display at the National Motor Museum, Beaulieu where it remained for many years. In 1962, 'IO 802' was chosen to feature in a limited edition of collectors' cards issued by Weston Biscuits.



On display at the National Motor Museum

The Delahaye passed to a Scottish collector in the 1970s and in 2004, by quirk of fate, returned to the Harrogate area. Since then it has participated in various VCC rallies and HCVS events, including the Trans-Pennine and London to Brighton Runs, as well as classic vehicle local shows. Renovation carried out includes a partial engine rebuild in 2008 (new valves, valve springs and piston rings), a magneto rebuild in 2004, and a recent repaint of the wings and bonnet. The interior leather upholstery remains original.

The engine is said to run well, propelling the Delahaye 'up hill and down dale' at 28mph, while the gearbox is described as a delight to use. Reducing his collection, the vendor hopes that the new owner will enjoy this unique and substantially original vehicle as much as he has. Last taxed in 2010, the car is offered with the aforementioned history file, VCC dating certificate, old-style logbook, sundry bills and a V5C document.

£20,000 - 25,000

€25,000 - 31,000



123

The ex-Sophie Rhys-Jones
1968 MORRIS MINOR 1000 SALOON

Registration no. NHW 564F
 Chassis no. M/A2S5D.1203990
 Engine no. 10-MA-U-H 29491

First registered to John Rix-Page, of Dursley, Gloucestershire, 'NHW 564F' was next owned by one George Scott before being purchased for Sophie Rhys-Jones by her then boyfriend Jeremy Barkley in 1988. The car - her first - was used as personal transport before being sold later that same year to Giselle Okin in North London. It remained in Ms Okin's ownership until January 1992, by which time its condition had deteriorated to such an extent that it was sold as 'scrap' for just £200. Its next owner, Vivien Arey, spent in excess of £1,000 restoring the Minor, which then passed into the care of Mr Michael Smith in 1993 and thence to a Mrs Wheeler, in July 1998. Following the royal wedding of Prince Edward and Sophie, the Duke and Duchess of Wessex, which took place on 19th June 1999 at Windsor Castle, the Minor was the subject of an exclusive article in The Sunday Mirror of 27th June. A copy of the newspaper is offered with the car. The La Vignette collection purchased the Moggie at Brooks' Beaulieu sale in July 1999 (Lot 421). Kept on museum display in dry storage with the rest of the collection, serviced regularly and until 2009 was MoT'd annually and driven on private land. It was then offered for sale at Bonhams Harrogate 2013 Auction (Lot 426) where the vendor purchased the car. A humble 'Moggy', albeit one with royal connections, 'NHW 564F' is finished in maroon with red interior and described as in generally good-to-excellent condition. The car comes with old-style logbook, Current MOT, Swansea V5 registration document and photographic evidence of Sophie Rhys-Jones' past ownership.

£5,000 - 7,000
£6,300 - 8,800



124

Two owners, circa 11,500 miles from new
1980 VOLVO 244 DL SALOON

Registration no. YVH 294V
 Chassis no. 0524424
 Engine no. 00000004701

Until relatively recently, Volvo traded on an image of safety and dependability that was underpinned by sound and rugged - if rather conservative - engineering, an approach that appealed to many. Introduced in 1974, the 240 Series was typical of these traditional front-engine, rear-drive Volvos. Styled to suggest rock-like solidity, the '240' used the immediately preceding 140 Series bodysell from the windscreen back while featuring an entirely new front end. Beneath the skin there was McPherson strut suspension at the front and a live axle at the rear, and the '240' was powered by a new range of four-cylinder overhead camshaft engines, with a six-cylinder diesel joining the line-up in 1979 and turbocharged units in 1982. The '240' would turn out to be one of the most successful Volvos of all time and by the time production ceased in 1992 a total of almost 1.5 million saloons and getting on for 1 million estates had been made. This 244 saloon is equipped with the 2,127cc engine and manual transmission. 'YVH 294V' has had only two owners from new and we are advised that it has been very well cared for by both and that the low odometer reading of only 11,500 miles is genuine. Described as in generally excellent condition, the car is offered with the original bill of sale, annual mileage records, current road fund licence, MoT to October 2015 and V5 registration document.

£4,000 - 6,000
£5,000 - 7,500

125

1993 JAGUAR XJ40 (XJ6) 4.0 LITRE SALOON

Registration no. K672 SLT (see below)

Chassis no. SAJJHALD3AJ685332

Engine no. 9EPDNA178360

Jaguar grasped the nettle bravely in 1986 with the launch of an entirely new XJ6 - code-named 'XJ40'. The new XJ's outward similarity to the old one masked a host of improvements: a simpler body shell constructed from fewer panels, new advanced anti-corrosion technology, increased passenger and luggage space, and revised suspension giving superior ride and handling. In addition, two new six-cylinder engines replaced the long-running XK series; these were the 3.6-litre, 24-valve, twin-cam AJ6 already seen in the XJ-S and a 2.9-litre single-cam unit. In the early 1990s these two were replaced by AJ16 24-valve units of 3.2 and 4.0 litres capacity, both of which would find their way into the updated X300 Series introduced for 1995. This well maintained XJ40 saloon was bought at Bonhams Harrogate sale in 2010 having been owned by the then vendor for the previous seven years. It was described by him then as in generally excellent condition both inside and out and, as it has been used by the buyer, (a vintage car collector/restorer of note), as little more than 'wheels' for his return journey from Harrogate to his home in Dublin in 2010, it remains in generally good order. It will be driven back from Dublin to the sale. During the current ownership a new battery has been fitted. Presented in green livery with dooskin leather interior, this comfortable luxury motor car is equipped with automatic transmission, radio/CD multi-changer and an alarm/immobiliser, the latter being the only notified deviation from factory specification. As the car has been in The Republic of Ireland for the last four years the successful buyer will need to re-register the car with the DVLA at Swansea should the car remain in the UK.

£1,000 - 2,000

£1,300 - 2,500

No Reserve



126

2003 MG TF STEPSPEED SPORTS

Registration no. BX03 PVD

Chassis no. SARRDWBGJ4D619885

Engine no. 18K4FM14599427

In 2002 the MG Rover Group introduced an extensively revised version of its mid-engined MGF sports car – the TF – named after the final MG Midget model of the 1950s. The most significant mechanical change was the adoption of conventional coil-sprung suspension in place of the original Hydragas system, while the engine was tweaked for increased power and the bodyshell stiffened. A comprehensive restyle included alterations to the front grille, headlights, bumpers, side air intakes and rear boot. UK production ended in 2005 when the Rover Group collapsed. This MG TF has the 1.8-litre engine and Stepspeed six-speed sequential automatic transmission. The car was supplied new via Friarsgate MG in Lichfield and covered only 16,330 miles in its first four years. There are service records on file issued by an independent MG specialist, the last full service being carried out in March 2014 at 56,148 miles (the cam belt was replaced in April 2010 at 23,640 miles). Currently displaying a total of 59,000 miles on the odometer, the MG is described as in generally good condition and is said to drive well, with no head gasket or coolant problems. Finished in grey with tan half-leather interior, the car comes with service history, owner's handbook, MoT to March 2015 and V5C registration document.

£900 - 1,250

£1,100 - 1,600





127

**Circa 670 miles since restoration
1943 WILLYS JEEP**

Registration no. 499 XUN
Chassis no. MB265101
Engine no. MB28194

Although forever associated with Willys-Overland, the original Jeep was developed by American Bantam, formerly American Austin. Designed to meet the US Army's requirement for a rugged, go-anywhere, four-wheel-drive vehicle capable of surviving on the barest minimum of unskilled maintenance, Bantam's prototype Jeep was up and running by 1940.

The Pentagon, though, doubted the firm's ability to meet the military's post-Pearl Harbour demands, so the major contracts went to Willys and the Ford Motor Company. Produced by the million, the Jeep saw service in every theatre of the Second World War and post-WW2 inspired the production of the Land Rover.



This Jeep was discovered in France in 1998 and brought to the UK where the former owner commissioned a 'last nut and bolt' restoration, the work being carried out by a professional Jeep restorer based in Shropshire.

The owner specified that the Jeep should be restored to factory specification, which involved using many new parts including the body shell, seat covers, hood, wiring loom, road wheels and towrope, the latter being specially commissioned. Its restoration completed in 2008, since when it has covered only 670 miles, the vehicle is described by the vendor as in generally excellent condition. Offered with current road fund licence and V5C registration document, this would be ideal period transport for next year's Goodwood Revival meeting.

£18,000 - 22,000
€23,000 - 28,000



128

1 of 837 produced

1993 JAGUAR XJR-S 6.0-LITRE COUPÉ

Registration no. K77 JUL

Chassis no. SAJJSAE33BB171396

Engine no. 8W010195HB



Having done Jaguar's international sporting image no end of good by winning the 1984 European Touring Car Championship at the wheel of an XJ-S, Tom Walkinshaw was called upon to give the Coventry manufacturer's road cars a performance makeover. Walkinshaw's JaguarSport company was already producing body and suspension kits for the XJ-S and in 1988 the factory sanctioned an official model incorporating Walkinshaw's enhancements – the XJR-S. Priced at £38,500, the latter was launched in August 1988, capitalising on Jaguar's second consecutive World Sports Car Championship and victory at Le Mans that year. Walkinshaw's modifications to the running gear were relatively modest yet the transformation of the XJ-S's road manners was marked.

The following year the XJ-S's 5.3-litre V12 engine was stretched to a full 6.0 litres, gaining close to a hundred horsepower in the process, while reworked suspension incorporating stiffer springs/anti-roll bars and Bilstein gas-filled struts formed part of the package also.

A colour-matched body kit, prominent boot spoiler, 16" Speedline alloy wheels and a full leather interior further differentiated the XJR-S from its humbler brethren. A top speed of more than 160mph was claimed for the XJR-S, which at £45,500 in 1989 was by a considerable margin the most expensive Jaguar on offer.

The XJR-S was always a limited production model, with only 837 being made between 1989 and 1993 compared to more than 115,000 XJ-S cars in total. This late example is finished in light blue metallic with magnolia leather interior and has automatic transmission. Since March 2005, 'K77 JUL' has formed part of a prestigious private collection in North Yorkshire where it has been stored and meticulously maintained to a very high standard in a purpose-built facility. The car currently displays a total of 61,293 miles on the odometer and is described as in generally excellent condition. It comes with full service history with Appleyard Jaguar (Leeds) consisting of 12 stamps in the service booklet, plus two stamps by specialists, the last at 60,916 miles. The car is currently MoT'd and also comes with a V5C document.

£6,000 - 10,000

€7,500 - 13,000

The ex-Keith Roper, 1954 New Zealand Grand Prix

1953 AUSTIN-HEALEY 100 SPORTS

Registration no. 1 AH 100 (New Zealand)

Chassis no. BN1/145426

Engine no. 1B/139363

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

Lord had been happy to agree to supply Austin Atlantic components as the model had not been selling well in its intended market - the USA - and was scheduled for deletion. Low-revving and torquey, the Atlantic's 2,660cc four-cylinder engine produced an unremarkable 90bhp but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds.

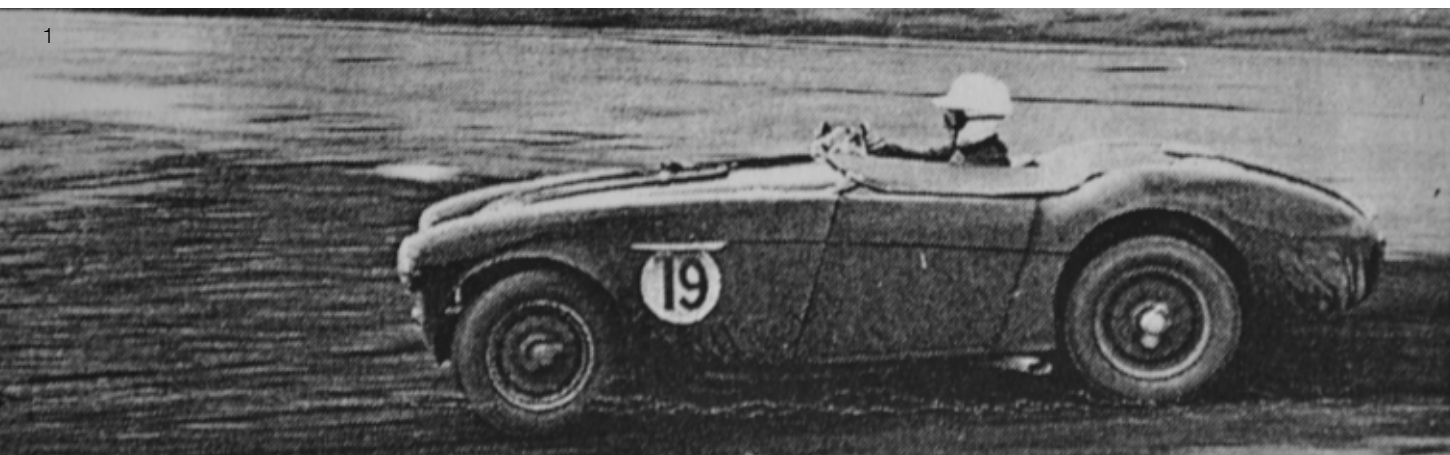
1

'1 AH 100' in action, New Zealand, 1954

A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956.

Following the Austin-Healey 100's sensational debut in 1952, the works had entered two mildly modified cars in the 1953 Le Mans 24-Hour Race, which finishing in 12th and 14th places, a highly praiseworthy achievement for what were recognisably production sports cars.

Accordingly, the name 'Le Mans' was chosen for a bolt-on tuning kit offered through Austin-Healey dealers, by means of which private owners could bring their cars up to a specification approaching that of the works entries. With or without the Le Mans kit, the Austin-Healey 100 was the ideal competition car for the privateer, who could drive it to the venue, compete to the best of his or her ability - perhaps picking up the occasional class or even outright win if they were talented enough - and then drive it home again.



This historic Austin-Healey 100 BN1 is that rare beast: a sports car that has competed in an international Grand Prix event alongside single-seaters, in this instance the 1954 New Zealand GP at Ardmore where the favourite to win was Ken Wharton's works-entered supercharged BRM V16 Formula 1 car. The rest of the British entry comprised the Ferrari of Peter Whitehead, Tony Gaze's HWM, Fred Tuck's Cooper-Bristol and Horace Gould, while the Australian entry included the Redex Special of future triple Formula 1 World Champion Jack Brabham.

Held on 9th January 1954, the race was won by the 3.8-litre Maybach Special of Australian Stan Jones (father of future Formula 1 World Champion Alan Jones) after Wharton's BRM had been delayed by a broken brake pipe, eventually finishing 2nd. Of the three Austin-Healey 100s entered, Ross Jensen's finished 7th, David Crozier's 12th and Keith Roper's (the car offered here) 13th. A polished driver, having previously raced motorcycles, Roper also raced an MG TA and a Cooper-JAP in period.

All three Healeys had arrived in New Zealand in late 1953, this car's BMIHT certificate revealing that it had been completed on 2nd October of that year and despatched to Magnus Motors Limited in Wellington, its entrant in the Grand Prix. The certificate shows that this car, which retains matching chassis and engine numbers, was originally finished in Carmine Red with black interior trim and equipped with a heater, Smiths speedometer and 16" racing tyres, which would have involved fitting larger wheels (production Austin-Healey 100s had 15" wheels). It was also supplied with an extra spare wheel and tyre. Keith Roper registered the Healey in Nelson on 4th December 1953.

Following its Grand Prix outing, the Healey was driven by Roper in the C W F Hamilton Trophy Race at Mairehau on 20th February 1954, finishing 3rd, and then at the Havelock meeting where it was one of only two cars to record a speed of 100mph in the flying quarter-mile event, the other being a Jaguar XK120. Sold in October 1954, the car subsequently passed through the hands of several owners up to 1971 when it was placed in storage. Copies of the New Zealand ownership records are on file. '14526' remained in storage for the next 24 years before being restored by Cliff Everson of Kaukapakapa in 2005. The car was repatriated from New Zealand in 2014.

Accompanying documentation consists of copies of the aforementioned NZ ownership records and first registration certificate; copy extracts from the 1954 Grand Prix programme and season roundup; Keith Roper career statistics; BMIHT certificate; and current MoT.

As an Austin-Healey with in-period international race history at Grand Prix level – a most unusual accolade for a sports car – '14526' will no doubt be a most welcome addition to the entry at the most prestigious historic motor sports events including the Goodwood Revival, Mille Miglia, Le Mans Classic, etc.

£60,000 - 80,000
£75,000 - 100,000





130
1975 ROLLS-ROYCE PHANTOM VI LIMOUSINE
COACHWORK BY PARK WARD
 Registration no. KNH 842N
 Chassis no. PRH4817
 Engine no. 4817

Introduced in 1959, Rolls-Royce's new limousine model, the long-wheelbase Phantom V, effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. Built on a much modified and strengthened Silver Cloud II chassis, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that, while top speed was a little down on that of its stable-mates, though still in excess of 100mph, the new Phantom could all but match them for acceleration.

Rolls-Royce's in-house coachbuilder Park Ward Limited produced what was in effect the 'standard' seven-passenger limousine coachwork for the Phantom V. The usual upholstery for the front compartment was leather, which was also included in the list of alternatives for the rear along with West of England cloth. As one would expect in a car of this class, a cocktail cabinet was often incorporated into the rear compartment's cabinetwork, while electric windows and air conditioning were among the preferred options.



Park Ward's design remained substantially unaltered until the introduction of the Silver Cloud III and Bentley S3 in the autumn of 1962 when it was revised to incorporate the new models' four-headlamp lighting arrangement and a completely new above-waistline treatment. Now built by the combined firm of H J Mulliner, Park Ward Ltd, the car lived on into the 1990s as the Phantom VI, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce.

Completed on 20th May 1975, Phantom VI chassis number 'PRH4817' was supplied new via Jack Barclay to H A Fox and first owned by one A R Pearson of Warrington. Purchased for the vendor's funeral services fleet in 2006, the Phantom has been maintained annually by Alan Fearon's Rolls-Royce, Newcastle. In 2011 a replacement engine was fitted by Flying Spares, the gearbox being rebuilt at the same time. The original engine comes with the car but will need to be collected separately post sale. Finished in black over Burgundy with cream hide interior (the latter re-trimmed in 2006), the Phantom is offered with copy chassis cards, current road fund licence and V5C document and is expected to possess a fresh MoT certificate by time of sale.

£35,000 - 40,000
€44,000 - 50,000



131

**1969 ROLLS-ROYCE PHANTOM VI HEARSE
COACHWORK BY WILCOX**

Registration no. UBD 41G

Chassis no. PRH4551

Engine no. to be advised

Introduced in 1959, Rolls-Royce's new limousine model, the long-wheelbase Phantom V, effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith. Built on a much modified and strengthened Silver Cloud II chassis, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that, while top speed was a little down on that of its stable-mates, though still in excess of 100mph, the new Phantom could all but match them for acceleration.

Rolls-Royce's in-house coachbuilder Park Ward Limited produced what was in effect the 'standard' seven-passenger limousine coachwork for the Phantom V. The usual upholstery for the front compartment was leather, which was also included in the list of alternatives for the rear along with West of England cloth. As one would expect in a car of this class, a cocktail cabinet was often incorporated into the rear compartment's cabinetwork, while electric windows and air conditioning were among the preferred options.



Park Ward's design remained substantially unaltered until the introduction of the Silver Cloud III and Bentley S3 in the autumn of 1962 when it was revised to incorporate the new models' four-headlamp lighting arrangement and a completely new above-waistline treatment. Now built by the combined firm of H J Mulliner, Park Ward Ltd, the car lived on into the 1990s as the Phantom VI, its passing in 1992 marking the final demise of the separate-chassis Rolls-Royce.

Originally completed with limousine coachwork, Phantom VI chassis number 'PRH4551' was supplied new via Jack Barclay to Brian Jenkins of Astbury Hall, Shropshire on 21st October 1968. Mr Jenkins subsequently sold the Phantom to Newton Abbot Funeral Directors, who commissioned Wilcox Coachworks to create the hearse body. This car is one of ten completed by the company. The Phantom was then sold to Northampton Funeral Services prior to its purchase for the vendor's funeral fund services fleet in 2006. Maintained annually by Alan Fearon's Rolls-Royce, Newcastle, the Phantom is described as in generally good condition and is said to run very well. Finished in black over Burgundy with black leatherette seating, the car is offered with current road fund licence and a V5C document and is expected to possess a fresh MoT certificate by time of sale.

£35,000 - 40,000

€44,000 - 50,000



132

1966 MGB GT COUPÉ

Registration no. GOP 500D

Chassis no. G/HD393595

Engine no. 18GBUH45057



Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time. Attractively styled, cheap to run and easily maintained by the home mechanic, the 'B' carried on MG's traditional role of providing affordable, sports car motoring for the ordinary enthusiast.

The popularity of factory hardtops for its MGA predecessor and the success of the Coupé variant influenced the decision to produce a closed version of the MGB that would provide the increased practicality and refinement being demanded by the maturing sports car market. Styled by Pininfarina, the MGB GT Coupé arrived in 1965 to be greeted by universal acclaim. The adoption of a stylish fastback bodysell enabled the provision of two occasional rear seats which, when folded flat, created a generous load platform accessible via the rear tailgate. The more robust five-bearing B-Series engine was fitted to the GT right from the start, and when the Abingdon production lines finally stopped rolling, over 125,000 MGB GTs had been built. The MGB's popularity remains undiminished, one of the major factors being the continuing availability of spare parts and expertise, making it one of the easiest of classic sports cars to run and maintain.

A desirable manual/overdrive model dating from the first year of production, this MGB GT underwent a major restoration in the early 1990s. In July 2003 the car was purchased by a Mr Brunsdon of Langford, Somerset, who used it solely for pleasure over the next ten years. During Mr Brunsdon's ownership the MGB was fastidiously maintained, benefiting from a new gearbox in 2009 and an unleaded conversion, and comes with bills accumulated over that ten-year period totalling £7,000.

The current vendor purchased the car from Mr Brunsdon in 2013. Although the car was still in good order, the paint had faded and the carpets and headlining had deteriorated with age, so it was decided to treat it to a high quality re-spray, refreshed interior, new headlining, etc to return the MG to as near original condition as possible. In addition, brightwork was replaced where necessary and the engine bay detailed. One of the best early examples currently available, this beautiful MGB GT is offered with MoT to August 2015, V5C document and a substantial history file containing numerous invoices and 11 expired MoT certificates.

£6,000 - 8,000
€7,500 - 10,000



133

2002 JAGUAR XKR AUTOMATIC CONVERTIBLE

Registration no. MT02 WOX

Chassis no. SAJAC42N52PA29682

The most exciting variant of Jaguar's XK8 sports car was the XKR, introduced in 2000, which featured forced induction courtesy of a Roots-type Eaton supercharger. Maximum power of the 4.0-litre V8 engine increased to 370bhp and torque to 397lb/ft in 'blown' form. Frustratingly, the top speed remained electronically limited to 155mph so the main performance gain was in acceleration, the XKR racing to 60mph in only 5.2 seconds, 1.5 seconds quicker than the normally aspirated XK8.

This XKR convertible has had only three registered keepers prior to the current vendor, who advises us that it has been driven throughout the summer months and has no mechanical issues. 'MT02 WOX' was supplied by Royals Jaguar, Wilmslow to a Mr S Davies of Altrincham, Cheshire and first serviced in June 2003 (invoice on file).



It was subsequently traded in at Stratstone Jaguar, Manchester and sold to a Mr L Milner of Worsely Mill, Manchester in May 2005 at 29,475 miles (invoice on file). Stratstone carried out a 40,000-mile service in 2005 (bill available).

The next owner mislaid the rest of the service history, but old MoT certificates and the VOSA history confirm the current recorded mileage of 114,500 to be correct. Finished in silver with ivory leather interior, the car boasts 20" BBS alloy wheels (refurbished) and a new hood and tonneau cover, and is described as in generally good condition. It comes with the aforementioned paperwork, MoT to April 2015 and a V5C document.

£5,750 - 7,000

€7,200 - 8,800



134

Circa 32,372 miles from new
1976 JAGUAR XJ6 SERIES 2 4.2-LITRE LWB SALOON

Registration no. PFE 208P

Chassis no. 2T15958BW

Engine no. 8L30851S

Launched to much acclaim in 1968, the XJ6 refined concepts embodied by previous Jaguar saloons to create a car to rival the best offered by Mercedes-Benz. Lower, longer and wider than the preceding '420' model, the XJ6 was also more rigid and incorporated 'crumple zone' technology for increased safety. The all-independent suspension followed 420 lines but with anti-dive geometry up-front, while rack-and-pinion steering made its first appearance on a Jaguar saloon. The six-cylinder XK engine was available in either 2.8- or 4.2-litre forms initially - the latter capable of propelling the luxuriously appointed 'gentleman's express' to in excess of 120mph. A long-wheelbase bodysell became available in October 1972 and this was standardised in 1975, part way through production of the mildly revised Series 2 that had been introduced in 1973.

An automatic transmission model first registered on 24th March 1976, this Jaguar XJ6 Series 2 saloon resided in the Humberside area for most of its life and has covered only 32,372 miles from new. The car was purchased for the first owner's wedding hire business at a cost over £3,000 new, plus an additional £800 for the optional electric sunroof.



In 1994 the Jaguar was put into storage when the owner retired, remaining unused for the next 17 years. Aged 87 and unable to drive, the owner had the car re-commissioned, fully serviced, tuned and MoT'd in 2011 at a cost of almost £2,000, and then offered it for sale at Bonhams' Harrogate auction in November of that year (Lot 365) where it was purchased by the current vendor. The original service history is missing; however, there are eight expired tax discs and two old MoTs on file.

A Jaguar enthusiast, the vendor has carried out a painstaking restoration over the last three years including a high quality re-spray in original Lavender Blue, with brightwork re-chromed where necessary (invoices on file). In addition, the carpets and headlining were replaced and the original interior tan leather refurbished to 'as new' condition. A complete new stainless steel exhaust system has been fitted; the rear shock absorbers renewed; and the radiator reconditioned and fitted with new hoses. Dunlop SP tyres to the correct original pattern have been sourced and fitted.

Effectively a 'one owner' car, this superb XJ6 is offered with the aforementioned documentation and invoices, its original logbook, MoT to September 2015 and V5 registration document.

£5,500 - 7,000

€6,900 - 8,800



135

1989 JAGUAR XJ-S 3.6-LITRE COUPÉ

Registration no. G151 SVV

Chassis no. SAJJNAEC7CA166763

Engine no. 9DPAMA192733



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 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 3.6-litre AJ6 engine - enabled it to weather the storm.

Autocar much appreciated the first all-new Jaguar six since 1948: 'It is the 24-valve engine's flexibility that impresses most. Such is its low-down pulling power that, in town and urban conditions, one rarely needs more than 2,000rpm to keep up with the traffic flow.' In manual transmission form the new 3.6-litre XJ-S was capable of reaching 137mph yet at a steady 56mph delivered 36 miles to the gallon, a massive improvement over the original 12-cylinder version.

A desirable manual transmission model, this 3.6-litre XJ-S Coupé was purchased in September 1995 from Chiltern Jaguar in Bovingdon by a Mr Moorby of High Wycombe, who used it until he became ill. Last taxed to the end of September 2003, the Jaguar remained garaged after Mr Moorby's death and was not sold by his widow until 2012. 'G151 SVV' had had only two registered keepers before Mr Moorby (copy of logbook on file). Also on file is a complete run of 13 expired MoTs dating from 1991 (the first issued) to 2003 confirming the recorded mileage of 88,300 to be correct.

The Jaguar was purchased by the last registered keeper in 2012 for restoration, but after a change of mind it was sold to the current vendor in 2013. It was then re-commissioned and treated to a high-quality total re-spray in original black, the wheels being restored, the cream leather upholstery refurbished, and the headlining replaced at the same time. The car is offered with the aforementioned documentation, owner's handbook, MoT to July 2015, V5C registration document and sundry service bills.

£3,000 - 4,000

€3,800 - 5,000

136

Left hand-drive

1962 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE ROADSTER

Registration no. YNF 371A

Chassis no. 878068

Engine no. R7404-9



'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 caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design did indeed owe much to that of the Le Mans-winning D-Type sports-racer: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150.

With a claimed 265bhp available E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

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) in January 1962. Today, the E-Type's 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.

Its accompanying Jaguar Daimler Heritage Trust Certificate states that left-hand drive chassis number '878068' was despatched on 14th September 1962 bound for Jaguar Cars, New York. The original colour scheme was Opalescent Bronze with black interior trim and matching hood, while the E-Type's first owner is listed as Tenafly Playhouse Inc.

We are advised that, when purchased in 2011, the car had a believed genuine total of 17,625 miles on the odometer. Over the last three years the E-Type has been undergoing a full restoration including a strip down; replacement of body panels where necessary; reconditioning of the engine, drive line, steering and suspension; renewing, re-plating and polishing the brightwork; full interior re-trim; new hood and a re-spray.

Representing a wonderful opportunity to acquire a fully restored example of the Jaguar E-Type in its earliest and purest form, the car comes with road fund licence to May 2015, MoT to April 2015 and V5C registration document.

£70,000 - 90,000

€88,000 - 110,000





137

1978 MGB ROADSTER

Registration no. JBT 936S

Chassis no. GHN5-457869G

Engine no. 21655

Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time. Attractively styled, cheap to run and easily maintained by the home mechanic, the 'B' carried on MG's traditional role of providing affordable, sports car motoring for the ordinary enthusiast. Its popularity remains undiminished today, one of the major factors being the continuing availability of spare parts and expertise, making it one of the easiest of classic sports cars to run and maintain. A desirable overdrive-equipped model, this MGB roadster was acquired in November 2004 by the current vendor, who advises us that he is only its second owner, the first being a doctor from Harrogate. 'JBT 936S' was used for summer weekend runs with the local MG club before the arrival of the vendor's first child brought such activities to a halt. For the last eight years the MG has been kept garaged, seeing very little use, though it has been periodically serviced and MoT'd. Finished in yellow with black interior, the latter retaining its original radio, the car is described as in generally very good condition and offered with V5C document and current MoT. A double duck hood, full stainless steel exhaust system, full leather interior (including door cards) and Minilite alloy wheels (including spare) are the only notified deviations from factory specification.

£4,000 - 6,000

€5,000 - 7,500



138

1980 MGB LIMITED EDITION ROADSTER

Registration no. DOT 52W

Chassis no. GVGDJ1AG519340

Engine no. 39740

One of the most successful sports cars Britain has ever produced, the MGB was mechanically similar to the preceding MGA, though with unitary-construction bodyshell and larger 1.8-litre B-Series engine. Introduced in 1962, the 'B' was a right-first-time design that changed little over the years apart from a minor facelift for 1970 and the adoption of plastic bumpers for 1975. Introduced in 1979 to celebrate 50 years of MG production at Abingdon, the Limited Edition models were the last built there before the factory's closure in October 1980. Finished in Bronze metallic (Roadster) or Pewter metallic (GT), the duo sported chin spoilers and Triumph Stag-type alloy wheels, with wires an option on the Roadster. A total of 1,000 cars was completed, the split being 480/520, Roadster/GT. By the time of its sad demise, the MGB had enjoyed an eighteen-year production life and worldwide sales totalling in excess of 500,000 cars. Equipped with the desirable overdrive gearbox, and Ziebart protected when new, this MGB Limited Edition has been the subject of extensive refurbishment over the last two years to return it to 'as new' appearance. Works carried out include a re-spray, replacing the black leather seats, renewing the carpets and trim panels, refinishing the wheels and renewing various rubber, electrical and chromed trim components. Presented in good working order, the car is offered with MoT to April 2015 and V5 document.

£4,500 - 5,500

€5,700 - 6,900

139

1999 JAGUAR XK8 COUPÉ

Registration no. T84 AGJ

Chassis no. SAJJGAED3AH038045

Engine no. NC9902170024

35 years after the launch of the sensational E-Type, Jaguar stunned the motoring world once again with the introduction of the XK8 coupé at the Geneva Salon in March 1996, the convertible version appearing in April at the New York Motor Show, co-incidentally the venue chosen to debut the E-Type roadster in 1961. The XK8 though, was not aimed at the same market as the E-Type. Direct successor to the XJ-S, Jaguar's luxurious new Grand Routier had the likes of the Mercedes-Benz SL in its sights. Indeed, the XK8 was based on the XJ-S floor pan though its V8 power unit - Jaguar's first - was entirely new. The all-aluminium, four-cam, 32-valve unit displaced 4.0 litres and produced 281bhp, an output good enough for a top speed of 156mph. Power was transmitted via a ZF five-speed automatic gearbox with 'J-gate' change to the limited-slip differential. Traction control was standard. And if 280-plus horsepower was not enough, there was always the supercharged XKR version boasting 370bhp. This breathtaking automatic transmission XK8 has covered only 47,000 miles from new and has been serviced regularly by Jaguar dealers and marque specialists, as confirmed by the accompanying service history. Presented in quite exceptional condition, the car is offered with current road fund licence, MoT to July 2015 and V5 registration document.

£6,000 - 8,000

£7,500 - 10,000



140

1969 MORRIS MINOR 1000 SALOON

Registration no. SCR 315G

Chassis no. MAS5D1254504M

Engine no. 10V189EH395

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show. The first new 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 initially by the company's 918cc sidevalve four, the Minor received an 803cc overhead-valve engine in 1953. A pair of two-door models was offered initially: a saloon and a convertible. A four-door saloon appeared in 1950, estates and commercials following later. In 1956 the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. Despite the many changes the final Minor remained recognisably the same car as the 1948 original. By the time production ceased in 1971, more than 1.5 million Minors of all types had been sold. This Minor 1000 is reported as un-restored apart from new wings fitted recently. A much loved member of the last owner's family, going by the name of 'Snowdrop', 'SCR 315G' runs and drives well and is described as in generally good condition. The car is offered with current road fund licence, MoT to July 2015 and V5 registration document.

£2,500 - 3,500

£3,100 - 4,400





141

1947 MG MIDGET TC ROADSTER

Registration no. HKD 863

Chassis no. TC2518

Engine no. XPAG/B63865



The first of MG's T-Series Midgets - the TA of 1936 - retained the classic lines established by the J2 and its successors while being larger in every dimension. Three years later the outwardly-similar TB Midget debuted the all-new, 1,250cc, XPAG, overhead-valve engine, a power unit which would form the mainstay of MG production for years to come. Performance was improved over the TA's, for although slightly smaller in capacity than its predecessor, the shorter-stroke XPAG revved higher and was more powerful, its 54bhp being sufficient to propel the Midget to a top speed approaching 80mph.

Announced late in 1945, the TC Midget was based on the pre-war TB and possessed comparable performance while featuring a widened (by 4") body and improved suspension incorporating Luvax-Girling hydraulic dampers. More than any other car, it was the MG TC which was responsible for starting the American love-affair with the British sports car, many of the 10,000 produced up to the end of 1949 finding customers in the United States.

'No car has done so much to maintain open-air motoring and to support the demand that exists all over the world for sports car performance and characteristics in a car of not exorbitant cost and at moderate running costs,' observed *The Autocar* magazine in October 1945, expressing sentiments that every TC-owning MG enthusiast would heartily endorse today.

This MG TC is finished in British Racing Green with matching leather interior, and benefits from a new hood and side windows, recently installed. Described as in good working order mechanically, with generally very good chassis, bodywork and paint, it will be presented for sale fully serviced and freshly MoT'd. The car is offered with an old-style logbook and current road fund licence.

£25,000 - 30,000

€31,000 - 38,000



142

First owned by the late Danny La Rue
1971 ROLLS-ROYCE CORNICHE COUPÉ
COACHWORK BY H J MULLINER, PARK WARD LTD

Registration no. 560 WPL

Chassis no. CRH10692

Engine no. 10692

'The name Corniche has been chosen for the latest coachbuilt models because it symbolises their higher cruising speeds and their ability to cover greater distances with the minimum of fatigue for driver and passengers,' announced Rolls-Royce in 1971. Introduced in March that year, the Corniche was a revised version of the Mulliner Park Ward-bodied two-door variants of the Rolls-Royce Silver Shadow and Bentley T-Series saloons, themselves notable as the Crewe factory's first unitary-construction cars.

The engine was Rolls-Royce's familiar 6,750cc aluminium-alloy V8, in Corniche form producing around ten percent more power than standard and capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match. The Corniche received Rolls's advanced split-level air conditioning system along with a redesigned fascia in 1976, and in 1977 benefited from the many improvements - most notably rack-and-pinion steering - introduced on the Shadow II range.



Danny La Rue with the vehicle

(Image part of lot)

Despite its sky-high asking price, the model proved a major success for Rolls-Royce; periodically revised and updated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

This Corniche coupé was first owned by Danny La Rue (1927-2009), the well-known entertainer who was famous for his impersonations of female celebrities, and comes with a video cassette recording its appearance on the television show 'The Car's the Star'. The current owner acquired the Rolls-Royce in February 1998 and in the last 16 years has driven it only some 2,000 miles, the current odometer reading being 96,019. We are advised that most of the service work has been carried out by the owner, who describes the car as in generally good condition. Only offered for sale because of the vendor's ill health, '560 WPL' comes with the aforementioned video cassette, an instruction book, MoT to October 2015, V5 registration document, and a file of bills, expired MoT certificates and other paperwork.

£22,000 - 26,000

€28,000 - 33,000



143
1931 SINGER JUNIOR TOURER
 Registration no. VU 5279
 Chassis no. 35857
 Engine no. 37076



This car was rebuilt during 2011 and 2012 by the current owner, who is the Singer Owners' Club's Registrar for the Junior model and has owned and rebuilt five Juniors in all. It was acquired as a basket case from the previous owner in Lancashire, who had in turn acquired it as an incomplete project. It came with the remnants of a very badly molested, corroded and incomplete saloon body, which was beyond economic repair.

It was decided to re-body the car in one of the styles that Singers offered on this chassis. Factory bodies included saloon, two-seater tourer and four-seater tourer. While there are numerous saloons extant, there is only one (currently dismantled) four-seater tourer known to the SOC and no two-seaters other than this re-created example. In the absence of existing cars to copy, the design was based on the manufacturer's sales leaflets and an artist's impression in the 1933 edition of Davison's *'Book of the Singer Junior'*, one of the popular Pitman's Motoring Library series.

The body is constructed of traditional aluminium panels over a wood frame, and is finished in cellulose. Body fittings are from the remains of the original saloon and from the owner's own stock of Junior parts. The new wings are in steel. A new hood by Stephen Grundy of Warton, near Preston, has been fitted.

The engine was re-bored, the cylinder head skimmed and fitted with hardened steel valve seats, and the valves replaced. The clutch and all the brakes have been relined. The electrics have been up-rated to 12 volts, and the car can be reliably used at night without loss of charge. The headlamps have been re-silvered and now use halogen bulbs, giving more than adequate illumination, while flashing indicators have been fitted in the interests of safety. An SU fuel pump has replaced the original Autovac.

With its light body, the car is a surprisingly nippy performer, with a cruising speed – according to the re-conditioned speedometer – of around 48mph. The engine holds a healthy 20psi oil pressure at these speeds. The owner is moving house and losing garage accommodation, hence the decision to sell. Currently taxed, this delightful Singer soft-top is offered with an old-style logbook and V5 registration document.

£7,000 - 9,000
€8,800 - 11,000



144

1902 OLDSMOBILE 4½HP 'CURVED DASH' RUNABOUT

Registration no. BF 7035

Chassis no. 7881

Known as the 'Curved Dash' for obvious reasons, Ransom Eli Olds's gasoline-powered runabout was first offered for sale in 1901, following a fire at the factory that had destroyed every other prototype. Over 11,000 of the three Curved Dash models ('R', '6C' and 'B') were constructed before production ceased in 1907, making it the first volume produced American automobile. The Model 'R' runabout was powered by a single-cylinder, 1.6-litre engine of 114x152mm bore/stroke, mounted horizontally at the rear and producing 4½ horsepower at 600rpm. Later '6C' and 'B' models benefited from a more-powerful (7hp) 1.9-litre engine, and all featured two-speed transmission and chain final drive.

Several improvements to the design were made during the course of production but the engine's basic layout remained unchanged. By 1902, the mixer-type carburettor had been replaced by a float-less design, while a manually adjustable valve in the exhaust system vented exhaust gases via the silencer box or more or less straight to the atmosphere, the two settings presumably being intended for town and country use respectively. Cooling water was contained in a reservoir above the engine and circulated by a crankshaft-driven pump, mounted on the side of the chassis. The radiator's copper piping wound its way back and forth beneath the floor.



Despite appearances to the contrary, the suspension's leaf-springs linking the front and rear axles were not true half-elliptics like those fitted to the later 'B' cars. On the 'R' and '6C' models, only the bottom leaf ran from front to rear so it would be more accurate to describe these as four quarter-elliptics. Steering was by means of a tiller, a common enough method in the early 1900s, while there was a choice of brakes: one acting on the transmission, the other on the differential. The wheels were un-braked.

The current vendor purchased this runabout from its long-term owner in the USA, who had maintained it in very good condition and used the car for runs, parades and special occasions. The Oldsmobile is in original, rather than restored, condition and has a lovely used patina. Its chassis number – '7881' – is also present on the water tank and decompression pedal, and has been confirmed as dating from 1902 by the Oldsmobile Curved Dash Club in the USA. A replacement cylinder head is fitted, numbered '7270'. Currently taxed and presented in running order, the car would be an asset to any private collection and, once in possession of a VCC dating certificate, would be eligible to participate in the London-Brighton Veteran Car Run. Offered with V5 registration document.

£35,000 - 40,000

€44,000 - 51,000



145

Left-hand drive

1972 FORD GRAN TORINO COUPÉ PROJECT

Chassis no. 2H35Q202380

A model rarely seen in the UK, this Ford Gran Torino was purchased from a 'muscle car' specialist in Iowa, USA and imported into the UK in 2007. It comes with the bill of sale, a copy of its old US title deed, shipping papers and receipt confirming payment of UK import duty and VAT. As it is more than ten years old, the Torino does not need SVA inspection prior to UK registration, and being manufactured in 1972, qualifies as an historic vehicle with zero-rated road tax. The car had been stood for some time and the driver's window and passenger rear window had been broken, while the rear section of the exhaust system was missing. Nevertheless, using fresh petrol it proved possible to start the engine (a 5.7-litre V8), which showed good oil pressure, while short test drive on private property, undertaken in February 2010, indicated that the automatic gearbox seemed to be working properly. It was also discovered that the front seats do not tip forward, and it is assumed that they are not original. The Torino was undergoing renovation up to 2011 when the work was stopped, by which time extensive restoration of the body had been completed. There are bills on file for work carried out totalling in excess of £20,000. Offered for completion, the car comes with the aforementioned paperwork and is sold strictly as viewed.

£2,000 - 3,000

€2,500 - 3,800



146

1975 MGB GT V8 COUPÉ PROJECT

Registration no. JCF 162N

Chassis no. GD2D1/2213G-2043

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. Thicker, larger-diameter front discs were fitted and 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 just 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. Owned by the current vendor since March 1986, this example has covered a believed genuine 77,894 miles from new and is offered for restoration. The car comes with an old-style logbook and is sold strictly as viewed.

£500 - 1,000

€630 - 1,300

No Reserve

147

1972 FORD TRANSIT MOTOR HOME

Registration no. NIL 4698

Chassis no. BC05MK67571MDX

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. This Transit motor home is a Mk1 short-wheelbase model with single-wheels rear axle, 2.3-litre four-cylinder diesel engine and four-speed gearbox. The Olsen Design body is by CI Autohomes, a division of Caravans International that was once the largest manufacturer of motor homes in Europe. 'NIL 4698' was purchased by the vendor in 1990 and used for family holidays for many years but has been unused for the past seven. During the entire present ownership it has been kept inside except when in use. The Irish registration was obtained so that the vehicle would not be identified as British during frequent holidays to the Republic of Ireland! A total of 55,132 miles is currently displayed on the odometer. Ideal for attending weekend-long historic motoring events such as the Goodwood Revival, this charming Transit motor home is offered with current V5C document and fresh MoT.

£3,000 - 5,000

€3,800 - 6,300



148

1978 FORD CAPRI 2000 S COUPÉ

Registration no. WEF 596S

Chassis no. GAECUL15303

Engine no. UL15303

Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval', but beneath the skin the car remained typically Ford, sharing engines, gearboxes and many other components with the rest of the range. The first major revision arrived in 1974 in the form of the MkII, which benefited from a more practical hatchback body restyled along cleaner lines. Built from 1978 to 1987, the final (MkIII) 'New Look' Capri featured a new quad-headlight front end with chin spoiler, rubbing strakes on the flanks and black external 'brightwork'. Built in Cologne, Germany like all later Capris, this MkIII has the 2.0-litre four-cylinder overhead-cam 'Pinto' engine. We are advised by the vendor that it has been off the road for a number of years and will, therefore, require re-commissioning prior to further use. The vendor hopes to have got the car running by time of sale. Accompanying documentation consists of a V5 registration document. The car is sold strictly as viewed.

£800 - 1,000

€1,000 - 1,300



**THE
NEW BOND
STREET SALE**

Sunday 30 November 2014
New Bond Street, London

Further entries invited

**1965 FERRARI 275 GTB ALLOY
BERLINETTA**

Coachwork by Scaglietti
£1,500,000 - 2,000,000



Bonhams

LONDON

bonhams.com/motorcars

ENQUIRIES

+44 (0) 20 7468 5801

ukcars@bonhams.com



*The ex-Dr Helmut Marko/Rudi Lins
Third place overall/3-litre sport-prototype
Category-winning, 1970 Le Mans 24-Hours*
1970 PORSCHE 908-02 'PFLUNDER'
£2,000,000 - 3,000,000

**1953 BENTLEY R-TYPE CONTINENTAL
SPORTS SALOON**
Coachwork by H J Mulliner
£900,000 - 1,000,000

**1969 FERRARI 365 GTB/4 DAYTONA
'COMPETITION'**
£350,000 - 450,000

**1912 ROLLS-ROYCE 40/50HP SILVER
GHOST TOURER**
£400,000 - 500,000

'RWD 132' - The ex-John Dalton
**1955 AUSTIN-HEALEY 100S
SPORTS RACING TWO-SEATER**
£600,000 - 750,000

**1909 MERCEDES 35HP
ROI-DES-BELGES TOURER**
£400,000 - 600,000

The ex-Boris Ivanowski
**1930 ALFA ROMEO 6C 1500/1750 SHORT CHASSIS
'SUPERCHARGED' GRAND SPORT**
£950,000 - 1,250,000

*'BGH 23' - The ex-Mike Couper/Anthony Blight
1934 Alpine Trial Cup Winning, Brooklands Record Holder*
1934 TALBOT AV105 TEAM CAR
£800,000 - 1,200,000

THE NEW BOND STREET SALE

Sunday 30 November 2014
New Bond Street, London

**1929 BROUGH SUPERIOR
990CC SS100
£270,000 - 320,000**

**1950 VINCENT 998CC
SERIES C BLACK SHADOW
£70,000 - 90,000**

ENQUIRIES

London
+44 (0) 2089 632 817
motorcycles@bonhams.com



Bonhams

LONDON

bonhams.com/motorcycles

THE DECEMBER OXFORD SALE

Sunday 7 December 2014
Bonhams Oxford

1929 SUNBEAM 16.9 LIMOUSINE

Coachwork by Simpson and Slater

£30,000 - 40,000

ENQUIRIES

+44 (0) 20 7468 5801

ukcars@bonhams.com

Entries now invited



1933 MG J1 MIDGET

£16,000 - 20,000



1927 OLDSMOBILE MODEL 30 SERIES E

£16,000 - 20,000

Bonhams

THE TRANSPORTATION HISTORY SALE

Featuring Fine Motoring Ephemera
from 1900 to the Present

Thursday December 4
New York

ORIGINAL 'OILZUM' ADVERTISING DIORAMA

"From Ground to Garage"

Believed to be the only known
3-D diorama of its size by
one of the most collectable of
petroliana brands

\$25,000 - \$30,000

PREVIEW

November 29-December 3

ENQUIRIES

+1 (415) 503 3248
kurt.forry@bonhams.com



Bonhams

NEW YORK

bonhams.com/motors

JANUARY 15, 2015

The Westin Kierland Resort & Spa
Scottsdale, Arizona

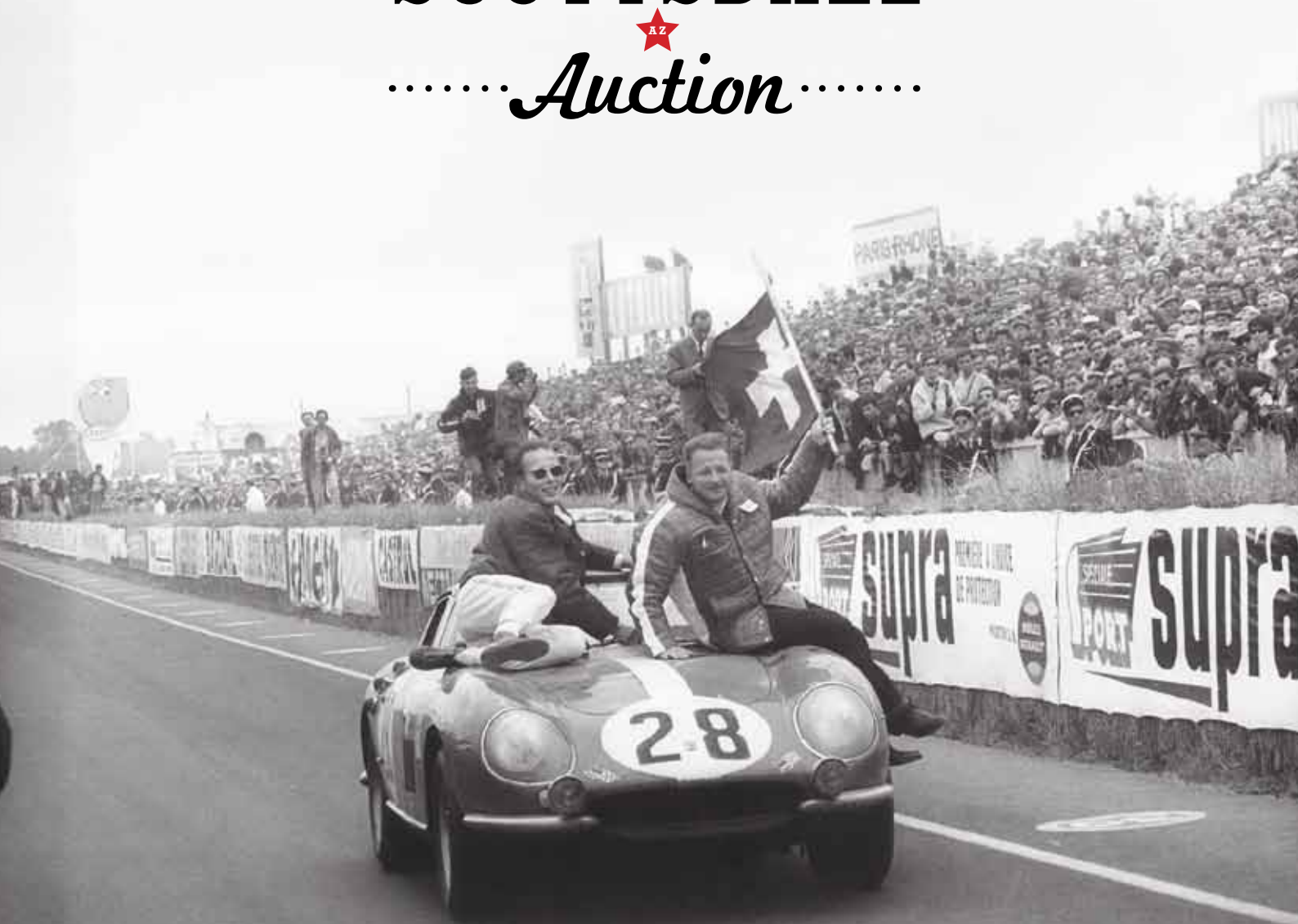
Consignments now invited

*Ex-Scuderia Filipinetti - Le Mans 24 Hours
1000 Kms de Spa-Francorchamps
And 500 Kms di Imola Class Winning*
1966 FERRARI 275GTB COMPETIZIONE
Ferrari Classiche Certified

INQUIRIES

+1 (415) 391 4000, West Coast
+1 (212) 461 6514, East Coast
motors.us@bonhams.com

..... THE
SCOTTSDALE
.....
..... *Auction*



Bonhams

bonhams.com/scottsdale

LES GRANDES MARQUES
DU MONDE

AU

GRAND
PALAIS

**IMPORTANT COLLECTORS'
MOTOR CARS,
MOTORCYCLES
AND AUTOMOBILIA**

Thursday 5 February 2015
Paris, France

Following the spectacular auction at the Grand Palais in 2014, Bonhams is delighted to announce its return to this magical venue steeped in automotive history. Bonhams will be holding a sale of exceptional motor cars, motorcycles and automobilia.

Selected entries are now invited for what promises to be a truly memorable event.

*Formerly the property of
Giuseppe Campari*

**1931 ALFA ROMEO 6C 1750
SUPERCHARGED GRAN
SPORT SPIDER**

Coachwork by Zagato
€1,800,000 - 2,400,000

ENQUIRIES

Europe

+32 (0) 476 879 471
eurocars@bonhams.com

UK

+44 (0) 20 7468 5801
ukcars@bonhams.com

Bonhams

THE SPRING STAFFORD SALE

The International
Classic MotorCycle Show

Sunday 26 April 2015
Stafford

Entries now invited

*Believed to be the last Series-A twin
to leave the factory; single family
ownership since 1959; seven-year
restoration to concours standard*
**1939 VINCENT-HRD 998CC
SERIES-A RAPIDE
£220,000-260,000**

**1930 BROUGH SUPERIOR
BLACK ALPINE 680
£70,000-100,000**

To submit a complimentary
seller request, please visit
Bonhams.com/motorcycles

ENQUIRIES

London
+44 (0) 2089 632 817
motorcycles@bonhams.com

Memorabilia and Spares
Adrian Pipiros
+44 (0) 8700 273 621
automobilia@bonhams.com

CATALOGUE

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



Bonhams



The Endurance Rally Association
Home of the Peking to Paris Rally



NEW for 2015

A ten day adventure-drive with the clocks ticking every day from Madrid to Marrakesh, taking in the fringes of the Sahara Desert and remote trails through the Atlas Mountains... come and join us! Organised by the highly experienced team that runs the Flying Scotsman, Alpine Trial and Peking to Paris.

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:

Bonhams 1793

Classes for Vintageants and pre-1975 model-type Classics. First-rate back up, medical teams and mobile workshops that help get you started each morning are all part of the service you can expect from the Endurance Rally Association. Stunning scenery, remote hotels, welcoming and friendly locals to cheer you on, the Sahara Challenge promises unforgettable open-road rallying, setting out in October 2015.

Contact Philip Young, Jane, Georgina and Annette on T: 01235 831221

E: admin@endurorally.com www.endurorally.com



The private bank for historic motor racing

Proud sponsors of: Le Mans Classic; Classic Endurance Racing; Spa Classic; Dix Mille Tours; Grand Prix de l'Age d'Or; Donington Historic Festival; RAC Woodcote Trophy; Salon Privé; The HERO Cup; Tour Britannia; Wilton Classic and Supercar; The Grand Tour; Kop Hill Climb; Warren Classic & Concours; London to Brighton Run; Gstaad Classic; EFG DolderClassics; Zurich Classic Car Award.

www.efgmotorracing.com



 facebook.com/EFGInternational

Photo: John Retter

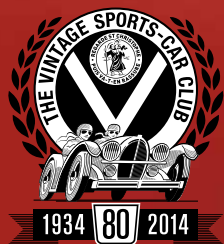
Practitioners of the craft of private banking



EFG is the marketing name for EFG International and its subsidiaries. EFG International's global private banking network includes offices in Zurich, Geneva, London, Channel Islands, Luxembourg, Monaco, Madrid, Hong Kong, Singapore, Shanghai, Taipei, Miami, Nassau, Bogotá and Montevideo. www.efginternational.com



ON YOUR SIDE FOR 80 YEARS



THE VINTAGE
SPORTS-CAR CLUB

The Old Post Office
West Street Chipping Norton
Oxfordshire OX7 5EL

t +44 (0)1608 644777
e info@vscc.co.uk
www.vfcc.co.uk

SUPPORTED BY

Bonhams

RoutenChaplin

ST JAMES'S PLACE
HEALTH MANAGEMENT

Graphics: Silver Fox Creative

Polygon

Polygon Transport was founded in 1984 and is one of the longest established Collectors' Motor Car and Motorcycle carriers in the UK



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

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

- > **Polygon Transport**
Unit 2H, Marchwood Industrial Park
Normandy Way
Marchwood
Southampton
SO40 4BL

Tel +44 (0)2380 871555
Fax +44 (0)2380 862111
Email polygon@polygon-transport.com
Web www.polygon-transport.com

Valued Polygon clients



NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, including *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “you”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

In its role as *Auctioneer* of *Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams’* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller’s* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

Bonhams does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with the *Buyer*. The terms of that contract are set out in our *Buyer’s Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*. This will govern *Bonhams’* relationship with the *Buyer*.

2. LOTS

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

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

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

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

The Seller’s responsibility to you

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

Bonhams’ responsibility to you

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

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

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

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

Bidding by post or fax

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

Bidding via the internet

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

Bidding through an agent

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

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

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

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

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

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

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

- (a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*
- (b) Automobilia
25% up to £50,000 of the *Hammer Price*
20% from £50,001 to £1,000,000 of the *Hammer Price*
12% from £1,000,001 of the *Hammer Price*

On certain *Lots*, which will be marked “AR” in the *Catalogue* and which are sold for a *Hammer Price* of £1000 or greater (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists ReSale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

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

8. VAT

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

The following symbols are used to denote that *VAT* is due on the *Hammer Price* and *Buyer's Premium*:

- † *VAT* at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω *VAT* on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * *VAT* on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*

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

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

9. PAYMENT

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

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

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

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

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

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

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

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

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

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

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

10. COLLECTION AND STORAGE

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

11. SHIPPING

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

12. EXPORT/TRADE RESTRICTIONS

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

13. CITES REGULATIONS

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

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

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

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

15. BOOKS

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

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

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

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

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

~ Ruby and Jadeite

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

Gemstones

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

Estimated Weights

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

Signatures

1. A diamond brooch, by Kutchinsky

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

2. A diamond brooch, signed Kutchinsky

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

3. A diamond brooch, mounted by Kutchinsky

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

20. PHOTOGRAPHS

Explanation of Catalogue Terms

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

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

21. PICTURES

Explanation of Catalogue Terms

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

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

22. PORCELAIN AND GLASS

Damage and Restoration

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

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

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

Examining the wines

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

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

Corks and Ullages

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

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

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

Options to buy parcels

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

Wines in Bond

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

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

Bottling Details and Case Terms

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

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

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- ≈ Please note that as a result of recent legislation ruby and jadeite gem stones of Burmese (Myanmar) origin may not be imported into the US. Rubies and jadeite of non-Burmese origin require certification before import into the US.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

- 3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.
- 3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by or on behalf of the *Seller* including by *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

5 RISK, PROPERTY AND TITLE

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

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8	FAILURE TO PAY FOR THE LOT		sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.		waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
8.1	If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):	9	THE SELLER'S LIABILITY	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .		
8.1.2	to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;	9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed <i>c/o Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
8.1.3	to retain possession of the <i>Lot</i> ;				
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,		
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;	10.5	If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;				
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;	10.6	References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;			10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.9	to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.	10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.			10.9	References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
		10	MISCELLANEOUS	10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i> , after the payment of all			10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.
		10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		
		10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express		

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

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

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

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

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

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

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

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

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

5 STORING THE LOT

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

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

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Purchase Price" the aggregate of the *Hammer Price* and *VAT* on the *Hammer Price* (where applicable), the *Buyer's Premium* and *VAT* on the *Buyer's Premium* and any *Expenses*.

"Reserve" the minimum price at which a *Lot* may be sold (whether at auction or by private treaty).

"Sale" the auction *Sale* at which a *Lot* is to be offered for *Sale* by *Bonhams*.

"Sale Proceeds" the net amount due to the *Seller* from the *Sale* of a *Lot*, being the *Hammer Price* less the *Commission*, any *VAT* chargeable thereon, *Expenses* and any other amount due to us in whatever capacity and howsoever arising.

"Seller" the person who offers the *Lot* for *Sale* named on the *Contract Form*. Where the person so named identifies on the form another person as acting as his agent, or where the person named on the *Contract Form* acts as an agent for a principal (whether such agency is disclosed to *Bonhams* or not), *"Seller"* includes both the agent and the principal who shall be jointly and severally liable as such. The *Seller* is also referred to in the Conditions of Business by the words *"you"* and *"your"*.

"Specialist Examination" a visual examination of a *Lot* by a specialist on the *Lot*.

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

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

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

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

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

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

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

"Website" *Bonhams Website* at www.bonhams.com

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
 - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
 - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.

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

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

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

- (a) the seller;
- (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
- (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.

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

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

--	--	--	--

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 Harrogate Sale	Sale date: 12 November 2014
Sale no. 21985	Sale venue: Great Yorkshire Showground
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments:	
£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
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

UK (Head office)

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

UK Representatives

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

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

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

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

Hampshire
Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (0194) 518 433
veryoldmj@gmail.com

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

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

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

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

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

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

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

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

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

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

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

European (Head office)

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

European Representatives

Germany
Am Kuechengarten 2
Domaene Rotenkirchen
D-37574 Einbeck
Germany
Tel: +49 5127/9026996
Mob: +49 160 94984316
paul.gockel@bonhams.com

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

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

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

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

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

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

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

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

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

USA Representatives

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

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

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

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

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

Rest of the World

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

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

Japan
Akiko Tsuchida
Level 14 Hibiya Central
Building
1-2-9 Nishi-Shimbashi
Minato-ku
Tokyo 105-0003
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
akiko@bonhams.com

Hong Kong
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

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

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
singapore@bonhams.com

Bonhams Specialist Departments

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

19th Century Paintings

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

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

UK
Philip Keith
+44 2920 727 980
U.S.A.
Fredric Backlar
+1 323 436 5416

American Paintings

Alan Fausel
+1 212 644 9039

Antiquities

Madeleine Perridge
+44 20 7468 8226

Antique Arms & Armour

UK
David Williams
+44 20 7393 3807
U.S.A.
Paul Carella
+1 415 503 3360

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

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

Australian Art

Merryn Schriever
+61 2 8412 2222
Alex Clark
+61 3 8640 4088

Australian Colonial Furniture and Australiana

+1 415 861 7500

Books, Maps & Manuscripts

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

British & European Glass

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

British & European Porcelain & Pottery

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

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

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

Chinese & Asian Art

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

Clocks

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

Coins & Medals

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

Contemporary Art

UK
Ralph Taylor
+44 20 7447 7403
U.S.A.
Jeremy Goldsmith
+1 917 206 1656

Costume & Textiles

Claire Browne
+44 1564 732969

Entertainment Memorabilia

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

Furniture & Works of Art

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

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 1244 353123

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
India Phillips
+44 20 7468 8328
U.S.A.
Tanya Wells
+1 917 206 1685

Islamic & Indian Art

Claire Penhallurick
+44 20 7468 8249

Japanese Art

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

Jewellery

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

Marine Art

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

Mechanical Music

Jon Baddeley
+44 20 7393 3872

Modern, Contemporary & Latin American Art

U.S.A.
Alexis Chompaial
+1 323 436 5469

Modern Design

Gareth Williams
+44 20 7468 5879

Motor Cars

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

Automobilia

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

Motorcycles

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

Musical Instruments

Philip Scott
+44 20 7393 3855

Native American Art

Jim Haas
+1 415 503 3294

Natural History

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

Old Master Pictures

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

Orientalist Art

Charles O'Brien
+44 20 7468 8360

Photography

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

Portrait Miniatures

Jennifer Tonkin
+44 20 7393 3986

Prints

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

Russian Art

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

Scientific Instruments

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

Scottish Pictures

Chris Brickley
+44 131 240 2297

Silver & Gold Boxes

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

South African Art

Giles Peppiatt
+44 20 7468 8355

Sporting Guns

Patrick Hawes
+44 20 7393 3815

Toys & Dolls

Leigh Gotch
+44 20 8963 2839

Travel Pictures

Veronique Scorer
+44 20 7393 3962

Urban Art

Gareth Williams
+44 20 7468 5879

Watches & Wristwatches

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

Whisky

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

Wine

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

UNITED KINGDOM

London
101 New Bond Street ●
London W1S 1SR
+44 20 7447 7447
+44 20 7447 7400 fax

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

South East England

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

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

Isle of Wight
+44 1273 220 000

Representative:
Kent
George Dawes
+44 1483 504 030

West Sussex
Jeff Burfield
+44 1243 787 548

South West England

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

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

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

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

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

Representatives:
Dorset
Bill Allan
+44 1935 815 271

East Anglia

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

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

Midlands

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

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

Yorkshire & North East England

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

North West England

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

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

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

Channel Islands

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

Representative:
Guernsey
+44 1481 722 448

Scotland

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

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

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

Wales

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

EUROPE

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

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

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

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

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

Greece - Athens
7 Neofytou Vamva Street
10674 Athens
+30 (0) 210 3636 404
athens@bonhams.com

Ireland - Dublin
31 Molesworth Street
Dublin 2
+353 (0)1 602 0990
+353 (0)1 4004 140 fax
ireland@bonhams.com

Italy - Milan
Via Boccaccio 22
20123 Milano
+39 (0)2 4953 9020
+39 (0)2 4953 9021 fax
milan@bonhams.com

Italy - Rome
Via Sicilia 50
00187 Rome
+39 (0)6 48 5900
+39 (0)6 482 0479 fax
rome@bonhams.com

Netherlands - Amsterdam
De Lairessestraat 154
1075 HL Amsterdam
+31 20 67 09 701
+31 20 67 09 702 fax
amsterdam@bonhams.com

Spain - Madrid
Nuñez de Balboa no.4 - 1A
Madrid
28001
+34 91 578 17 27
madrid@bonhams.com

Switzerland - Geneva
Rue Etienne-Dumont 10
1204 Geneva
Switzerland
+41 76 379 9230
geneva@bonhams.com

Representatives:
Denmark
Henning Thomsen
+45 4178 4799
denmark@bonhams.com

Spain – Bilbao
Teresa Ybarra
+34 680 34 76 06
teresa.ybarra@bonhams.com

Spain - Marbella
James Roberts
+34 952 90 62 50
marbella@bonhams.com

Portugal
Filipa Rebelo de Andrade
+351 91 921 4778
portugal@bonhams.com

Russia - Moscow
Anastasia Vinokurova
+7 964 562 3845
russia@bonhams.com

Russia - St Petersburg
Marina Jacobson
+7 921 555 2302
russia@bonhams.com

MIDDLE EAST

Dubai
Deborah Najjar
+971 (0)56 113 4146
deborah.najjar@bonhams.com

Israel
Joslynnne Halibard
+972 (0)54 553 5337
joslynnne.halibard@
bonhams.com

NORTH AMERICA

USA

San Francisco ●
220 San Bruno Avenue
San Francisco
CA 94103
+1 (415) 861 7500
+1 (415) 861 8951 fax

Los Angeles ●
7601 W. Sunset Boulevard
Los Angeles
CA 90046
+1 (323) 850 7500
+1 (323) 850 6090 fax

New York ●
580 Madison Avenue
New York, NY
10022
+1 (212) 644 9001
+1 (212) 644 9007 fax

Representatives:
Arizona
Terri Adrian-Hardy
+1 (480) 994 5362

California
Central Valley
David Daniel
+1 (916) 364 1645

Southern California
Christine Eisenberg
+1 (949) 646 6560

Colorado
Julie Segraves
+1 (720) 355 3737

Florida
Palm Beach
+1 (561) 651 7876
Miami
+1 (305) 228 6600
Ft. Lauderdale
+1 (954) 566 1630

Georgia
Mary Moore Bethea
+1 (404) 842 1500
Illinois
Ricki Blumberg Harris
+1 (312) 475 3922
+1 (773) 267 3300

Massachusetts
Boston/New England
Amy Corcoran
+1 (617) 742 0909

Nevada
David Daniel
+1 (775) 831 0330

New Mexico
Leslie Trilling
+1 (505) 820 0701

Oregon
Sheryl Acheson
+1(503) 312 6023

Pennsylvania
Margaret Tierney
+1 (610) 644 1199

Texas
Amy Lawch
+1 (713) 621 5988

Washington
Heather O'Mahony
+1 (206) 218 5011

Washington DC
Mid-Atlantic Region
Martin Gammon
+1 (202) 333 1696

CANADA

Toronto, Ontario ●
Jack Kerr-Wilson
20 Hazelton Avenue
Toronto, ONT
M5R 2E2
+1 (416) 462 9004
info.ca@bonhams.com

Montreal, Quebec
David Kelsey
+1 (514) 341 9238
info.ca@bonhams.com

SOUTH AMERICA

Argentina
Daniel Claramunt
+54 11 479 37600

Brazil
Thomaz Oscar Saavedra
+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

Hong Kong ●
Suite 2001
One Pacific Place
88 Queensway
Admiralty
Hong Kong
+852 2918 4321
+852 2918 4320 fax
hongkong@bonhams.com

Beijing
Hongyu Yu
Suite 511
Chang An Club
10 East Chang An Avenue
Beijing 100006
+86(0) 10 6528 0922
+86(0) 10 6528 0933 fax
beijing@bonhams.com

Japan
Akiko Tsuchida
Level 14 Hibiya Central
Building
1-2-9 Nishi-Shimbashi
Minato-ku
Tokyo 105-0003
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
akiko@bonhams.com

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 6701 8038
+65 (0) 6701 8001 fax
bernadette.rankine@
bonhams.com

Taiwan
Summer Fang
37th Floor, Taipei 101 Tower
Nor 7 Xinyi Road, Section 5
Taipei, 100
+886 2 8758 2898
+886 2 8757 2897 fax
summer.fang@
bonhams.com

AUSTRALIA

Sydney
76 Paddington Street
Paddington NSW 2021
Australia
+61 (0) 2 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

Melbourne
Como House
Como Avenue
South Yarra
Melbourne VIC 3141
+61 (0) 3 8640 4088
+61 (0) 2 9475 4110 fax

AFRICA

Nigeria
Neil Coventry
+234 (0)7065 888 666
neil.coventry@bonhams.com

South Africa - Johannesburg
Penny Culverwell
+27 (0)71 342 2670
penny.culverwell@bonhams.com

MOTORCYCLE INDEX

Lot No	Year	Model	Lot No	Year	Model
8	c.1926	AJS G8 project	39	1993	Kawasaki ZZ-R600
18	c.1961	Ariel 247cc Leaders x3	2	c.1946	Matchless 348cc 'G3 Project'
14	1957	Ariel 500cc Red Hunter	3	1956	Matchless 593cc Model G11 Project
1	c.1970-74	Ariel 3 Mopeds x3	4	c.1957	Matchless 497cc G80 Project
22	1954	BSA 646cc A10 'Golden Flash'	23	1960	Matchless 348cc G3L
25	c.1955	BSA 500cc Gold Star	21	1963	Matchless 250cc G2CSR Project
6	c.1958	BSA A7 Rolling Chassis	30	1973	MV Agusta 349cc Project
13	1962	BSA 172cc D7 Bantam Super	10	1928	New Hudson 346cc Model 85 Sports
17	1967/70	BSA 172cc Bantams x2			Motorcycle Combination
50	1952	Douglas 348cc 90 Plus	26	1964	Norton Dominator 650SS
29	1963	Ducati 230cc Sprinter Project	11	1939	P&M 'Red Panther' 348cc Model 30
24	1982	Ducati 500cc Pantah	7	1958	Royal Enfield 346cc Bullet Project
51	1936	Excelsior 350cc Manxman Racing Motorcycle	16	c.1969	Sprite 405 Trials
5	1954	Francis-Barnett 125cc Model 66 Kestrel	20	c.1971	Sprite 405cc Trials Project
49	1964	Honda 50cc CZ100 'Monkey Bike'	52	c.1929	Sunbeam 493cc Model 9/90
28	1966	Honda 247cc CB72	9	1937	Sunbeam 599cc Model 9 Series 2
44	1980	Honda CB650Z	43	1979	Suzuki GS550
45	1981	Honda CB750K-Z	41	1982	Suzuki GS650 Katana
46	1986	Honda VF1000F-II Bol D-Or	42	1984	Suzuki 673cc XN85 Turbo
31	1984	Kawasaki GPz750 Turbo	40	1990	Suzuki GSX-R750L 'Slingshot'
34	1985	Kawasaki GPZ600R	12	1954	Triumph 649cc Tiger 110 Project
33	1986	Kawasaki 997cc GPz1000RX	15	1960	Triumph 490cc T100A Project
32	1986	Kawasaki GPz750R	19	1960	Triumph 646cc Thunderbird Project
36	1988	Kawasaki 997cc ZX10	27	1969	Triumph 649cc T120 Bonneville
35	1989	Kawasaki GPX600R	53		Velocette KSS Project
37	1991	Kawasaki GPz900R Ninja	48	1987	Yamaha FZR1000 Genesis
38	1991	Kawasaki ZR750 Zephyr	47	1989	Yamaha FZX750 Fazer

MOTOR CAR INDEX

Lot No	Year	Model	Lot No	Year	Model
104	1927	Armstrong-Siddeley 14hp Saloon	141	1947	MG Midget TC Roadster
129	1953	Austin-Healey 100 Sports	126	2003	MG TF Stepspeed Sports
116	1994	Bentley Continental R Coupé	132	1966	MGB GT Coupé
109	2001	Bentley Continental R Le Mans Coupé	114	1971/2	MGB 4.6-Litre V8 Roadster
108	1967	Daimler V8 250 MkII Sports Saloon	146	1975	MGB GT V8 Coupé Project
122	1912	Delahaye Type 47 10/12hp Estate Car	137	1978	MGB Roadster
145	1972	Ford Gran Torino Coupé Project	138	1980	MGB Limited Edition Roadster
147	1972	Ford Transit Motor Home	105	1927	Morris Oxford 13.9hp Saloon
148	1978	Ford Capri 2000 S Coupé	123	1968	Morris Minor 1000 Saloon
115	1987	Ford Sierra RS500 Cosworth Hatchback	140	1969	Morris Minor 1000 Saloon
102	c.1920	Hillman Two-Seat Tourer with Dickey	144	1902	1902 Oldsmobile 4½hp 'Curved Dash' Runabout
136	1962	Jaguar E-Type 'Series 1' 3.8-Litre Roadster	121	1994	Range Rover 4.2-Litre LSE Automatic 4x4 Estate
112	1962	Jaguar Mk2 2.4-Litre Saloon Project	117	1935	Riley 12/4 'Imp' Special
134	1976	Jaguar XJ6 Series 2 4.2-Litre LWB Saloon	106	1935	Rolls-Royce 20/25hp Limousine
120	1984	Jaguar Sovereign XJ 5.3 Series III Saloon	131	1969	Rolls-Royce Phantom VI Hearse
135	1989	Jaguar XJ-S 3.6-Litre Coupé	142	1971	Rolls-Royce Corniche Coupé
110	1989	Jaguar XJ-S V12 Convertible	130	1975	Rolls-Royce Phantom VI Limousine
125	1993	Jaguar XJ40 (XJ6) 4.0 Litre Saloon	143	1931	Singer Junior Tourer
128	1993	Jaguar XJR-S 6.0-Litre Coupé	101	1950	Singer Nine 4AB Roadster
139	1999	Jaguar XK8 Coupé	119	1960	Triumph TR3A Roadster
133	2002	Jaguar XKR Automatic Convertible	111	1977	Volkswagen 'Beetle' 1200 Saloon
107	1967	Mercedes-Benz 250SL California Coupé	124	1980	Volvo 244 DL Saloon
103	1978	Mercedes-Benz 350SL Automatic Convertible	127	1943	Willys Jeep
118	1933	MG J2 Sports Two-seater			

Bonhams

101 New Bond Street
London
W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax

