

THE DECEMBER OXFORD SALE

Collectors' Motor Cars and Automobilia

Sunday 7 December 2014

Bonhams Oxford



Bonhams

THE DECEMBER OXFORD SALE

Collectors' Motor Cars and Automobilia

Sunday 7 December 2014 at 10:00 and 14:00

Woodstock, Oxfordshire

VIEWING

Saturday 6 December
09:00 to 17:00
Sunday 7 December from 09:00

SALE TIMES

Automobilia 10:00
Motor Cars 14:00

SALE NUMBER

21844

CATALOGUE

£20.00 + p&p

BIDS

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

Please note that bids should be submitted no later than 16:00 on Friday 6 June. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 1865 372 722 fax

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

Live online bidding is available for this sale

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

ENQUIRIES

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

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

ENQUIRIES ON VIEW AND SALE DAYS

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

CUSTOMER SERVICES

Monday to Friday 08:00 - 18:00
+44 (0) 20 7447 7447

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 343
Back cover: Lot 325

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

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

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

Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

Cash Limit Acceptance

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for lots exceeds that sum, the balance must be paid otherwise than in coins, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank
Account/Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

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

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
- credit cards: Visa and Mastercard. Please note there is a 3% surcharge on the total invoice value when payments are made using credit cards.

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

VAT

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

* VAT on imported items at 5% on hammer price and buyer's premium.

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

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

NOVA

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

Vehicles imported under Temporary Admission (TA)

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

Artists Resale Right Regulations 2006

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

Vintage Sports-Car Club Eligibility Documents

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

Professional Catalogue Photography

Simon Clay
Tom Wood

Motor Car Preparation

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

Guide for Buyers

Do I need to bring my catalogue to the sale?

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

How do I bid at the sale?

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

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

Telephone bidding

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

Absentee/Commission bidding

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

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

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

How fast will the auctioneer go?

The auctioneer will aim to sell +/- 90 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the vehicles. It is also advised that the vehicles is checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on information supplied. Should we receive pertinent information after the publication of the catalogue, we shall affix what is known as a sale room notice (SRN) to the vehicle. A list of all SRNs will be available by the time the vehicles are presented for view. We are happy to offer our opinion as to the integrity of the vehicle at the sale, however you should accept this is an opinion only and should not be relied upon. In short, you should satisfy yourself as to the completeness, condition and integrity of any lot prior to bidding. It is also important to note that some illustrations are historical and may show the vehicle in a better condition than now offered.

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

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

Can I view the files that accompany the vehicles?

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

Motorcycle Frame and Engine Numbers

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

Keys and Documents

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

Important changes to V5C Registration

Document procedures

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

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

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

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

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

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

How can I pay?

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

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

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

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

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

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

Payment by cheque

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

Bank transfer

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

Cash Limit Acceptance

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

Are there any other charges?

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

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

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

Can someone deliver the vehicle for me?

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

Can someone arrange insurance for me?

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

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

Your contacts for this sale

Motor Car Specialists

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sholto.gilbertson@bonhams.com

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rob.hubbard@bonhams.com

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mark.gold@bonhams.com

Automobilia Specialists

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adrian.pipiros@bonhams.com

Automobilia Administrator

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robert.burner@bonhams.com

Buyers/Sellers Accounts

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+44 (0) 20 7447 7430 fax

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

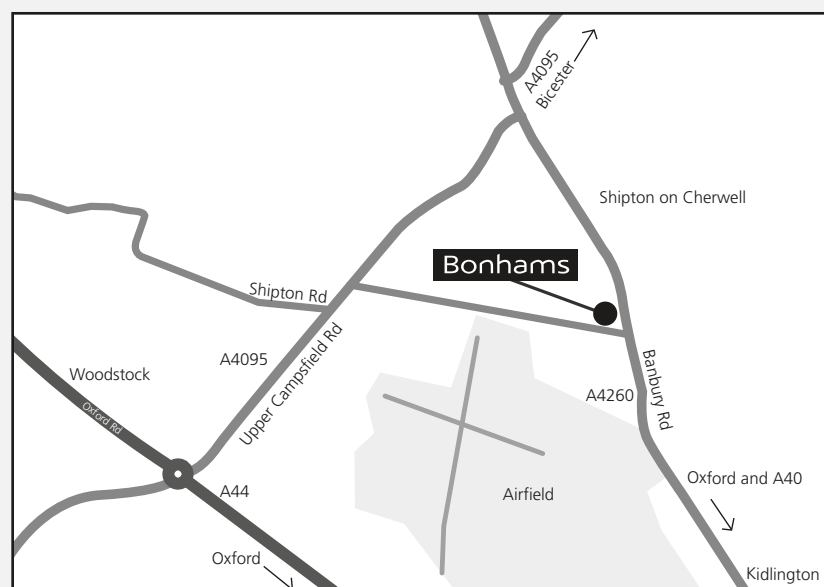
Recommended Transporters

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

Recommended Vehicle Insurance

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

Directions to Bonhams Oxford



Address

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

Recommended Transporters

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

Recommended Vehicle Insurance

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

Collections

Automobilia

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

To arrange collection please contact the Automobilia Department 020 8963 2840 or automobilia@bonhams.com to make an appointment.

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

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

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

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

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

Motor Cars

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

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

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

Removal and Storage of Vehicles

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

Polygon Transport registered address:

Polygon Transport

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

Vehicle Removal charges

£210 + VAT per motor car

Storage charges

First 14 days

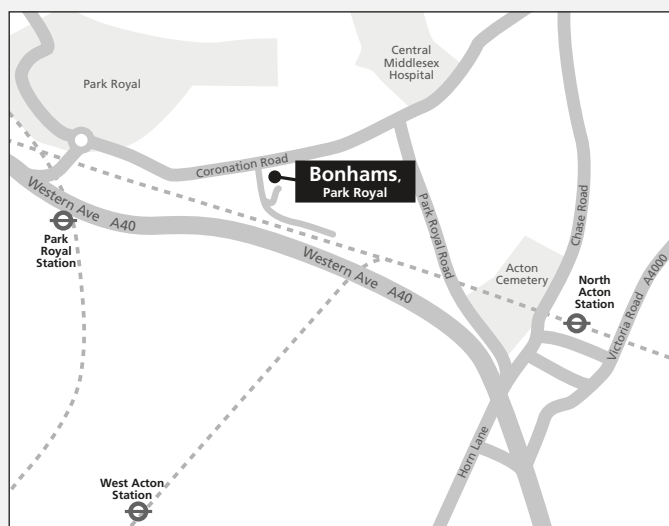
£14.00 + VAT per day per motor car

There after

£10.00 + VAT per day per motor car

Transport and Shipping

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



AUTOMOBILIA

10:00

Lots 1 - 300

Images of each lot can be found at:
www.bonhams.com/21844





London
Homes



BOOKS AND EPHEMERA

1• ASSORTED BOOKS AND LITERATURE RELATING TO THE BENTLEY MARQUE,

including a 1934 Bentley 3½ Litre 'Some Opinions' brochure, cord-tied brown card covers, and other books relating mainly to vintage and pre-War Bentley including Elizabeth Nagle: The Other Bentley Boys; W O Bentley: An Illustrated History of the Bentley Car; Donald Bastow: W O Bentley - Engineer; Michael Hay: Bentley Factory cars 1919-1931; Johnnie Green: Bentley Fifty Years of the Marque; parts lists for R-Type and Mark VI, and other literature.

(Qty)

£250 - 300

€320 - 380

2• ♦

BOOKS RELATING TO ROLLS-ROYCE AND BENTLEY,

including Harold Nockolds: The Magic of a Name; Wilton J Oldham: The Hyphen in Rolls-Royce; Martin Bennett: Rolls-Royce and Bentley - The Crewe Years; Adams & Roberts: A Pride of Bentleys; Klaus-Josef Robfeldt: Rolls-Royce and Bentley, in slip-case; Ian W Rimmer: Rolls-Royce and Bentley Experimental Cars; W A Robotham: Silver Ghosts and Silver Dawn; Raymond Gentile: The Rolls-Royce Phantom II Continental; and other books and literature, many with dust-jackets.

(Qty)

£250 - 300

€320 - 380

3•

LAURENCE POMEROY: THE GRAND PRIX CAR; FIRST EDITION MAY 1949, standard classic work on Grand Prix racing 1906-39, drawings and illustrations by Cresswell, complete with supplement in rear pocket and the original sales brochure, signed by Pomeroy and by Cresswell, 267 pages; together with Yves Naquin: Le Grand Prix de Monaco, 1929-60, number 1000 of a limited edition, race by race history with numerous photographs and Michael Turner paintings, with original packing carton, 364 pages.

(2)

£250 - 300

€320 - 380

4•

FERRARISSIMA; VOLUMES 1 TO 25, a complete run, in English, French and Italian text, volumes 1-3 special limited reprint editions of 1000, volumes 4-25 original editions, each in good order with dust jackets and some with protective covers, together with a duplicate edition of Volume 16.

(26)

£250 - 350

€320 - 450

5•

LEWANDOWSKI: MERCEDES-BENZ CATALOGUE RAISONNE 1886-1990; 1990, hardback, two volumes, an updated version of the 1986 edition which was produced in celebration of one hundred years of the marque, many illustrations and detailed descriptions of every racing, sporting and touring model produced, some wear to slipcase, Italian and English text, together with Ingo Seiff: Mercedes-Benz - Portrait of a Legend, published by Macdonald, 1989, detailing the history of the marque from the origins of the company in 1886, over 90 colour photographic illustrations, 288 numbered pages.

(2)

£250 - 350

€320 - 450

6•

THIRTEEN FERRARI PUBLICATIONS BY CAVALLERIA,

an incomplete run from volumes 1-16, missing volumes 5, 13 and 15, each corresponding to a specific Ferrari model including 250 GTO, 250 GT SWB, 250 Testa Rossa, and 375 Plus, each in good order and with slip-case, together with a duplicate volume 16.

(14)

£250 - 350

€320 - 450

7Y

ASSORTED ROLLS-ROYCE AND BENTLEY REFERENCE BOOKS,

together with Rolls-Royce Bulletins, assorted issues of Queste, four Bentley 'Look Behind the Surface' prints, rolled in original tubes, other rolled posters, a wood samples case, three interior trims (one including Rosewood), assorted paint samples, metal trim with wood laminate finish, leather lined interior drawers, a Bentley lambskin lap rug and two boxed models.

(Qty)

£250 - 350

€320 - 450

8

ASSORTED ROLLS-ROYCE AND BENTLEY INSTRUCTION BOOKS AND SALES EPHEMERA,

a good quantity of various types and conditions, together with a framed photograph of a 1920s lady driver, 11 x 16cm, framed and glazed.

(Qty)

£250 - 350

€320 - 450

9

ASSORTED GRAND PRIX AND MOTORSPORT BOOKS,

comprising Laurence Pomeroy: The Grand Prix Car, volumes 1 and 2, each revised edition second impression; L J K Setright: The Grand Prix Car 1954/1966 (1st edition); William Court: Power and Glory, volumes 1 and 2; together with Motor Sport Racing Car Review annuals for 1948-1958, each with dust-jackets, some worn and torn, and 12 boxed and assembled Merit race car plastic model kits.

(Qty)

£300 - 400**€380 - 510**

10• ♦

A GOOD LOT OF BOOKS RELATING MAINLY TO BRITISH MARQUES,

including David Weguelin: ERA The History of English Racing Automobiles Limited, in slipcase; an author signed edition of Rivers Fletcher: A Lifetime with Cars; David G Styles: Sporting Rileys - The Forgotten Champions, and Riley - As Old as the Industry; Michael Hay: Bentley - The Vintage Years 1919-1931; Andrew Whyte: Jaguar; Doug Nye: Powered by Jaguar: Michael Frostick: Aston Martin and Lagonda, and The Jaguar Tradition; other reference books including William Boddy: The History of Brooklands Motor Course 1906-1940; Nick Georgano: The Beaulieu Encyclopaedia of the Automobile, volumes 1 & 2; other titles, and a quantity of Veteran & Vintage and VSCC Bulletins.

(Qty)

£300 - 500**€380 - 640**

11• ♦

H.O.DUNCAN: THE WORLD ON WHEELS, VOLUMES 1 & 2; AND OTHER MOTORING BOOKS,

in dark blue Rexine bindings and in slipcase, together with Charles Jarrott: Ten Years of Motor Racing; Elizabeth Bennett: Thousand Mile Trial; S F Edge: My Motoring Reminiscences; Prince Chula: Road Racing (2nd edition), several early issues of The Autocar, and other titles and literature relating to mainly pre-War, vintage and veteran motoring.

(Qty)

£300 - 400**€380 - 510**

12•

BOOKS RELATING TO VINTAGE AND PRE-WAR BENTLEYS,

including W O Bentley: The Cars in My Life, My Life and Cars, An Illustrated History of the Bentley Car, and The Autobiography of W O Bentley (1st edition); Michael Hay: Bentley Factory Cars 1919-1931, Bentley "Old Number One", and Blower Bentley; Ray Roberts: Bentley Specials & Special Bentleys; an author signed edition of Elizabeth Nagle: The Other Bentley Boys, together with an advance proof copy; Darell Bethon: A Racing History of the Bentley; The Technical Facts of the Vintage Bentley; and other related literature, majority with dust jackets.

£300 - 400**€380 - 510**

13• ♦

A COLLECTION OF CAR BROCHURES AND BOOKS,

comprising sales catalogues and brochures including marques such as Aston Martin (two hardbacked versions), Ferrari, Porsche, Ford, Alfa Romeo, Jaguar, Rover, BMW, Audi and others, together with a collection of motoring books including Holmes: Encyclopedia of British Cars, 1995; Sedgwick: Cars of the Fifties and Sixties, 1983; Hamlyn: Aston Martin, 1982; Oliver: Cars and Coachbuilding, 1981, and others

(Qty)

£300 - 500**€380 - 640**

14•

ASSORTED MOTORING REFERENCE BOOKS INCLUDING ALFA ROMEO,

including Michael Frostick: Pininfarina Architect of Cars; two volume Alfa Romeo Catalogue Raisonne 1910-2000; Carrozzeria Touring edited by Autocritica; Angelo Tito Anselmi: Alfa Romeo 6C 2500; Johnnie Green: The Legendary Hispano Suiza; and other reference titles including Maserati, some in Italian text.

(Qty)

£300 - 400**€380 - 510**

15•

BOOKS RELATING TO MASERATI,

including Maserati Catalogue Raisonne 1926-1990, a two volume set in slip-case; Luigi Orsini & Franco Zagari: Maserati, in slip-case; Anthony Pritchard: Maserati - A History; Richard Crump & Rob de la Rive Box: Maserati Sports, Racing and GT Cars 1926-1975, and other related titles.

(10)

£300 - 400**€380 - 510**

16•

HUGH CONWAY & MAURICE SAUZAY: BUGATTI MAGNUM BY FOULIS, 1989,

bound in blue cloth hard covers, a well-illustrated history of the marque, complete with slipcase and applied plaque numbered 1931, together with two other books, comprising Pasini and Solieri: Porsche catalogue Raisonne 1947-1987, volumes I and II in slipcase and Bernabò: Lancia Catalogue Raisonne 1907-1990, French, English and Italian text, in slipcase, 344 numbered pages.

(3)

£300 - 400**€380 - 510**

16A•

ALFIERI: PININFARINA CATALOGUE RAISONNE 1930-1990,

hardback, two volumes, with slipcase, together with Pasini: Lamborghini Catalogue Raisonne 1963-1988, hardback with slipcase, 219 numbered pages and Cancellieri: Maserati, Catalogue Raisonne 1926-84, two volumes, together with slipcase.

(3)

£300 - 400**€380 - 510**

17• ♦

A GOOD LOT OF ROLLS-ROYCE BOOKS,

including Fasal & Goodman: The Edwardian Rolls-Royce, maroon cloth-bound two volume set in slipcase; John Fasal: The Rolls Royce Twenty; Harold Nockolds: The Magic of a Name (1st edition); Wilton J Oldham: The Hyphen in Rolls-Royce (1st edition); Lawrence Dalton: The Classic Elegance, Those Elegant Rolls-Royce, The Elegance Continues; other Dalton Watson Rolls-Royce publications, and other assorted Rolls-Royce related books.

(Qty)

£300 - 500**€380 - 640**

18•

DOUG NYE & GEOFFREY GODDARD: DICK & GEORGE - THE SEAMAN-MONKHOUSE LETTERS 1939-1939; A LEATHER-BOUND LIMITED EDITION,

published by Palawan Press, a limited edition of 50 examples bound in green leather (numbered 7/1500), well illustrated title, 372 numbered pages, contained in library case.

£350 - 450**€450 - 570**



27

19•
GEOFFREY GODDARD & DOUG NYE: FERRARI IN CAMERA - FROM ASCARI TO VILLENEUVE; A LIMITED EDITION, published by Palawan Press, bound in blue cloth hard covers, numbered 161/1000, well illustrated title outlining Goddard's work with Ferrari, 359 numbered pages, contained in slip-case.
£400 - 600
€510 - 760

20•
PAOLO D'ALESSIO: FORMULA FERRARI 1948-2000; A LIMITED EDITION, black clothbound edition (numbered 0180), with dust jacket, 503 numbered pages in English and Italian text, a well illustrated reference title, contained in a red cloth library case and including a set of accompanying prints of cutaway illustrations of Ferrari Grand Prix cars, offered together with a limited edition of Jeremy Clarkson: On Ferrari; numbered 1276/1500, clothbound, in slip-case.
(2)
£400 - 600
€510 - 760

21•
A GOOD LOT OF FERRARI BOOKS, including Ferrari Catalogue Raisonée Opera Omnia 1946-90, a three-volume set in slip case; Ferrari Monoposto Catalogue Raisonée 1948-1997, both in English, French and Italian text; Jess Pourret: Ferrari 250GT Competition Cars; Renwick & Starkey: Ferrari - Fifty Years on the Track - The Sport Racing Cars, and Ferrari 166 to F50 GT - The Racing Berlinettas; Stanley Nowak: Ferrari On the Road; Christian Huet; Ferrari 365 GTB/4 Groupe 4 Daytona Competizione; and other titles relating to Ferrari road, sports and racing models, in good order and majority with dust-jackets and protective plastic covers.
(Qty)
£400 - 600
€510 - 760

22•
TWO FERRARI BOOKS, comprising Costantino & Orsini: Ferrari Catalogue Raisonée 1946-1989 Golden Edition, 1989, prestige two volume set in slipcase, French and Italian text, together with Ferrari Catalogue Raisonée 1946-1990 Opera Omnia, 1990, three volume set in slipcase.
(2)
£400 - 500
€510 - 640

22A•
A COLLECTION OF FERRARISSIMA, volumes 1-10 and 12-13, all hardback, with dust covers, together with four Ferrari books, comprising Rancati: Enzo Ferrari - The Man, Foulis, 1988, hardback with dust cover; Dregni: Inside Ferrari, Motorbooks International, 1990; Shoen: The Cobra-Ferrari Wars 1963-1965, 1988, 368 numbered pages, hardback with dust covers and Nowak and Singer: Ferrari: Beauty & Detail, Spyder Enterprises, 1985, number 2259 of a limited edition run of 2500 copies, well-illustrated, hardback with embossed Ferrari prancing horse to front.
(Qty)
£300 - 400
€380 - 510

23•
CHRIS NIXON: THE ASTON MARTIN DB3S; PUBLISHED BY PALAWAN PRESS 1996, limited edition number 480/1000, comprising 'Sportscar' and 'Case Histories', good clean condition two volume set, bound in silver grey cloth and presented in an Aston racing green cloth bound slipcase, large 4to.
£400 - 500
€510 - 640

24•
TWO LARGE FORMAT LIMITED EDITION MERCEDES-BENZ BOOKS, comprising Anthony Pritchard: Gullwing, and Book of Cars - The Mercedes-Benz 300 SL Coupe, a limited edition two volume set in slipcase, both numbered 85/500; and Ken Dallison: The First Century - Portraits in Celebration of the Daimler-Benz Centennial 1886-1986, a signed limited edition (440/2000), bound in black leather, 127 numbered pages, well illustrated with colour plates by the artist, in cream canvas library box.
(2)
£500 - 600
€640 - 760

25•
THREE LIMITED EDITION ASTON MARTIN BOOKS, comprising Chris Nixon: The Aston Martin DB3S 'Sportscar' and 'Case Histories', a limited edition (174/1000) two volume set, (some light staining to one cover and first pages); and Aston Martin - The Compleat Car, limited edition (774/1500); both published by Palawan Press, and a green leather-bound limited edition (38/200) of Louis Klementaski & Chris Nixon: Klementaski & Aston Martin 1948-1959, signed by both authors; each with slipcase.
(3)
£500 - 600
€640 - 760

26•
A GOOD LOT OF MAINLY LIMITED EDITION MOTORING BOOKS, comprising a blue leather-bound edition of Barrie Price: 57 The Last French Bugatti; two editions of William Taylor: The Lotus Book, Series One and Series Two, both signed and numbered 629 and 634 of 1,000; an author signed limited edition (13/250) of Johnny Tipler: Ronnie Peterson - Formula 1 - Super Swede; an author signed limited edition (281/1000) of William Taylor: McLaren - The Cars 1964-2008; Paul Parker & Michael Cooper: Sixties Motor Racing, limited edition (410/1500) published by Palawan Press; Griffith Borgeson: Errett Lobban Cord - His Empire, His Motor Cars, published by Automobile Quarterly; Fasal & Goodman: The Edwardian Rolls-Royce, Volumes I & II; majority with slip-cases, together with a limited edition Classic Team Lotus 2000 calendar.
(9)
£500 - 600
€640 - 760

27• ♦

A COLLECTION OF DALTON WATSON MOTORING BOOKS RELATING TO PRESTIGE MARQUES,

including an author signed edition of Michael Hay: Bentley - The Vintage Years 1919-1931; Lawrence Dalton: Rolls-Royce The Derby Phantoms (signed), Those Elegant Rolls-Royce, The Elegance Continues, and The Classic Elegance; Johnnie Green: Bentley - Fifty Years of the Marque, The Legendary Hispano Suiza; Michael Frostick: The Jaguar Tradition, The Mighty Mercedes, Alfa Romeo-Milano, Pinin Farina - Master Coachbuilder; Lancia, and Aston Martin and Lagonda; and other Dalton Watson titles relating to various marques, coachbuilders and other motoring subjects including some titles published in conjunction with Beaulieu books, each with dust jacket and with protective plastic covers.

(44)

£600 - 800
€760 - 1,000

28•

JANOS L WIMPFEN: TIME & TWO SEATS - FIVE DECADES OF LONG DISTANCE RACING; VOLUMES I & II,

two volume black leatherbound set in slipcase, a comprehensive racing history and important reference title, volume I signed by the author and numbered 246 of 250.

£600 - 800
€760 - 1,000

29•

GUY FABRICE MESTROT & MANUEL DOS REIS: 'P2';

scarce CIJ P2 Alfa Romeo clockwork toy reference book, limited edition 12/20, French text, embossed leather bound cover, 75 numbered pages beautifully illustrated with all known variants of this popular tinplate clockwork toy, large 4to, with leather library case, also containing reprinted CIJ catalogue, P2 book with English translation and a printed certificate.

£1,500 - 2,000
€1,900 - 2,500

30• ♦♦

A QUANTITY OF BENTLEY DRIVERS CLUB REVIEW, 1946 TO 2003,

comprising bound volume for 1946-1949, (issues 3-12), and a quantity of file-bound and loose issues from 1950s-2003, a Bentley Drivers Club Golden Jubilee Book 1936-1986, and various issues of Bentley Drivers Club Advertiser.

(Qty)

£250 - 300
€320 - 380

31• ♦♦

THE FLYING LADY; BOUND VOLUMES FOR 1951-1989, AND RREC BULLETINS,

12 volumes in blue publisher's bindings, some loose issues, together with a large quantity of RREC Bulletins, issues 30-267 (Dec 1964-Dec 2004), some bound volumes, others in file folders, and loose issues, and a good quantity of RREC advertisers.

(Qty)

£250 - 300
€320 - 380

32•

A GOOD LOT OF PRE AND POST-WAR ROLLS-ROYCE BULLETINS,

comprising 26 pre-War issues from June 1930 to June 1939, and 20 post-War issues from 1951 to January 1958 with some duplicates.

(46)

£250 - 350
€320 - 450

33• ♦

AUTOCOURSE; SEVENTEEN ANNUALS 1974/75 TO 2003/04,

incomplete run, comprising annuals 1974/75, 1975/76 and two for 1976/77, and a run from 1991/92 to 2003/04, each with dust jackets, together with an Automobile Year Annual 23 (1975/76), an incomplete run of 12 bound volumes of Autosport Vols 5-19 (Jan 1952-Dec 1959), and a quantity of loose issues late 1950s to early 1960s.

(Qty)

£300 - 400
€380 - 510

34•

AUTO COURSE: VOLUMES 1 TO 5 (1951 TO 1955),

a complete run of five volumes, bound with covers, some bindings worn and loose.

(5)

£300 - 500
€380 - 640

35•

AUTOMOBILE REVIEW/AUTOMOBILE YEAR; ANNUALS 1 TO 21 (1953/54 TO 1973/74),

a complete run of 21 annuals, majority with dust-jackets but some torn and worn.

(21)

£300 - 500
€380 - 640

36•

AUTOCOURSE; TWENTY-TWO ANNUALS FROM 1983/84 TO 2001/02,

comprising a complete run of 19 annuals from 1983/84 to 2001/02, together with three duplicate annuals for 1983/84, 1988/89 and 1997/98, each with dust jacket.

(22)

£350 - 450
€450 - 570



29

37•

FOUR SALES BROCHURES AND A HANDBOOK FOR BENTLEY CONTINENTAL AND 'S' TYPE,

comprising two sales brochures for Bentley Continental, an H J Mulliner coachwork brochure for Continental, a handbook for the Bentley 'S' Type with black Rexine wrap-around pop-stud covers, and an H J Mulliner and Harold Radford coachwork brochure for 'S' Type and Rolls-Royce Silver Cloud.

(5)

£250 - 300
€320 - 380

38•

A BENTLEY MARK VI 4¼ LITRE SILENT SPORTS CAR SALES BROCHURE AND HANDBOOK,

cord-tied cream card covers, 27 numbered pages, with tipped-in colour plates and details for various models and with price list to the rear, 4to, the handbook with pop-stud wrap-around black covers, 8vo.

(2)

£250 - 350
€320 - 450

39•

A BENTLEY MARK VI SILENT SPORTS CAR SALES BROCHURE AND HANDBOOK,

cord-tied cream card covers, 23 numbered pages, with technical illustrations and other details and with price list and four colour sheets of coachwork styles to the rear, 4to, the handbook with pop-stud wrap-around black covers, 8vo.

(2)

£250 - 350
€320 - 450



41

40• ASSORTED BENTLEY SALES LITERATURE AND EPHEMERA,

including a Bentley Motors 'Again 1928' Le Mans successes brochure, celebrating the second consecutive victory for Bentley at the event, cord-bound blue card covers, some fading, 4to, together with later sales literature including Bentley Sports Saloon, Mulliner and Park Ward, a Raymond Mays 'My Ten Bentleys' 1950 reprint brochure, and some post-War Bentley technical ephemera.

(Qty)

£250 - 350

€320 - 450

41•

A BENTLEY MOTORS 'AGAIN 1928' LE MANS SUCCESSES BROCHURE,

cord-tied blue card covers, celebrating the second consecutive victory for Bentley at the event, very slight fading to front cover but otherwise good, 4to, together with a Bentley Six Cylinder Instruction Book, black Rexine covers, No.42 for Chassis No. WB 2551, in slip-case, two sales sheets for 4¼ Litre Saloon and Sports Tourer, and other ephemera.

(Qty)

£250 - 350

€320 - 450

42•

A BENTLEY 'SILENT SPORTS CAR' SALES BROCHURE,

cord-tied cream card covers, 29 numbered pages, with details and illustrations for the six cylinder car, with tipped-in colour plate to inside page and price list and four sheets showing coachwork options to the rear, 4to, together with other post-War sales literature and road tests.

(Qty)

£250 - 300

€320 - 380



66



46

43• THREE SALES BROCHURES FOR BENTLEY CONTINENTAL AND A HANDBOOK,

one with blue card covers, with coachwork styles by Park Ward and H J Mulliner, another with cream card covers, an H J Mulliner & Co. Ltd coachwork brochure, and a black Rexine handbook for the Continental Sports Saloon, with wrap-around pop-stud covers, slight loss to spine.

(4)

£250 - 300

€320 - 380

44•

THREE BENTLEY CONTINENTAL SALES BROCHURES AND A HANDBOOK,

each with card covers, one ring-bound with price list, two with coachwork styles by H J Mulliner and Park Ward, together with a 2nd edition handbook for the S2, light grey leather covers, with supplement for the S2/S3.

(5)

£250 - 350

€320 - 450

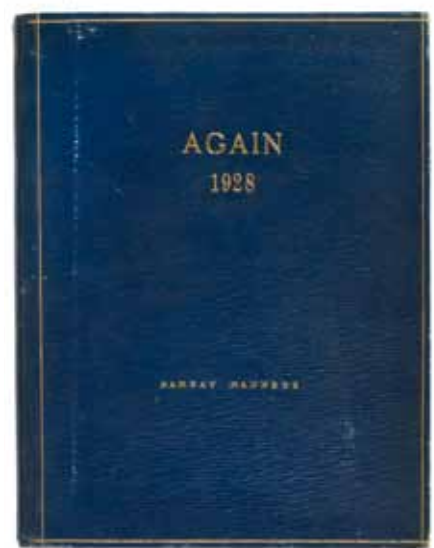
45•

A 4½ LITRE BENTLEY SALES CATALOGUE, 1928,

catalogue No.26, issued October 1928 by Herbert Fitch, cream textured card covers with embossed emblem to front, illustrated with details for the Sporting Four-Seater, Weymann Saloon, Sporting Two-Seater, and Single Coupe models, 16 numbered pages, large 4to.

£250 - 350

€320 - 450



51

46• AN AUTOMOBILI MASERATI SALES BROCHURE, CIRCA 1931,

cord-tied grey card covers, Italian text, with 1930 race successes, illustrated with 2500cc and Tipo V4 engine details, and Tipo V4 16-cylinder Siluro, Tipo Corsa Siluro, Tipo Sport 1000 Miglia, Tipo Spyder Gran Sport, Tipo 26 C Spyder Gran Sport, Tipo 26 C Royal Cabriolet and Royal Coupe Cabriolet models, small 4to.

£250 - 350

€320 - 450

47•

TWO MERCEDES-BENZ TYP 540-K SALES BROCHURES,

both silver-coloured card covers, with colour illustrations for various models and coachwork styles including Cabriolet A and B, Sport Roadster, Sport Coupe, and Tourer, some light creasing to covers, together with a Typ 220S sales brochure, sales sheets for Typ 220S, 180 and 219, and an instruction manual for DKW front wheel drive cars, all German text.

(9)

£250 - 350

€320 - 450

48•

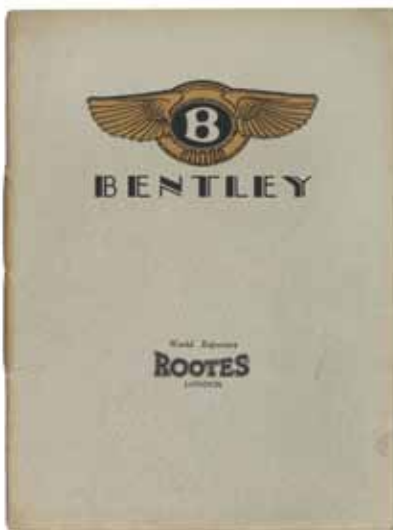
A LAMBORGHINI MIURA P400 SALES BROCHURE,

Italian text, 4to, together with three Lamborghini books with dust-jackets and protective plastic covers, comprising Peter Coltrin & Jean-Francois Marchet: Lamborghini Miura (1st edition English text); Stefano Pasini: Automobili Lamborghini Catalogue Raisonne 1963-1998, in slip-case; Jean-Marc Borel: Lamborghini; both in English, French and Italian text, and a Lamborghini guide 1963-1973.

(5)

£250 - 350

€320 - 450



54

49•
A BROCHURE FOR THE SUPERMARINE SPITFIRE,

ring-bound card covers, illustrated and with details in English and French text, together with two 1950s Rolls-Royce brochures relating to Rolls-Royce engined aircraft 'Achievements', and Apprentice training schemes, and other ephemera.

(Qty)

£250 - 300

€320 - 380

50•
A NEW EIGHT LITRE BENTLEY ADVANCE PARTICULARS BROCHURE, 1930,

brochure No.34, published by Herbert Fitch & Co, October 1930, 15 numbered pages, with technical illustrations and coachwork styles, 4to.

£300 - 400

€380 - 510

51•
A BENTLEY MOTORS 'AGAIN 1928' LE MANS SUCCESSES BROCHURE, RAMSAY MANNERS' PERSONAL BOUND COPY,

celebrating the second consecutive victory for Bentley in the 4½ Litre, bound in blue leather covers with gilt tooling and bearing his name, small 4to, offered together with two issues 8 and 11 of Bentley 'On the Road', and other Bentley related ephemera and several photographs.

(Qty)

£300 - 400

€380 - 510

Ramsay Manners was a financial adviser to Woolf Barnato and had fought alongside him in World War I.



56

52•
FOUR BENTLEY CONTINENTAL SALES BROCHURES AND A HANDBOOK,

each with card covers, one ring-bound, with illustrations and coachwork styles for Sports Saloon and Drophead Coupe by Park Ward and H J Mulliner, and a black Rexine handbook for the Continental Sports Saloon, with wrap-around pop-stud covers.

(5)

£300 - 400

€380 - 510

53•
ASSORTED MOTORING SALES AND TECHNICAL LITERATURE,

pre and post-War, including a 1939 Belgian Grand Prix race programme, sales brochures and instructional literature for Talbot, 1938 Delahaye 'pour l'Elite', Delage, Bentley 4¼ Litre (worn), MG Midget and 'Safety Fast', Peugeot including motorcycles, a 1937 Dutch TT motorcycle race programme, some in French text, and others, and a quantity of Classic Car magazines.

(Qty)

£300 - 400

€380 - 510

54•
A RARE ROOTES LTD BENTLEY SALES BROCHURE FOR 1930,

cord-tied grey textured card covers, 15 numbered pages, well illustrated with specifications and details for 4½ Litre, 4½ Litre Supercharged, Silent 'Speed Six' and 6½ Litre models, 4to, together with a Six Cylinder Bentley Instruction Book, dated January 1927, black Rexine covers, No.160 for Chassis No. BX 2413, in slip-case.

(2)

£300 - 400

€380 - 510



58

55
A ROLLS-ROYCE PHANTOM V SALES FOLIO, 1959,

blue hard-backed covers, ribbon tied, opening to title and specification fold-out leaves, holding photographs and plans, together with a letter from Jack Barclay Limited dated 9 October 1959 relating to the sending of this catalogue, sold together with the specification folders mentioned in the letter, James Young Limited design numbers CV 100 and CV 150, H J Mulliner & Co Ltd design number 7514, Park Ward design number 991 (lacking folder) and a Rolls-Royce chassis price list.

(Qty)

£350 - 450

€450 - 570

56•
A LEATHER-BOUND THREE LITRE BENTLEY SALES CATALOGUE, 1926,

brown leather hard covers with gilt embossed title plate, catalogue No.15 issued October 1926, 26 numbered pages, well illustrated with details and specifications for Speed Chassis and Standard Chassis models, large folio, together with a signed limited edition of Timothy Houlding: The Legends and the Thunder, published in 1982, relating to the 3-Litre racing Bentley BM 8752.

(2)

£350 - 450

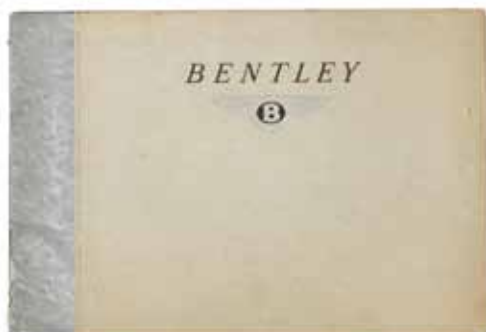
€450 - 570

57•
ASSORTED 1930S AERO-ENGINE SALES BROCHURES INCLUDING ROLLS-ROYCE,

including 1933 Rolls-Royce Kestrel and Buzzard, 1935 Rolls-Royce Kestrel, each large format catalogues with decorative card covers and well illustrated, another 1936 catalogue for Rolls-Royce Kestrel, a Fokker Paris 1936 Salon d'Aviation brochure, and others for 1933 Renault (French text), 1931 Argus, three 1930s Rolls-Royce Bulletins, and a Gardner Marine Engines brochure.

£400 - 600

€510 - 760



60



65

58•
TWO BENTLEY 6½ LITRE SIX CYLINDER SALES CATALOGUES,

comprising a Six Cylinder Bentley Preliminary Abridged Particulars catalogue, leaflet No.9, August 1926, cord-tied gilt-embossed grey card covers, illustrated with technical details and two coachwork styles, in good condition, and a bound catalogue for the Standard model, catalogue No.27, October 1928, green hard covers, 35 numbered pages, well illustrated with technical details and various coachwork styles and with tipped-in colour plate to inside page, each large 4to.

(2)
£400 - 500
€510 - 640

59•
TWO BENTLEY 6½ LITRE SIX CYLINDER SALES CATALOGUES,

comprising 'The World's Finest Sporting Car' Silent Speed Six catalogue, bound in green hard covers, catalogue number 33, October 1929, illustrated with technical details and coachwork styles, and another for the Speed Model, leaflet No.26, October 1928, each large 4to.

(2)
£400 - 500
€510 - 640

60•
AN ABRIDGED PARTICULARS OF THE BENTLEY MARK VI 4¼ LITRE BROCHURE,

light grey card covers, with tipped-in colour plates and details of various models, 8vo, together with two Bentley 4¼ Litre The Silent Sports Car, sales brochures, each with cream vellum covers, tipped-in plates and details for various models, both 4to.

(3)
£500 - 600
€640 - 760

61•
A RARE FERRARI GRANTURISMO SALES LEAFLET, CIRCA 1962,

four page, English text, small 4to, together with a 1988 Ferrari range sales brochure by Maranello Concessionaires for F40, Testarossa, 412, 328 GTB, 328 GTS, 3.2 Mondial and 3.2 Mondial cabriolet, a 1982 Ferrari World Champions brochure and a 1976 Motorshow photograph of a Ferrari Dino 308 GT4 2+2.

(4)
£500 - 700
€640 - 890

62•
A GOOD COLLECTION OF ASSORTED MOTORING SALES LITERATURE, CATALOGUES, PAMPHLETS, LEAFLETS AND FLYERS,

including Porsche, AC Cobra, Wolseley, Peugeot, Mercedes-Benz, Gogomobile, Mini, Standard Triumph, Maserati, Chevrolet Corvette, Alfa Romeo, Lamborghini, Saab, Bedford, Leyland, and others together with some lighting/accessories trade catalogues, various conditions.

(Qty)
£1,000 - 1,500
€1,300 - 1,900

63•
THREE ROLLS-ROYCE HANDBOOKS AND OTHER LITERATURE,

including a handbook for 25/30Hp Rolls-Royce Wraith', Number XIX, two for 40/50Hp Rolls-Royce Phantom III, Number XI and condensed issue XI & XII, brochures for 1938-1939 Crewe Works, 1938 Jack Barclay coachwork, a Silver Wraith abridged particulars brochure and a parts list for the long wheelbase model, and other items.

(Qty)
£250 - 300
€320 - 380

64•
A 1939 ALFA ROMEO 8C 2900 B SPARE PARTS LIST,

tan card covers, Italian text, 109 numbered pages, with illustrations, some workshop wear to covers, large 4to.

£250 - 300
€320 - 380

65•
A HANDBOOK FOR A LAMBORGHINI MUIRA 400S, ITALIAN, LATE 1960S,

yellow covers, 19pp, with fold-out wiring diagram, large 8vo, some hand-written notes to rear cover, with correct fitted Lamborghini leather wallet, complete with 1969 approved service booklet, Italian text, wear to back cover.

(3)
£250 - 350
€320 - 450

66•
A 1932 ALFA ROMEO 6C GRAN SPORT PARTS CATALOGUE,

stapled red card covers, Italian text, with illustrations and 'Special Parts' list for the model, some wear to spine, small 4to.

£400 - 500
€510 - 640

PHOTOGRAPHS AND ART

67
ASSORTED PRINTS AND PICTURES AND A SIGNED BOOK

the book by Herve Chevalier: Les Healey au Mans 1949-1970, signed by John Chatham and the author, the prints including large monochrome print depicting a photograph showing Austin Healey 3000 DD300 in the pits at the 1961 Le Mans race, 50 x 75cm, mounted, framed and glazed, an Aston Martin montage image after Denis Simon, 50 x 70cm, framed and Perspex glazed, a framed set of three Aston Martin photographs, other assorted prints and posters, majority unmounted, and a set of Jesse Alexander 'Driven' postcards in presentation tin.

(Qty)
£250 - 350
€320 - 450

68
THREE ALBUMS OF MOTORING PHOTOGRAPHS,

images from 1914 to late 1920s, showing family cars, country drives, trips and outings to Brooklands, an Aerodrome depicting Vickers Vimy, a hill climb, Le Mans, a European tour and many other images including a gas powered car, military vehicles, cyclists, and a trip to the USA including a snowy visit to the Indianapolis motor circuit showing the 'Pagoda' building.

(Qty)
£300 - 400
€380 - 510

69

AN INTERESTING COLLECTION OF 'SILVER ARROWS' MOTOR RACING PHOTOGRAPHS,

some Auto Union press and publicity department, depicting Bernd Rosemeyer, Rudolf Hasse, Hans Stuck, H.P. Müller and Achille Varzi covering the years 1936 to 1939, monochrome, some signed, many with official Auto Union stamps and markings to rear, the majority 5 x 7 inches.

(Qty)

£350 - 450

€450 - 570



69

70

FIVE SIGNED PHOTOGRAPHS OF RACING CARS AND DRIVERS,

each monochrome 10 x 12 inches signed in pencil, comprising Brooks and Collins in the Mercedes at Oulton Park at the VSCC Seaman Trophy Meeting June 1958, Harry Schell in his A6GCM Maserati (250 Engine) at Aintree, J.M.Fangio in the Lancia B25 0002 at Dundrod, Jack Fairman in Connaught Streamliner B1 at Aintree and Roy Salvadori in the Gilby Engineering 250F Maserati at Aintree, each framed and four glazed.

(5)

£350 - 450

€450 - 570

71

AN H J MULLINER COACHBUILDERS PHOTOGRAPHIC ALBUM TITLED 'CARS - CIRCA 1930',

containing 49 monochrome images, majority 6 x 8 inch prints, depicting Derby Bentley cars and Derby built Rolls-Royce cars, and one earlier portrait image of C S Rolls in his famous balloon car, the album with wear to outer covers, small 4to.

£900 - 1,100

€1,100 - 1,400



71

This album was sent directly from the H J Mulliner Archives to the present owner.

72

A COLLECTION OF MOTORING POSTERS,

including three original Le Mans posters, comprising June 1970 mounted to linen, June 1975 and June 1974; a 1970 BOAC 1000 km Brand Hatch World Championship Sports Car Race; a International Race of Champions '73/'74 Riverside/Daytona; an ADAC '76 Hockenheim together with a Japanese 'McQueen Le Mans' magazine, with loose centrefold and single sheet flyer.

(Qty)

£400 - 500

€510 - 640



73

73

TWO ORIGINAL 50TH TARGA FLORIO POSTERS,

comprising a 1966 race poster with artwork after Gordon Crosby depicting the Bugatti being pursued by the Alfa Romeo, and a poster for the Trofeo Marathon, printed in red and blue and with details of participating cars, together with some related ephemera, each 99 x 69cm, and both framed and glazed.

(Qty)

£500 - 700

€640 - 890



73



74 ♦♦

THREE AMERICAN CAR ADVERTISING POSTERS,

each printed on paper 96 x 127cm, framed and glazed, comprising 1937 Chrysler Imperial, 1938 Dodge D8 and 1949 De Soto S-13 Custom with artwork by Fred Cole, each with some old folds, together with a 'La 1951 Plymouth' sales leaflet, French text, 4to, lower edge cut.

(4)

£750 - 900

€960 - 1,100

These posters once hung in the showrooms of Auto Tehran, a motor sales firm in the Iranian capital city that specialised in selling imported American cars.

75

TWO GRAND PRIX RACING PRINTS AFTER ROY NOCKOLDS,

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

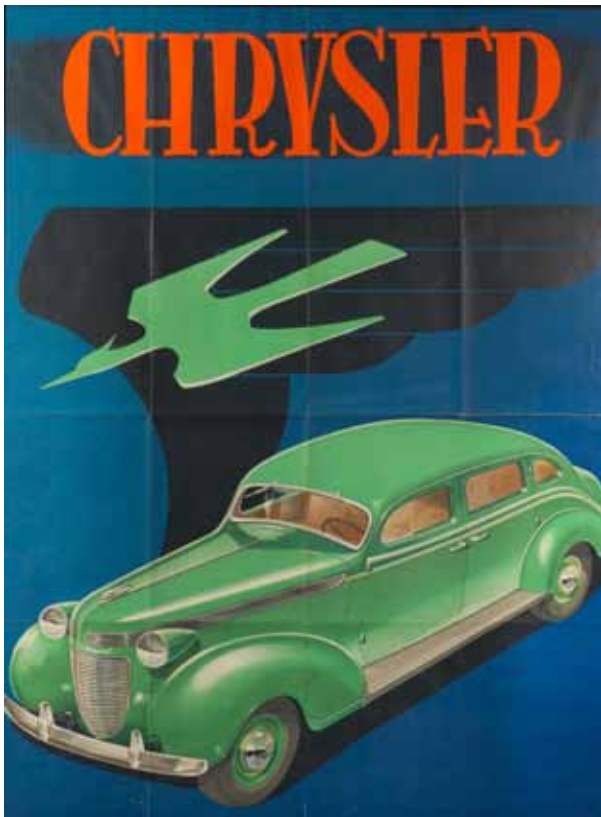
(2)

£250 - 300

€320 - 380



77



76

THREE VINTAGE BENTLEY PRINTS,

each signed by the artist in pencil, framed and glazed, comprising 'Bentley V Blue Train' and 'Bentley at Le Mans 1929' after Terrence Cuneo, and 'Le Mans Bentley' limited edition 277/500 after Dion Pears, the largest 77 x 99cm overall.

(3)

£250 - 300

€320 - 380

77 ♦

A COLLECTION OF SIGNED MOTOR RACING PRINTS AND PHOTOGRAPHS,

comprising two prints signed by Fangio, one 1979 Gunnar Neilson Memorial Trophy Race, 47 x 63cm, framed and glazed, the other after Alan Stammers, limited edition 705/750, also signed by the artist, 64 x 90cm, rolled, four photographs by Dan Boyd mounted with autographs of Gunnar Neilson, Ronnie Peterson, Tom Pryce and Niki Lauda, each mounted, framed and glazed, 42.5 x 52.5cm overall, a Detroit GP print depicting John Watson after Jim Bisignano, rolled, other assorted photographs including further work by Boyd, and a small Formula 1 print depicting Alex Café at Monaco in the 1990 Footwork car, after Bisignano, mounted for framing.

(Qty)

£600 - 800

€760 - 1,000

74

78AR

DION PEARS (1929-1985); 'SIR HENRY 'TIM' BIRKIN, 4½ LITRE BLOWER BENTLEY AT LE MANS',

signed, oil on canvas, 51 x 76cm, framed.
£300 - 500
€380 - 640

79AR

DION PEARS (BRITISH, 1929-1985), '1930 LE MANS',

signed, oil on canvas, depicting Sir Henry 'Tim' Birkin in his 4½ litre supercharged Bentley, 61 x 91cm, framed.
£300 - 400
€380 - 510

80AR

KEVIN LAWLER, 'AYRTON SENNA AND MCLAREN GRAND PRIX CAR',

signed, acrylic on canvas, depicting the Brazilian maestro, 60 x 90cm, framed.
£300 - 400
€380 - 510

81AR

FRANCESCO SCIANNA, 'MASERATI 250F',

signed, mixed media on artist's board, depicting the car racing at speed, 61 x 82cm.
£300 - 400
€380 - 510

82AR

DION PEARS (BRITISH, 1929-1985), '1929 TARGA FLORIO',

signed, oil on canvas, depicting Albert Divo on his way to victory in his Bugatti Type 35C, 61 x 76cm, framed.
£300 - 400
€380 - 510

83AR

ROY NOCKOLDS (BRITISH, 1911-1979), 'BENTLEY AT HOME',

signed, oil on canvas, depicting a Bentley R-Type Continental parked on the drive at a country residence, 49 x 59cm, within a gilt wooden frame.
£400 - 500
€510 - 640

84AR

ROY NOCKOLDS (BRITISH, 1911-1979), 'BENTLEY AT HOME',

signed, watercolour and gouache on artists paper, atmospheric late evening scene depicting a Bentley R-Type Continental with headlights blazing, drawing up to a country residence, 50 x 75cm, glazed within a gilt wooden frame, offered together with two small monochrome photographs of a similar car.
£400 - 500
€510 - 640

85AR

ROY NOCKOLDS (1911-1980), 'MG DUEL',

signed and dated 1938, watercolour heightened with white and chalks, 39 x 49cm, mounted, framed and glazed.
£500 - 700
€640 - 890

86AR

MICHAEL TURNER (1935-), STIRLING MOSS DRIVING THE VANWALL TO VICTORY AT THE 1957 PESCARA GRAND PRIX',

signed and dated '97, watercolour and gouache, 38 x 45cm, mounted, framed and glazed.
£500 - 700
€640 - 890

87AR

GRAHAM TURNER (BRITISH 1964-), 'COPPA ACERBO 1936',

signed and dated '95, depicting Bernd Rosemeyer's Auto Union C type leading Tazio Nuvolari's Scuderia Ferrari Alfa Romeo 12C-36 and his team-mate Achille Varzi in another C type, 42 x 50cm, mounted, framed and glazed.
£500 - 700
€640 - 890

88AR

ROY NOCKOLDS (1911-1980), 'PETER COLLINS-FERRARI-FOLLOWED BY HARRY SCHELL-VANWALL FRENCH GRAND PRIX RHEIMS 1956',

signed, oil on board, 23 x 42cm, framed.
£500 - 600
€640 - 760

The race was won by Collins in his Ferrari D-50 in a time of 2:34:23.4, the Vanwall that was driven by both Harry Shell and Mike Hawthorn finished in 10th place, five laps behind the leader.

88A

THREE MOTORING PAINTINGS FROM THE COLLECTION OF THE LATE PETER GARNIER,

comprising; Brian Hatton: '1915 V12 Twin Six Packard', ghosted cut-away, signed, pen and ink with watercolour wash, 31 x 52cm, mounted, framed and glazed, published in The Motor April 1984; L G Russell: 'Lancia Coachwork' artist's impression, signed, watercolour and gouache, 30 x 40cm, framed and glazed and Gordon Horner: 'Lend Me Your Ears', unsigned watercolour wash on paper depicting a Bugatti Type 35 at speed, 38 x 55cm, rolled, with Autocar stamp to rear, Issue 17/12/54 page 957.
(3)

£400 - 600
€510 - 760



79



82



83



84



85



86



87



88



89



90

89AR

MICHAEL TURNER (BRITISH, 1935-), '1978 BRITISH GRAND PRIX',

signed, and dated '78', watercolour and gouache, depicting Niki Lauda in the Brabham-Alfa Romeo and Carlos Reutemann in the Ferrari leading Bruno Giacomelli's McLaren-Ford at Brands Hatch 1978, 33 x 51cm, mounted, framed and glazed.

£500 - 600

€640 - 760



91

90AR

GORDON HORNER (BRITISH, 1915-2006), 'LAGONDA M45 AT LE MANS 1935',

signed, watercolour on artists' board, race scene depicting the Lagonda M45R Rapide of Hindmarsh and Fontes in the driving rain, 37 x 57cm.

£600 - 800

€760 - 1,000

91AR

GRAHAM BOSWORTH (BRITISH, 1944-), 'JAGUAR AT LE MANS',

signed and dated 2000, watercolour and gouache montage depicting famous Le Mans Jaguars over and around an outline map of the circuit, 48 x 62cm, mounted, framed and glazed.

£600 - 800

€760 - 1,000

92AR

FRANK WOOTTON (BRITISH, 1914-1998), 'GROSVENOR HOUSE',

signed, oil on canvas, depicting the 1934 MacRobertson Air Race winning twin-engined de Havilland DH.88 Comet 'G-ACSS' on the landing strip, 76 x 62cm, in wooden frame.

£800 - 1,200

€1,000 - 1,500

93AR

TONY SMITH (BRITISH, 1932-), '1970 BELGIAN GRAND PRIX',

signed and dated 1970, acrylic on board, depicting Chris Amon in his March on his way to setting the fastest lap, leading a line of cars comprising eventual winner Pedro Rodriguez/BRM, Stewart/March, Ickx/Ferrari, Rindt/Lotus and Beltoise/Matra, 63 x 83cm, framed.

£1,000 - 1,500

€1,300 - 1,900

94AR

ALAN KINSEY, 'FANGIO AND MOSS - MONACO 1957',

signed and dated 99, oil on canvas, depicting Fangio in the Maserati 250 and Moss in the Vanwall, battling wheel to wheel, 79 x 98cm, framed.

£1,000 - 1,200

€1,300 - 1,500



92



93



94



95

**95
GREGORY PERCIVAL (BRITISH 1964-),
'ENDEAVOUR' A LIMITED EDITION
BRONZE SCULPTURE, 2014, IN TRIBUTE
TO THE BATTLE OF BRITAIN PILOT
SQUADRON LEADER GEOFFREY
WELLUM DFC, TO BE SOLD TO BENEFIT
FLY2HELP**

numbered 006 of a limited edition of 25 examples, signed by the artist, bronze sculpture cast in two pieces, depicting an upper fuselage section and cockpit of his Supermarine Spitfire fighter with Squadron Leader Geoffrey Wellum at the controls, measuring 30cm long, mounted to a bronze stem above a stepped slate display base, 40cm high overall.

**£3,000 - 3,500
£3,800 - 4,500**

Part of the proceeds from the sale of this Lot, will be passed on for the benefit of Fly2Help www.fly2help.org (Registered Charity: 1119846), set up by a team of passionate aviators who are committed to helping others share the magic and inspiration of flight, supporting families and individuals facing a wide range of trauma or tragedy.

**95A
'BANG ON', A BESPOKE SPITFIRE
DOOR KNOCKER BY GREGORY
PERCIVAL,**

Artists Proof AP003 of 6, from an open edition, in the form of the British World War II fighter plane, each piece signed and numbered, two piece bronze, hand finished, weight approximately 1.1kg, the Spitfire with 17cm wingspan.

**£600 - 800
£760 - 1,000**

'Bang On' is the final piece in Gregory Percival's 'Spitfire Tribute' trilogy.



95A

**96
TONY UPSON, '1947 FERRARI 166
SPYDER CORSA',**

signed, acrylic on board, depicting the race car at speed, in red painted wooden frame, 49 x 127cm.

**£250 - 300
£320 - 380**

**97
TONY UPSON, 'SALES & SERVICE GIRL',**

signed, acrylic on board, depicting a glamorous British female mechanic, in black painted wooden frame, 127 x 49cm.

**£250 - 300
£320 - 380**

**98
TONY UPSON, A HAND-PAINTED ASTON
MARTIN THEMED CHILDREN'S WRITING
DESK,**

signed, a wooden traditional school-type desk with ink-wells and two lift up writing panels, decorated with images of Aston Martin DB5 cars and the winged emblem, 112 x 60 x 46cm.

**£250 - 300
£320 - 380**

**99
TONY UPSON, '1955 BRITISH GRAND
PRIX AINTREE',**

signed, acrylic on board, featuring image of Fangio at speed in the Mercedes-Benz W196, 122 x 107cm.

**£500 - 600
£640 - 760**

**100
A HAND-PAINTED 'ROYAL
ENDORSEMENT' COAT OF ARMS,**
modern, fibreglass, in the form of the Royal Appointment crest, for garage display, 70 x 70cm.
**£500 - 600
£640 - 760**

**101
A 'ZAGATO MILANO' GARAGE DISPLAY
EMBLEM,**

modern, cold-cast resin and aluminium composite, in the form of the Zagato 'Z', 70 x 110cm.

**£500 - 600
£640 - 760**

**102
TONY UPSON, 'BUGATTI - PRESCOTT
SPEED HILL CLIMB',**

signed, acrylic on board, depicting a racing Bugatti at speed at the event, in black painted wooden frame, 71 x 127cm

**£500 - 600
£640 - 760**

**103
A 'BENTLEY' GARAGE DISPLAY
EMBLEM,**

modern, cold-cast resin and aluminium composite, in the form of the winged 'B' badge, 150cm wide.

**£500 - 600
£640 - 760**

**104
A 'FERRARI' GARAGE DISPLAY SHIELD,**

modern, hand-painted fibreglass, featuring the Prancing Horse emblem, 120cm high.

**£500 - 600
£640 - 760**

**105
A 'JAGUAR' GARAGE DISPLAY
EMBLEM,**

modern, cold-cast resin and aluminium composite, 150cm wide.

**£500 - 600
£640 - 760**

**106
A 'DB5' GARAGE DISPLAY EMBLEM,**

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

**£500 - 600
£640 - 760**

**107
TONY UPSON, 'CAFE RACER',**

signed, acrylic on board, depicting an early 1960s motorcycle with glamorous female rider against a Union Jack background, 92 x 152cm.

**£500 - 600
£640 - 760**

**108
TONY UPSON, 'AUTOMOBILI SERVIZIO',**

signed, acrylic on cut-out board, a hand-painted sign featuring a glamorous female mechanic, 97 x 248cm.

**£500 - 600
£640 - 760**

109 ◇

A HAND-PAINTED 'JAGUAR E-TYPE' GARAGE DISPLAY BOARD,

modern, depicting various technical elevations of the iconic British car, 90 x 120cm, framed.

£500 - 600

€640 - 760

110 ◇◇

TONY UPSON, 'WORKSHOP SERVICE GIRL',

signed, acrylic on cut-out board, a hand painted free-standing figure depicting a glamorous female mechanic aside an oversized spanner, 160 x 50cm.

£500 - 600

€640 - 760

111 ◇

TONY UPSON, '49A TARGA FLORIO 1965',

signed, acrylic on board, inspired by the race poster for the event held on 9th May in Palermo and featuring a racing Bugatti, 122 x 84cm.

£500 - 600

€640 - 760

112 ◇

A HAND-PAINTED 'JAGUAR AT LE MANS 1953' GARAGE DISPLAY COMMEMORATIVE OVAL,

modern, with fibreglass raised laurel leaf surround, celebrating 1st and 2nd place for Jaguar at the event, 120cm wide.

£500 - 600

€640 - 760

113 ◇

A 'DB4' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of the Aston Martin DB4 badge, 100cm high.

£500 - 600

€640 - 760

114

AN ART DECO INSPIRED SCULPTURE OF A JAGUAR XK120,

modern, cold-cast resin and bronze composite, 70cm long.

£500 - 600

€640 - 760

115 ◇

AN 'ASTON MARTIN' CHASSIS PLATE GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium, with raised lettering, 70 x 100cm

£500 - 600

€640 - 760

116

A 'MASERATI TRIDENT' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of the badge, 120cm high.

£500 - 600

€640 - 760



125

117 ◇

AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM,

modern, cold-cast resin and aluminium composite, in the form of the winged badge, 140cm wide.

£500 - 600

€640 - 760

118 ◇◇

TONY UPSON, 'CHAMPION SPARK PLUG GIRLS',

signed, acrylic on cut-out board, depicting a large Champion spark plug flanked by two glamorous female sales assistants, 166 x 84cm.

£500 - 600

€640 - 760

119 ◇◇

A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT FIGURE,

modern, fibreglass construction, depicting the character standing on a wheel, holding a tyre lever and with painted sash, 120cm high.

£600 - 800

€760 - 1,000

GARAGE EQUIPMENT AND TOOLS

120

A TWO LITRE PRIMING TAP KETTLE, CIRCA 1900,

grey/white granite pattern enamel with 'Petroleum' script to body, with wooden carrying handle, brass filling and spout cap and chain, some slight chipping to enamel in places.

£300 - 400

€380 - 510

121

AN EARLY TWO LITRE PRIMING TAP KETTLE, CIRCA 1896,

in white enamel, with decorative gilt and blue 'Petroleum' script to body, complete with wooden carrying handle, brass cap, spout cap and chain, some chips to enamel in places.

£300 - 400

€380 - 510

122

A TWO LITRE PRIMING TAP KETTLE, CIRCA 1902,

in white enamel with decorative band and 'Petroleum' script to body, some slight chipping to the enamel, with wooden carrying handle, brass filling and spout cap with chain.

£300 - 400

€380 - 510

123

A THREE LITRE PRIMING TAP KETTLE, CIRCA 1898,

in grey/white granite pattern enamel and script to body, some chips to enamel in places, with wooden carrying handle, spout cap with chain and brass filling cap.

£300 - 400

€380 - 510

124

A TWO LITRE PRIMING TAP KETTLE, 1895-1902,

in white 'honeycomb' pattern enamel and 'Petroleum' script to body, some chipping to enamel in places, complete with wooden carrying handle, brass filling and spout cap with chain.

£300 - 400

€380 - 510

125

A QUANTITY OF TOOLS TO SUIT A VETERAN CAR,

brown leather box-bag with interior base tray, containing various tools including seven BSA spanners, three Abingdon King Dick adjustable spanners, two hand drills, three 'perfect pattern' screwdrivers, one large hammer and two smaller hammers, two Dunlop tyre levers, seven spanners and ten other spanners, three files, four different types of pliers, two soldering irons, a Braime oil can, a boxwood folding rule, three Tecalemit grease guns, a Schrader tyre gauge, a 1 1/5 ton jack and a Desmo foot pump painted green.

(Qty)

£800 - 1,000

€1,000 - 1,300



126



127



128



129

126 ♦♦

AN EARLY ELECTRIC PETROL PUMP BY BECKMETER, CIRCA 1930, finished in red with applied Shell motif and white circular 20 gallon dial, fitted with small fat reproduction 'Sealed Shell' globe with unusual frosted blue finish, casing re-wired with illuminating globe and dial light, brass delivery nozzle with later fuel pipe, majority of the internal pumping mechanism removed.
£1,000 - 1,200
£1,300 - 1,500

127 ♦♦

A BENNETT HAND-CRANKED ONE GALLON PETROL PUMP, restored in red and yellow livery, fitted with "Shell Specialised Motor Spirit" and 1/3d price flags, retaining original delivery hose with bronze nozzle, the sight glass with enamel delivery instruction plate, with "Guaranteed Sealed Shell" transfer applied to cylinder, approximately 194cm high overall.
£1,100 - 1,400
£1,400 - 1,800

128 ♦♦

AN EARLY GILBERT & BARKER MODEL 281 HAND OPERATED PETROL PUMP, restored in yellow and black livery, carrying a National Benzole "Buy British Benzole Petrol" brand plate and 1/5d price flag, retaining original Goodyear delivery hose with bronze nozzle, polished steel delivery rack, gallon trip meter, and with "National Pump" transfer to cylinder, measuring approximately 198cm high.
£1,100 - 1,500
£1,400 - 1,900

129 ♦♦

A GILBERT & BARKER MODEL E235 SKELETON PETROL PUMP, painted red with black base, fitted with price flag dial, hose and nozzle and plain glass petrol globe, wired for illumination, measuring approximately 230cm high overall.
£1,200 - 1,500
£1,500 - 1,900

130

A RARE AERO '99' GLASS PETROL PUMP GLOBE, by Hailware, lettered in red and blue, 38cm high overall.
£700 - 900
£890 - 1,100

This globe was delivered to Barrett's Garage, Castle Street, Luton but was never fitted to a pump.

131

THREE PETROLIANA COLLECTABLES, comprising a Regent glass petrol pump globe, square finned type decorated in red and blue by Webb's Crystal Glass Co Ltd, 19cm, one lower corner damaged with hairline crack, a Shell mirror 'By Appointment to H M the King', in wooden frame 67 x 22cm and a price frame for Anglo Dutch Petroleum Co (Eastern) Ltd, double sided cast metal frame with raised lettering, glazed centre with 1'2 printed paper price flag, 21.5cm diameter.
(3)
£500 - 700
£640 - 890

These three items originally came from Barrett's Garage, Castle Street, Luton.

132

A RARE BP PENNANT ENAMEL SIGN, in red and black on white, cut-out, double-sided with flange mount, 75cm wide, some chips, scuffs or loss to enamel.
£550 - 750
€700 - 960

133

A MORRIS TRUCKS ENAMEL SIGN, 1930S, double-sided, cut-out, five colour, featuring the Morris radiator, with some minor chips and loss, 56 x 41cm.
£500 - 700
€640 - 890

134 ♦

A ROYAL AUTOMOBILE CLUB 'AGENT' ILLUMINATED HANGING SIGN, 1950S, decorated RAC light box with two transfer printed glass panels, wired for illumination, in very good condition, complete with hanging bracket.
£500 - 700
€640 - 890

BADGES AND MASCOTS

135

VARIOUS CAR BADGES AND LAPELS, comprising a cased 1955 AvD German enamelled commemorative badge by E F Wiedmann of Frankfurt, a cased 1973 24 Heures du Mans bronze medallion by J H Coeffin, enamel car badges for LTAC and RREC, an RAC Associate badge with enamel Union Jack centre, and enamel lapel badges for United Association of Great Britain & France, 1932 Scottish Rally Passenger, SEV Marchal and two others.
(10)
£250 - 350
€320 - 450

136

ASSORTED BENTLEY BADGES, comprising four Bentley Drivers Club badges, two Bentley Drivers Club lapels, four other Bentley lapels, three Winged 'B' stick pins, four key fobs, three Winged 'B' badges, one with hinged central section, two Winged 'B' transfers, a Bentley Drivers Club cloth patch, and four Bentley bagged tax disc holders.
(Qty)
£250 - 300
€320 - 380

137

TWO SILVER 'VINTAGE BENTLEY' WINGED LAPEL BADGES, each sterling silver, hallmarked Sheffield 1985 and 1996 by Jack Spencer, one with green enamel and one with blue enamel centre, together with other Bentley collectables comprising two pairs of boxed sterling silver Bentley cufflinks, two enamelled Bentley badge emblems, two tax-disc holders, a letter opener with Winged 'B' handle, and a modern hipflask.
(Qty)
£250 - 350
€320 - 450

138

A BROOKLANDS AERO-CLUB ENAMEL BADGE, 1930S,

in five colours by Spencer of London, number 153, 9.5cm high.

£300 - 400

€380 - 510



130

131

131

131

139

THREE PRE-WAR RALLY AND TRIAL PLAQUES IN PRESENTATION CASES,

comprising 1932 RAC Rally Torquay start, 1932 Royal Scottish Automobile Club Scottish Rally and a sterling silver 1938 Edinburgh & District Motor Club Scottish Six Days Trial plaque presented to J L Montague. (3)

£300 - 400

€380 - 510

140

A RARE 'THE SPORTS CAR CLUB' AND OTHER ENAMEL BADGES,

comprising enamel Sports Car Club by Birmingham Medal Co, British Racing & Sports Car Club, Goodwood by J R Gaunt, Silverstone by J R Gaunt, Mallory Park Motor Club by Butler of Birmingham, Monza Autodromo in presentation case and BARC, and painted Premier Motor Racing Club and Malayan Motor Sports Club. (9)

£300 - 400

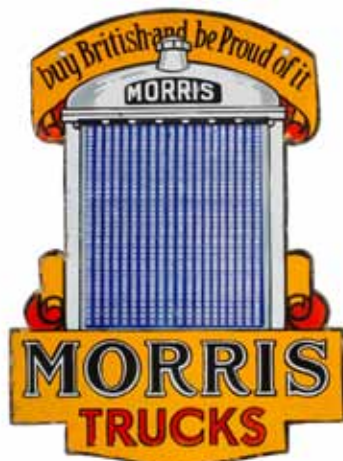
€380 - 510

141

TWO VETERAN MOTORING BADGES, comprising a small-sized nickel AA badge with blue enamel heart 'Available to 1/5/15', the badge numbered 141306, 11cm high and an Auto Cycle Union RAC Associate member's badge, nickelled, number 3364, 8.3cm high. (2)

£300 - 400

€380 - 510



133



132

142

A NASSAU BAHAMAS ENAMEL CAR BADGE,

chrome plated brass enamelled in six colours, 14cm high, some wear to mounting tab.

£500 - 600

€640 - 760



138

143

A COLLECTION OF BARC GOODWOOD LAPEL BADGES FROM 1951-1958,

each year comprising member's and guests badge, together with a BARC car badge, number 164, and an album of photographs of cars, races and events from the same era, with some loose photographs and other ephemera. (Qty)

£600 - 800

€760 - 1,000



141



141



142



144



145



145A



145A (reverse)

144†

A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS', BY DANBURY MINT,

comprising 25 motor car emblems for the National Motor Museum, including Alfa Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonne enamel badge, mounted in wooden display case, fitted with protective Perspex 'title' sheet, the case 39 x 30cm.
£700 - 900
€890 - 1,100

145†

A 'NASSAU BAHAMAS' ENAMEL CAR BADGE,

chromed with enamelling in seven colours, minor damage to enamel to crown, 14cm high.
£400 - 500
€510 - 640

145A *

A FINE AND RARE AUTOMOBILE CLUB DE FRANCE FULL MEMBER'S BADGE BY CHARLES MASSIN, PARIS, 1909,

finely detailed in gilt finish, the enamelled centre with ACF to obverse and 'tricolore' and flag of ACF to reverse, 20.5cm high.
£3,000 - 4,000
€3,800 - 5,100

146

A GOOD COLLECTION OF CYCLISTS' TOURING CLUB (CTC) BADGES AND LAPEL BADGES,

comprising a rare headstock clip badge, an enamelled car badge, a cloth blazer pocket badge, six CTC lapels with button-hole fittings, eight CTC lapels with pin backs, a pair of CTC cufflinks, a small enamel CTC badge (no fittings) together with a Civil Service Motoring Association car badge, two SW London DA scroll lapel badges and a Fellowship of London - East Cyclists enamel lapel badge depicting an Ordinary bicycle.
(Qty)

£300 - 400

€380 - 510

147†

SIX ENAMELLED ST CHRISTOPHER AND ST BARTHOLOMEW DASHBOARD PLAQUES,

comprising three St Christopher and three St Bartholomew plaques, each enamelled in various designs.
(6)

£500 - 600

€640 - 760

148

ASSORTED ROLLS-ROYCE AUTOMOBILIA AND COLLECTABLES,

including a kneeling Spirit of Ecstasy mascot, two RREC enamel car badges, a Wraith radiator cap, five tax-disc holders including Hooper Coachbuilders, a radiator desk clock, and a framed artwork of a Silver Ghost by Phil May.
(Qty)

£250 - 300

€320 - 380



147

149

ASSORTED MASCOTS AND BADGES, comprising Speed Nymph by A E Lejeune after a design by L V Aronson, 17cm high on a marble base, a Mack bulldog mounted as a deskpiece, a small winged eagle, a glass sparrow by Ferja, French, a Civil Service Motoring Association badge and two St. Christopher plaques.

(7)

£350 - 450

€450 - 570

150

TWO 'SCHNEIDER TROPHY SEAPLANE' MASCOTS,

one larger version, with left float detached, a smaller chromed example, and a brass pin badge.

(3)

£250 - 300

€320 - 380

151

A 'WISE OLD OWL' CAR MASCOT, BRITISH, 1930S,

bronze with traces of chrome plating, 9cm high, mounted on a chromed radiator cap.

£250 - 350

€320 - 450

152

FIVE CAR MASCOTS,

comprising a Bentley rearward leaning winged 'B' mascot, a chromed kneeling Rolls-Royce Spirit of Ecstasy, and three Jaguar mascots, large, medium and small sizes.

(5)

£300 - 400

€380 - 510

153

A REPLICA FARMAN ICARUS MASCOT AFTER COLIN GEORGE,

a good quality replica, engraved 'Finnigans - London' to the base, 14cm high, on a chromed radiator cap.

£300 - 400

€380 - 510

154

A ROLLS-ROYCE PHANTOM II TYPE 'SPIRIT OF ECSTASY' MASCOT, 1930-1935,

signed C. Sykes, chrome plated, mounted on a radiator cap (drilled) with steam pressure release fitting.

£300 - 400

€380 - 510

155

THREE MASCOTS DESIGNED BY CHARLES SYKES (1878-1950),

comprising 1930-1935 'Spirit of Ecstasy' mascot, Rolls-Royce Phantom II type, polished bronze, 13cm high on a display base, a pre-War kneeling Rolls-Royce 'Spirit of Ecstasy', dated 26.1.34, chrome plated, mounted on a radiator cap, 11cm high overall, and a cast alloy 'Whisper' replica mascot, 16cm high, on a marble display base.

(3)

£400 - 600

€510 - 760

156

THREE CAST METAL HONEY BEAR FIGURES BY HAWKES & SPINKS, 1930S,

the promotional castings for 'The Bear Brand Honey Co Ltd' comprising one chrome plated car mascot and two bronze paperweights, each 8.5cm high.

(3)

£500 - 700

€640 - 890



157



158

157

AN UNUSUAL BUTTERFLY ON SUNFLOWER MASCOT, 1920S

unsigned, solid nickel, with good detailing, 18cm wingspan.

£500 - 700

€640 - 890

158

A ROLLS-ROYCE LATE GHOST SPIRIT OF ECSTASY MASCOT, 1918-1925,

signed Charles Sykes and marked 'RR Ltd 6-2-11' around the base, nickel-plated, 16cm high.

£500 - 700

€640 - 890



154



156



153



151



155



155



155



159



160



161

159†

A REPLICA SCHNEIDER TROPHY SEAPLANE MASCOT,

nickel-plated, in the form of the Schneider Trophy winning Supermarine S6B, marked Rolls-Royce Limited to underside of left float, 13cm long, mounted above a stem on a turned wooden base.

£500 - 600

€640 - 760

160

A FINE 'SPEEDY' CAR MASCOT, BRITISH, CIRCA 1930,

chrome plated figure depicting a garage mechanic holding a spanner, 14cm high, mounted on a period Bakelite radiator cap.

£500 - 700

€640 - 890

Also known as Mr Speedy, this popular figure was the approved mascot of the Cathedral Garage of College Green, Bristol in the late 1920s and early 1930s.

161

A FARMAN 'ICARUS' MASCOT BY COLIN GEORGE FOR FINNIGANS OF LONDON, 1920S,

signed, with correct foundry stamps, polished brass with traces of nickel under base, some detail polished out, wingspan 18cm.

£500 - 700

€640 - 890



162

162†

A 'HISPANO-SUIZA FLYING STORK' DESKPIECE, AFTER F.BAZIN,

unsigned, nickelled bronze, in the form of the flying stork above a stylised cloud formation, 19cm long, mounted on a green marble base.

£800 - 1,000

€1,000 - 1,300

163†

A 'COQ NAIN' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 10TH FEBRUARY 1928,

with moulded signature 'R Lalique' and 'France' to either side of base, in the form of a standing cockerel in clear glass with very feint amethyst tint, 20cm high.

£1,000 - 1,500

€1,300 - 1,900

164†

A PELICAN MASCOT, BY L ARTUS, FRENCH, CIRCA 1930,

signed to right side of base, alloy mascot, in the form of a stylised brooding pelican, 11cm high, mounted on a wooden base.

£1,000 - 1,500

€1,300 - 1,900

165†

A RARE 'MR JORROCKS' CAR MASCOT, BY 'SNAFFLES' (CHARLES JOHNSON PAYNE), BRITISH, 1922,

signed 'Snaffles' and with Registered Design No 692157 to base, 'cire perdue' cast silver-plated bronze mascot, depicting the comical cartoon character 'Mr John Jorrocks' in huntsman's full dress sounding his bugle and mounted on his galloping horse, complete with riding crop and reigns, 12cm high, mounted on a wooden display plinth.

£1,000 - 1,500

€1,300 - 1,900



163



164



165



166



168



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167



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167



167



169

166†

A 'YOUTH WITH EAGLE' MASCOT, BY JULIUS SCHMIDT-FELLING, GERMAN, CIRCA 1910,

signed to rear of base and with RKB German foundry mark, nickel-plated bronze mascot depicting a naked youth carrying a club with an eagle perched on his shoulder, 22cm high, mounted on a turned wooden base.

£1,000 - 1,500

€1,300 - 1,900

167

A COLLECTION OF BENTLEY MASCOTS, comprising large Bentley winged 'B' mascot, marked 'Jos. Fray B'Ham', chrome plated, believed suitable for Vintage Bentley Speed 6 or 8 Litre, 21.5cm wingspan, a small winged 'B' mascot marked 'Jos. Fray B'Ham', nickel plated, believed suitable for 3 litre and Speed Six cars, 15cm wingspan, a 1933 single wing 'B', for 3½ litre cars, a 1935-1955 forward sloping winged 'B' on a radiator cap for 4 1/4 litre cars and a 1938-1955 backward sloping winged 'B' on a radiator cap for 3½ litre cars. (5)

£1,500 - 2,000

€1,900 - 2,500

168

THE B.M.A.R.C. 'HISPANO SUIZA' TROPHY FOR THE GRANTHAM POACHERS MOTOR CLUB, 1963,

comprising a nickel-plated 'Flying Stork' mascot, stamped 'F.Bazin' to rear of base, mounted on a marble and oak veneer base applied with engraved shield to one side and with plaque to one end engraved with previous recipients of the trophy from 1963-1995, the whole measuring 19cm wide overall.

£1,500 - 1,800

€1,900 - 2,300

Believed to have been formerly the property of independent MP for Grantham from 1942-1950, Denis Kendall (1903-1995), this award was presented to the Grantham Poachers Motor Club for use as their trophy by Kendall, who was responsible for the running of The British Manufacture and Research Company (B.M.A.R.C.) munitions factory at Grantham, the defence arm and a subsidiary company of Hispano Suiza.

169†

A RARE 'SNAKE GIRL' MASCOT BY RENI PALMIER, FRENCH, CIRCA 1910,

signed to rear of base, nickel-plated bronze, depicting a nude female with a snake wrapped around her upstretched arms, 22cm high, mounted on a period radiator cap above a turned wooden display base.

£2,000 - 3,000

€2,500 - 3,800



171



172



173



174

170†

AN ILLUMINATING MOUNT TO SUIT LALIQUE GLASS MASCOTS,

nickel-plated, marked 'Breves Galleries Knightsbridge S.W.3. Pat.No. 309301', with split ring surround and socket to side, smaller version to fit various pre-War Lalique or similar mascots, including Comete, Frog, small Dragonfly and Archer, approximately 54mm inside diameter.

£500 - 600

€640 - 760

171

A 'TETE DE COQ' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3 FEBRUARY 1928,

signed with impressed mark 'Lalique, France' with double-tailed 'Q' to right side of the neck, in clear and frosted glass, small chip to tip of beak and comb ground down in places, 16cm high.

£800 - 1,200

€1,000 - 1,500

172†

A 'CHRYSLIS' CLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 21ST MARCH 1931,

etched 'R. Lalique France' under base, in satin glass, in the form of a rearward leaning female nude, her hair flowing behind her, 18cm long.

£3,000 - 4,000

€3,800 - 5,100

173†

AN ART DECO 'DRAPED NUDE' MASCOT IN OPALESCENT GLASS, BY LUCILE SEVIN FOR ETLING, FRENCH, INTRODUCED 1932,

in blue/white opalescent glass with amber core, moulded 'Etling France 50' to rear of stepped base, depicting a graceful draped female standing holding her dress out and her head held to one side, 20.5cm high, mounted within a stepped chromed base.

£3,000 - 4,000

€3,800 - 5,100

174

A FINE 'LEVRIER' GLASS MASCOT WITH FAINT AMETHYST TINT, BY RENE LALIQUE, FRENCH, INTRODUCED 14TH MARCH 1928,

intaglio moulded 'R.Lalique' with double-tailed 'Q' and 'France' to lower edge, with deep impressed depiction of a running greyhound, 19.7cm wide, some minor internal bubbles.

£4,000 - 5,000

€5,100 - 6,400



179



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188



192

ACCESSORIES AND SPARES

175

ASSORTED AUTOMOBILIA, including a Tapley gradient meter, a pair of Marchal Rectilux 650 fog lamps with mounting brackets, a map-reading navigation magnifier, a Bendix aircraft level instrument, four tax-disc holders for Mercedes-Benz, Alfa Romeo and Touring Superleggera, and other items.

(Qty)

£250 - 300

€320 - 380

176

ASSORTED BENTLEY SPARES, comprising Mk VI radiator cap with central hole to fit mascot, three Bentley hub caps, a Mk VI wooden glove box door with Yale lock and key and inset with Smiths 8-day car clock, a Bentley S1 reversing light lens by Lucas (No.528), two Bentley bumper over-riders chromed, three bonnet badges, a town cap, a tax-disc holder, a badge, a Bentley Drivers Club lapel badge, and key fob.

(Qty)

£250 - 350

€320 - 450

177

AN AUTOJUMBLER'S LOT, motoring accessories including one Lucas split reflector lamp and two Marchal lamps, Lucas bulb horns, oil pourers, grease guns, an S Smith & Son 5-60mph speedometer patented 1911, with cable, another speedometer (dial missing) with cable, two speedometer driving cogs, a dashboard clock, and other items.

(Qty)

£250 - 300

€320 - 380

178

AN AUTOJUMBLER'S LOT, comprising a Phares Besnard lamp, number 5363 with instruction leaflet, an Overland advertising banner, a glass cookie jar in the form of a car, four jelly-mould veteran switches, two other switches, two prysm fuel cans, a steering wheel trophy 1969, two spark plug testers and two ceramic tankards.

(Qty)

£300 - 400

€380 - 510

179†

A SET OF THREE VETERAN J & R OLDFIELD OIL-ILLUMINATING EMERGENCY LAMPS,

each black painted squared bodies, with brass bases and chimneys, comprising two side-lamps and one tail-lamp, each 19cm high, contained in black painted metal case with sprung bases, complete with mounting bracket and paraffin container, the case 32cm wide.

£250 - 350

€320 - 450

180

A CARL ZEISS MIRROR-BACKED SPOTLAMP, SWISS, CIRCA 1930,

nickel plated casing numbered 116595, 12cm diameter lens, 8cm diameter mirror, mounted on articulated ball-joint with mounting bracket.

£1,000 - 1,200

€1,300 - 1,500

181

A RARE PAIR OF LUCAS FOR ROLLS-ROYCE OIL ILLUMINATED LAMPS,

brass bodied, side flange mounted, two tier chimney with loop handle, badged 'British made Rolls-Royce London', red tell-tale lenses to rear, branded Lucas oil reservoirs, 12 cm diameter lens.

(2)

£1,800 - 2,400

€2,300 - 3,100

182

A PAIR OF LUCAS W-312 LONG TRUMPET 'WIND-TONE' HORNS, 1930S, chromed case and trumpet with badged flymesh, 32cm long.

(2)

£500 - 700

€640 - 890

183†

A VETERAN EIGHT-NOTE TRUMPET HORN, FRENCH, CIRCA 1910, nickel-plated, with three valves, complete with bulb, approximately 65cm long overall.

£900 - 1,200

€1,100 - 1,500

184†

AN EIGHT-NOTE TRUMPET HORN, believed French, nickel-plated, with eight trumpets of assorted sizes and three valves, with rubber bulb, medium sized version, approximately 90cm long overall.

£900 - 1,200

€1,100 - 1,500

185†

AN EIGHT-NOTE TRUMPET HORN, believed French, nickel-plated, with eight trumpets of assorted sizes and three valves, with rubber bulb, standard sized version, approximately 68cm long overall.

£900 - 1,200

€1,100 - 1,500

186†

A LARGE EIGHT-NOTE TRUMPET HORN, believed French, nickel-plated, with eight trumpets of assorted sizes and three valves, with rubber bulb, large sized version, approximately 110cm long overall.

£1,200 - 1,500

€1,500 - 1,900

187

ASSORTED CLOCKS AND INSTRUMENTS,

comprising Zenith 8 day rim wound clock, 8.5cm diameter bezel, Jaeger 8 day clock, a Hispano-Suiza 'Bencina' fuel gauge, a cased Voltmeter and a 'Luftdruckprufer' Moto Meter tyre pressure gauge.

(5)

£250 - 350

€320 - 450

188

A SMALL MOTORISTS ANEROID BY SMITHS & SONS, BRITISH, CIRCA 1930,

black dial with scale from 25-31 millibars, rotating outer ring dial with ascent and descent scales from 0-6000 feet, blued steel needle, 5cm diameter bevelled lens, chrome plated case on mounting bracket with three drilled lugs.

£250 - 350

€320 - 450

189

A HALDA SPEEDPILOT MK IV RALLY INSTRUMENT, SWEDISH, CIRCA 1970

serial number 28013, twin dial, with drive adapter to rear, the metal case mounted with a dashboard bracket.

£250 - 350

€320 - 450



182



184



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186



196



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190

A SET OF THREE CASED STOPWATCHES BY SMITHS,

each English made movement in Dennison cases, mounted in an alloy dashboard mount giving access to controls of each watch, together with a French 'Mon Bataille' lever activated counter and an ashtray with sprung lid.

(3)

£250 - 350

€320 - 450

191

A BREITLING AUTO-TIME STOPWATCH, SWISS MADE,

black dial with 12 hour Arabic numerals, inner chapter in seconds with Tachymeter outer chapter and rotating bezel, subsidiary seconds and 30 minute dial, red sweep second hand, white watch hands, in maroon and yellow Breitling box.

£250 - 350

€320 - 450

192

AN AUTO WATCH EIGHT DAY CAR CLOCK, SWISS MADE, 1920S,

nickel 12 hour dial with Arabic numerals, subsidiary seconds dial, 7cm. diameter bevelled lens, in nickel plated case, catch on side opens to reveal winder and hand adjuster on back of case.

£250 - 350

€320 - 450



194



193



191



200

193

A BREGUET POCKET WATCH/ STOPWATCH, SWISS MADE,

black and white dial with 12 hour Arabic numerals, outer chapter in 1/10 second, subsidiary seconds and 30 minute dial, red sweep second hand, with black split timer hand, white watch hands, in black box.

£250 - 350

€320 - 450

194

A BREITLING POCKET WATCH/ STOPWATCH, SWISS MADE,

black and white dial with 12 hour Arabic numerals, outer chapter in 1/10 second, subsidiary seconds and 30 minute dial, red sweep second hand, black split timer hand, yellow watch hands, in yellow Breitling box.

£250 - 350

€320 - 450

195

A FINE MOTOR ANEROID BY NEGRETTI AND ZAMBRA, BRITISH, CIRCA 1920,

nickel plated dial with scale from 23-31 millibars, rotating outer ring dial with ascent and descent scales from 0-8000 feet, blued steel needle, 6.5cm diameter bevelled lens, later chrome plated case on mounting bracket with three drilled lugs.

£300 - 400

€380 - 510

196

A 'TIME OF TRIP' 8 DAY CHRONOGRAPH CAR CLOCK BY PRINGLE OF LONDON, SWISS MADE,

12 hour black dial with luminous Arabic numerals, outer chapter with 1/5 second intervals, subsidiary dial shows elapsed time of trip, with red-green indicator window at the 6 o'clock, sweep second hand, other hands with white paint, right hand button has sloped surface and pull-down action, in apparently good working order, 7.5cm diameter bezel, in nickelled and black painted case.

£350 - 450

€450 - 570

197

A JAEGER 'TEMPS DU MARCHE' 8 DAY CHRONOGRAPH CAR CLOCK, SWISS MADE,

12 hour black dial with luminous Arabic numerals, outer chapter with 1/5 second intervals, subsidiary dials show elapsed time of trip and minutes of the hour, each with red green indicator window with instructions written on dial in French, sweep second hand, other hands with luminous paint, in apparently good working order, 7.5cm diameter bezel, in metal and silver painted case.

£400 - 500

€510 - 640

198

A JAEGER 'TEMPS DU MARCHE' 8 DAY CHRONOGRAPH CAR CLOCK, SWISS MADE,

12 hour black dial with luminous Arabic numerals, outer chapter with 1/5 second intervals, subsidiary dials show elapsed time of trip and minutes of the hour, each with red green indicator window, sweep second hand, other hands with luminous paint, in apparently good working order, 7.5cm diameter bezel, in metal and silver painted case.

£400 - 500

€510 - 640



201



202



203



207



206



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209



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211



208

199
THREE VETERAN 'JELLY MOULD' LIGHT SWITCHES,
each with polished brass bodies and white ceramic bases.
(3)
£500 - 700
€640 - 890

200
A HEUER AUTAVIA DASHBOARD CHRONOMETER AND STOPWATCH PAIR, SWISS,
each black dial with Arabic numerals, subsidiary minutes and hours, the right-hand instrument with outer mph calculation scale, lower subsidiary dial hand detached, the left-hand dial with chip to lens, chromed cases mounted on ED Heuer & Co back plate
£900 - 1,200
€1,100 - 1,500

201
A CLAUDEL-HOBSON ARMSTRONG-SIDDELEY CARBURETTOR, CIRCA 1922,
twin-barrelled up-draught carburettor in joined bronze (numbered N4 4088) and alloy castings, with some plugs and assorted linkages, used.
£250 - 300
€320 - 380

202
A BOSCH DR4 DUAL MAGNETO AND COIL STARTER, CIRCA 1912
the magneto in working order, number 425134, some wear to casting and part of ceramic insulator missing, the 4 Volt coil number 26412 with key, together with four photocopies showing wiring arrangements for the system.
(Qty)
£650 - 850
€830 - 1,100

203
AN ABARTH STEERING WHEEL BY NARDI,
signed alloy three spoke wheel, with badged central boss/horn push, and banded wooden outer rim, 42cm diameter.
£400 - 500
€510 - 640

204† ♦
ASSORTED RADIATOR SHELLS FOR BRITISH MARQUES,
including Mercedes-Benz, MG, Rover 90, Wolseley, Daimler, Jaguar, Riley, and Sunbeam, some with grilles and badges, various conditions, together with a Bluemels Brooklands four-spoke steering wheel.
(12)
£250 - 300
€320 - 380

ASSORTED AUTOMOBILIA - THE PROPERTY OF A EUROPEAN COLLECTOR

205
A RARE MG RADIATOR DECANter BY CLASSIC STABLE,
chrome plated with wire mesh grille, enamel MG badge and octagonal radiator cap/stopper, 18cm high.
£500 - 600
€640 - 760

206
AN SS JAGUAR RADIATOR DECANter BY CLASSIC STABLE,
chrome plated with wire mesh grille, light blue enamel badge and 'dog-bone' radiator cap/stopper, 18cm high.
£300 - 400
€380 - 510

207
A BOXED BENTLEY RADIATOR DECANter BY RUDDSPED, 1960S,
chrome plated with black wire mesh grille, 'red label' enamel badge and 'dog-bone' radiator cap/stopper, 19cm high, in presentation box with printed Ruddspeed sales card.
(3)
£500 - 600
€640 - 760

208
A BOXED ROLLS-ROYCE RADIATOR DECANter BY RUDDSPED, 1960S,
chrome plated with shutters, black enamel badge and 'town-cap' radiator cap/stopper, 19cm high, in presentation box.
(2)
£500 - 600
€640 - 760

212



214



213



215



220



219



220



220



216



218



209

A MERCEDES-BENZ RADIATOR DECANTER BY CLASSIC STABLE, silver plated case with wire mesh grille, painted 'Three Pointed Star' badge, complete with radiator stopper and mascot, 23cm high overall.
£300 - 400
€380 - 510

212

A BOXED BENTLEY RADIATOR DECANTER BY CLASSIC STABLE, silver plated metal case with mesh grille, 'red label' enamel badge, with 'dog-bone' radiator cap, 19cm high, in display case with information sheet about the 3 Litre Bentley.
(3)
£400 - 500
€510 - 640

215

A SCARCE ROLLS-ROYCE 75TH ANNIVERSARY CERAMIC 'SPIRIT OF ECSTASY' STATUETTE BY F.D. BERNDT LTD, after Charles Sykes, produced to celebrate the 75th anniversary of the founding of Rolls-Royce, from a limited edition of under 200, sculpted bisque porcelain figurine, cream-toned with a distinctive light green patina, hand painted on the reverse of the base "Cybis © #65", mounted on a wooden block base fitted with engraved plaques reading "Spirit of Ecstasy 75th Anniversary 1904-1979", and "Rolls-Royce Motors Limited 1979 / Trademark Registered in U.S. Patent and Trademark Office. F.D. Berndt, Ltd.", 23cm high overall.
£500 - 700
€640 - 890

210

A 1928 STERLING SILVER ROLLS-ROYCE CIGARETTE BOX WITH HINGED LID, CHRISTMAS 1928, hallmarked, London by Saunders and Shepherd Ltd, the lid acid etched with Spirit of Ecstasy profile and her shadow, engraved 'RE' on the front of the lid, boxwood interior with adjustable compartments, 17cm wide.
£500 - 700
€640 - 890

213

A BOXED ROLLS-ROYCE RADIATOR DECANTER BY CLASSIC STABLE, chrome plated metal case with shutters, black enamel badge, with radiator cap and mascot, 23.5cm high, in display case, with information sheet about the Rolls-Royce Phantom III.
(3)
£400 - 500
€510 - 640

216

A SOLID SILVER ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, HALLMARKED 1977, to commemorate the Queen Elizabeth II Silver Jubilee, 15cm high, on a turned wooden base, the base applied with silver plaque engraved 'Rolls-Royce Motors, 1977, Authorized Edition Number 9, E. Wood'.
£1,000 - 1,500
€1,300 - 1,900

211

AN SS JAGUAR RADIATOR DECANTER BY RUDDSPEED, 1960S, chrome plated (some wear to front) with wire mesh grille, black enamel badge (loose) and 'dog-bone' radiator cap/stopper, 18cm high.
£350 - 450
€450 - 570

214

A BOXED MERCEDES BENZ RADIATOR DECANTER BY CLASSIC STABLE, chrome plated metal case with wire mesh grille, painted marque badge, with radiator cap and mascot, 23cm high, in display case.
£400 - 500
€510 - 640

217

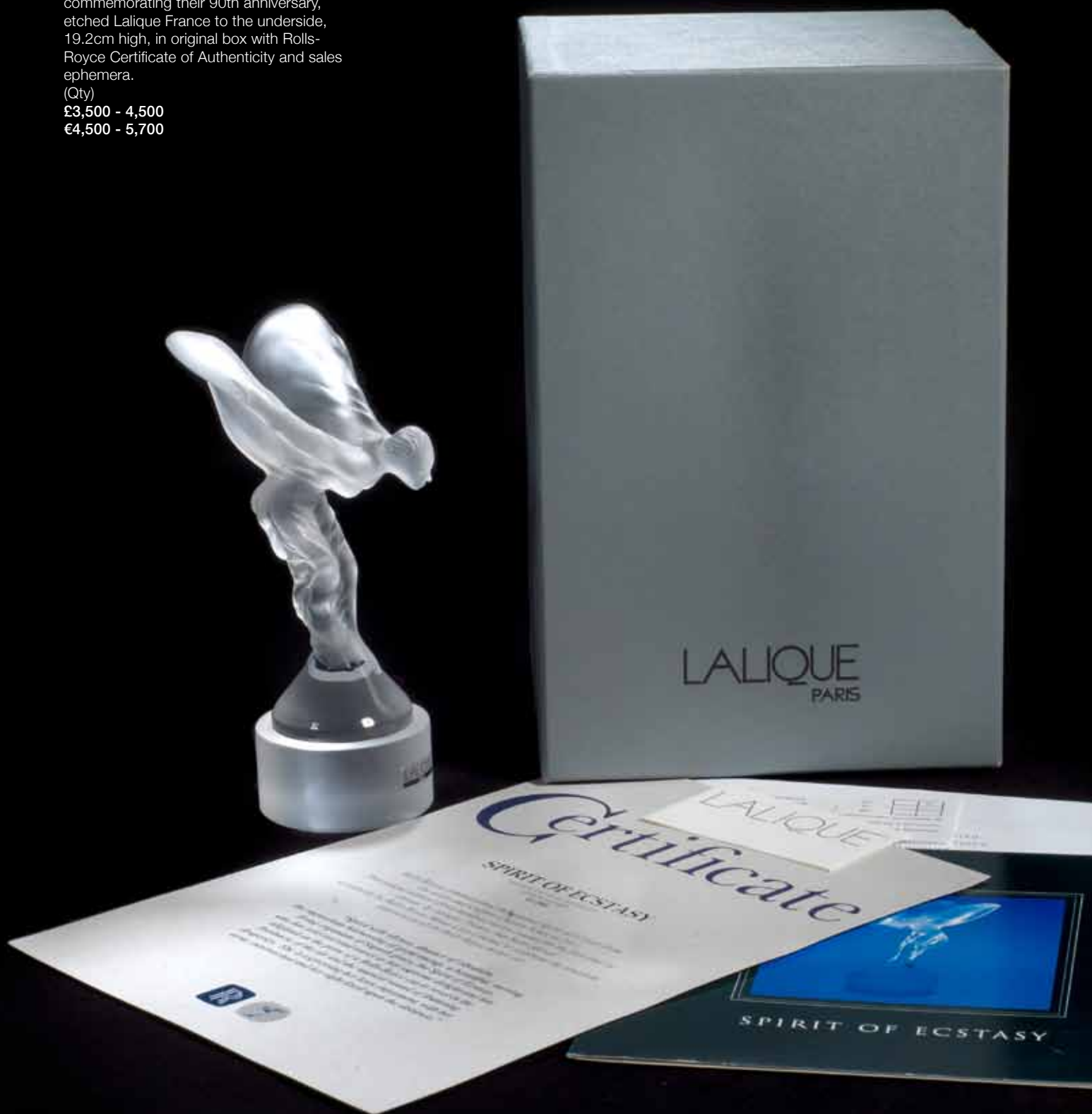
A LALIQUE ROLLS-ROYCE 'SPIRIT OF ECSTASY' GLASS MASCOT, 1994,

numbered RR041 from a limited edition of 200 commissioned from Lalique by Rolls-Royce Motor Cars Limited in 1994, commemorating their 90th anniversary, etched Lalique France to the underside, 19.2cm high, in original box with Rolls-Royce Certificate of Authenticity and sales ephemera.

(Qty)

£3,500 - 4,500

€4,500 - 5,700





223



221



222



222



224



226



228



227



229 (part)

218

A FINE SWIZA ROLLS-ROYCE DESK CLOCK, SWISS MADE,

nickel plated brass, comprising Spirit of Ecstasy on hinged base, numbered 503 lifting to reveal Swiza quartz clock, black with Arabic 12 hour dial, with red second hand, battery powered, 15cm high overall, in presentation box, with matching numbered certificate and other ephemera.

(Qty)

£500 - 600

€640 - 760

219

TWO REPLICA MASCOTS AFTER DESIGNS BY CHARLES SYKES,

each with anodised and heat treated black pearl finish, comprising a 'Whisper' and a 'Spirit of Ecstasy', pre-War Ghost type, each 16cm high mounted on their own turned wooden bases.

(2)

£400 - 500

€510 - 640

220

FOUR ROLLS-ROYCE ASHTRAYS MOUNTED WITH 'SPIRIT OF ECSTASY' STATUETTES,

including a teardrop 'apprentice piece' and an RROC 1989 'bronzed' example.

(4)

£300 - 400

€380 - 510

221

A SOLID SILVER ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, HALLMARKED 1977,

to commemorate the Queen Elizabeth II Silver Jubilee, 14cm high, on a polished marble base.

£900 - 1,100

€1,100 - 1,400

222

TWO ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOTS,

comprising a chrome plated 20/25Hp type, 12.4cm high, on a turned wooden base and post-War kneeling type, 9cm high on a turned metal base.

(2)

£300 - 400

€380 - 510

223

A REPLICA 1918-1925 'LATE GHOST' ROLLS-ROYCE MASCOT, MODERN,

nickel plated, 13.5cm high, on a turned wooden base.

£300 - 400

€380 - 510



230 (part)

224

FIVE ROLLS-ROYCE COLLECTABLES,

comprising a musical decanter, a notebook holder with hidden pen under the mascot, a boxed permanent match, a boxed radiator paperweight by Classic Stable and a Spirit of Ecstasy letter opener in presentation box.

£250 - 350

€320 - 450

225

THREE BENTLEY COLLECTABLES,

comprising letter opener in Bentley presentation box, a forward sloping 'Winged B' mascot, on a small radiator decanter, and a cigar/cigarette box, metal outer, wooden lined with engraved 'Winged B' glass lid, 17.5cm wide.

(3)

£300 - 400

€380 - 510

226

THREE BENTLEY COLLECTABLES,

comprising a Ruddspeed radiator decanter, a Bentley letter knife in a presentation case, and a 'Winged B' forward sloping mascot, 9cm long, mounted on an alloy block as a paperweight.

(3)

£500 - 600

€640 - 760

227

A BENTLEY LEATHER VANITY CASE, MADE IN ENGLAND,

dark blue leather embossed with the Bentley 'Winged B' logo and loop handles on either side, zip fastening opening to reveal grey leather lined interior with pouches and loops for perfumes and cosmetics, the case 37cm wide.

£350 - 450

€450 - 570

228

TWO MOTORING MASCOT LETTER OPENERS,

for Rolls-Royce with 'Spirit of Ecstasy' handle and Bentley with forward sloping 'Winged B' handle, each in presentation case.

(2)

£250 - 350

€320 - 450

229

FOURTEEN ASSORTED PEWTER MOTORING DIORAMAS,

some after Raymond Meyers made by Franklin Mint, 1970s, comprising Duesenberg F 1930 (x2), Bugatti Royal (x3, one detached from base), 1929 Mercedes Benz SSK (x2), 1937 Rolls-Royce (x2, one in original packing box), some after Lionel Forrest made by Franklin Mint 1976, 1908 Stanley Steamer, 1915 Pierce Arrow (x2, one with pieces detached from base), 1920 Stutz Bearcat and a Sports Car Club of America 1978 tribute to the Corvette "Weekend Sprint", artist unknown.

(Qty)

£400 - 500

€510 - 640

230

EIGHT BOXED FRANKLIN MINT MODELS

still in original packaging, with many spares still unwrapped, comprising 1:16 scale 1905 Rolls-Royce 10Hp, the others 1:24 scale comprising blue 1998 Rolls-Royce Corniche IV, green Bentley Arnage, black 'Tinder Box' Limited edition 1947 Franay bodied Bentley Mk VI "Mr Zippity Do Da", red Rolls-Royce Phantom I, green 1907 Rolls-Royce Silver Ghost, silver/black 1929 Rolls-Royce Phantom I Cabriolet de Ville and green 1914 Rolls-Royce boat-tailed tourer.

(8)

£400 - 500

€510 - 640



232



232



231



231

231



231



231



234



233

231
FIVE ROLLS-ROYCE AND BENTLEY THEMED CLOCKS AND INSTRUMENTS, comprising a Rolls-Royce radiator shaped clock with battery powered movement, a small Rolls-Royce desk clock with quartz movement, and a small Bentley desk clock with a quartz movement in presentation box, a Smith's desk barometer on a Rolls-Royce decorated base, a 1913 Rolls-Royce cast in pewter with wheel inset with a small thermometer.
(5)
£250 - 350
€320 - 450

232
TWO JAGUAR DESKPIECES, comprising a chrome plated leaping Jaguar mascot mounted on large ashtray and a small leaping Jaguar mascot mounted as a paperweight from the Classic Stable 'Jaguar Collection' in original presentation box.
(2)
£250 - 350
€320 - 450

233
A BENTLEY RADIATOR SURROUND AND GRILLE, MODERN, painted green with green enamel badge, cross hatch grille, 71cm wide, with wire for wall hanging.
£250 - 350
€320 - 450

234
A ROLLS-ROYCE RADIATOR SURROUND AND GRILLE, MODERN, stainless steel, complete with black enamel badge, later fitted with a mascot with scratch built sprung mechanism, the radiator 60cm wide.
£300 - 400
€380 - 510



Frederick Tasker Burgess (behind the wheel of the centre car) with his 1914 TT Humber team-mates. (See lot 241).

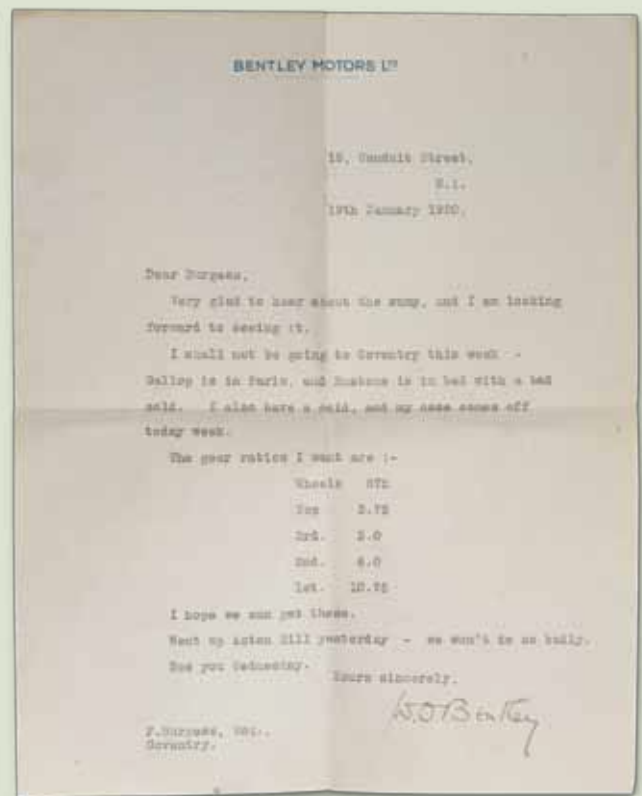
FREDERICK TASKER BURGESS (1878-1929)

Born in Brixton in 1878, growing up, Frederick Tasker Burgess was known to his family as Fred and to his friends as FTB. Always interested in machines and engineering and a keen cyclist in his youth, as a member of the Southern Counties Cycling Union FTB won the gold medal 50 mile championship in 1904.

His career in the motor trade began with working on designs for David Brown's 15Hp Valveless and 20-30Hp Dodson ventures, before moving to Humber where as Chief Designer, he designed the Humber Racing Car for the 1914 Tourist Trophy Races. His Humber racer was astonishingly modern, with four valves per cylinder and twin overhead camshafts, claimed to develop nearly 100 horsepower at 3200 rpm from 3295 cc. The cars were very fast, one of them driven was even driven to 8th place overnight by FTB himself. Sadly the cars did not last the course, but they had showed great speed and a lot of promise. The war put a stop to any further development of the Humber TT sports car.

During the war, in conjunction with W. O. Bentley, FTB developed a nine-cylinder rotary aero-engine, the BR1, which reached production status by late 1916. By the spring of 1918 a larger rotary, the BR2, was being built at the rate of 120 a week for the new Sopwith Snipe fighter scout but the rotary was an evolutionary dead-end and, by the Armistice, the RAF had begun to concentrate on the fixed radial engine, as design ideas on the rotary aero engines lessened, new design ideas, in other directions, were able to grow.

In their few quiet moments at Coventry, Bentley and FTB had roughed out a few sketches for a post-war car that would take over where the DFP and 1914 TT Humber had left off, a car designed for fast cruising on Continental roads. After the Armistice, FTB and Harry Varley, formerly with Vauxhall, began detailed work on this project under the leadership of W. O. Bentley. Colonel Clive Gallop, who had been flying aeroplanes on the Western Front, which had been powered by WO's aero engines, joined the team in 1919, specifically designing the four valve-per-cylinder camshaft arrangement for the first engine. With his brother, HM Bentley, WO established the first 'Bentley Motors', that same year.



235

Bentley, Burgess, Gallop and their small team fired up the prototype 3 litre engine in a small mews off Baker Street in central London. This engine had, for its time, an extremely advanced specification - four cylinders, single overhead camshaft, and four valves per cylinder. Upon receiving a complaint from a nearby nurse caring for a dying patient disturbed by the noise, one wag present commented "A happy sound to die to". Fitted with the engine the first completed Bentley chassis, EXP 1, was undertaking test runs by January 1920. (See letter from W O Bentley to F T Burgess as lot above), the tests were a success and the rest is history.

Illness in late 1928 took the shine off another successful Le Mans year working for Bentley. FTB was infirmed for nearly seven months diagnosed with a brain tumour, finally recovering slightly in April 1929, when FTB was seen up and about again driving his open car in all weathers. Sadly his illness took over again shortly after his small remission and this great Vintage era racing car designer passed away in November that same year.

W O Bentley wrote to F T Burgess's widow 'He has been associated with me and with Bentleys for so long that we felt his absence during his long illness very keenly and his death deprives me of an old friend & the firm of an old, loved and respected colleague.'



**PROPERTY FROM THE ESTATE OF
THE LATE FREDERICK TASKER BURGESS**

Lots 235 - 242

235

**AN INTERESTING EARLY LETTER FROM W O BENTLEY
ADDRESSED TO 'DEAR BURGESS' DATED 19 JANUARY 1920,**
single sheet of Bentley Motors Ltd headed Conqueror paper with 1919
watermark, typed, 15 lines of text discussing a sump, having 'colds',
required gear ratios and W O Bentley's drive up Aston Hill on 18
January 1920 with the prophetic statement "We won't do so badly",
signed in black ink (slightly faded), the page 25 x 20cm, folded into
quarters.

£250 - 350

€320 - 450

236•

**A BENTLEY PRESENTATION COPY OF THE THREE LITRE
BENTLEY SALES BROCHURE, NUMBER 7 ISSUED OCTOBER
1924,**

embossed and decorated hard-backed covers, the inside cover with
Bentley 'Presented to' label (unissued), 32pp, with 1 colour and 11
sepia-tone tipped-in plates, 4to, some foxing and wear.

£300 - 400

€380 - 510

237

DOUGLAS E BURGESS'S AUTOGRAPH BOOK STARTED 1926,

one page with multiple autographs comprising Walter O Bentley,
Richard S Witchell, Francis C Clement, John R Cobb, S C H Davis,
Woolf Barnato, Malcolm Campbell, Dudley Benjafield, H Kensington
Moir, G Duller, H W Purdy, Henry R S Birkin and R Cline Gallop,
other pages with signatures of G Duller and one other, together with
a press cutting dated May 1929 relating to his father F T Burgess's
health, small 8vo.

£300 - 400

€380 - 510

238

**WALTER OWEN BENTLEY'S STOPWATCH, SWISS, CIRCA
1920,**

white enamel dial, outer chapter ring in 1/5 second, subsidiary dial
in 30 minutes, crown wheel controls start of both hands, stop of
both hands and return of main leaving split timing hand behind,
side button controls return of split timing hand, bezel 4cm diameter,
nickelled case numbered 79267, engraved W.O.B. on the reverse. It
is believed this watch was given to F T Burgess by W O Bentley while
they were working together on the three litre Bentley development
and design.

£1,000 - 1,200

€1,300 - 1,500

239

F T BURGESS'S BENTLEY LAPEL BADGE, 1920S,

together with two Southern Counties Cycling Union items (1 gold
medal and 1 lapel badge), guest's lapel badges for Brooklands BARC
1924, 1926, 1928 and 1929 (x2), other later badges belonging to
Douglas E Burgess, comprising four Ford, a Home Guard, and an
ASSET example.

(Qty)

£300 - 400

€380 - 510



238 (obverse)



238 (reverse)

240

A BENTLEY CHRISTMAS CARD 1927 AND OTHER EPHEMERA, the card with coloured design by 'Black', small 4to, a Woolf Barnato Christmas card 1928 (undated but applied with a photograph of Barnato at Le Mans 1928), an Autocar dinner menu celebrating the Bentley 1927 Le Mans victory, a 'Where's that Black Stutz' Le Mans Victory Menu, 1928, folded, the reverse bearing hand-written plan of how to win Le Mans 'To F.T.B. from his pal Hewitt' (Captain Vivian Hewitt), and an invitation to the opening of Kensington-Moir & Straker Ltd new showroom.

(5)

£300 - 400

€380 - 510

241

ASSORTED PHOTOGRAPHS AND EPHEMERA FROM THE COLLECTION OF THE LATE FREDERICK TASKER BURGESS, the photographs include images of the 1914 Humber TT cars, several depicting Burgess at the wheel, others mounted as postcards, Bentley photographs including 1927 and 1928 Le Mans, a copy of the 1914 TT 'General Information and Instructions to Competitors', a rare Bentley booklet 'The Blue Riband of English Motor Racing' a story of the 1922 International Tourist Trophy Race, 8vo, a BP 'The Motorist's Rhyme Book', a copy of 'Your Motor Car It's Care & Maintenance by 14 Authorities' published by Shell-Mex, including Chapter 2 'Engine Care' by F T Burgess Chief Engineer Bentley Motors Ltd, covers detached with taped repair, two scale model crankshafts, a Rudge Whitworth wheel model deskpiece, together with two later model Smith's dashboard instruments.

(Qty)

£250 - 350

€320 - 450

242

F T BURGESS'S PERSONAL COPY OF 'THE SIX CYLINDER BENTLEY INSTRUCTION BOOK' PRESENTED BY HUBERT PIKE,

published January 1927, black Rexine covered end boards, screw-stud mounted pages, the title page hand-written 'To F T Burgess from H Pike Feb 1927', a good clean copy, includes some July 1927 supplements, small 4to.

£250 - 350

€320 - 450

Hubert Pike, Director of Bentley Motorcars (1922 - 1932) was Head of the Service Department and also responsible for organisation of new owner/driver training (by sending mechanics to the new owners for up to six weeks at a time) and the setting up of racing cars at Kingsbury. Pike and W.O.Bentley were the longest serving Directors of Bentley Motors Limited before it became Rolls-Royce Bentley and Pike was subsequently taken on by Rolls-Royce following the takeover.



239



244



243



247



246



245



248



249



MISCELLANEOUS AND FINE ITEMS OTHER PROPERTIES

243

A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPED, 1960S,

chromed case with black enamel badge and town cap, (shutters loose), 19.5cm high.

£250 - 350

€320 - 450

244

A BENTLEY RADIATOR DECANTER BY RUDDSPED, 1960S,

chromed case, with red enamel badge and town cap (top bar slightly bent), 20cm high.

£250 - 350

€320 - 450

245

A BUGATTI RADIATOR DECANTER BY RUDDSPED, 1960S,

chromed case, with machined town cap, (lacking badge), 20cm high.

£250 - 350

€320 - 450

246†

A MERCEDES-BENZ RADIATOR DECANTER, BY RUDDSPED,

chromed, with printed grille, blue enamel badge and complete with plastic radiator cap emblem, 22cm high.

£500 - 600

€640 - 760

247†

A RARE MORRIS 'BULLNOSE' COWLEY RADIATOR DECANTER BY CLASSIC STABLE,

chromed with wire grille, enamel radiator badge, and cap, 19cm high.

£500 - 600

€640 - 760

248

A SILVER BENTLEY RADIATOR HIP FLASK, PRODUCED BY BENTLEY, HALLMARKED LONDON 1995,

approx 333g, modelled as a 'blue label' Bentley radiator with stone mesh grille to front, enamel badge and finely detailed working locking radiator cap, 14cm high overall.

£800 - 1,200

€1,000 - 1,500

249

A PAIR OF MINIATURE BUSTS OF CHARLES STEWART ROLLS AND FREDERICK HENRY ROYCE, 1979,

after William McMillan, cold-cast resin and bronze composite, miniature replicas of those commissioned in 1934 by Rolls-Royce Motors Limited, and again in 1979 to commemorate the 75th Anniversary of the 1904 meeting of Rolls and Royce, pair number 56, 22cm high. (2)

£300 - 400

€380 - 510



250



251



252



254

250
TWO RALLYE MONTE-CARLO FINISHER'S PLAQUES IN PRESENTATION CASES,
 comprising 1930 with red and white enamelled shield to centre 7.5cm wide and 1932 with colourful riviera scene by Fraisse-Demey, 8cm wide.
 (2)
£400 - 500
€510 - 640

251
A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS',
 comprising 25 motor car emblems for the National Motor Museum by Danbury Mint, including Alfa Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonne enamel badge, common mounted in wooden display case, fitted with protective Perspex 'title' sheet, the case 39 x 30cm, together with accompanying information booklet and certificate of authenticity.
 (3)
£700 - 900
€890 - 1,100

252 *
AN EROTIC PIRELLI BELT BUCKLE DESIGNED BY SALVADOR DALI (1904-1989), ITALIAN, FOR THE AMERICAN MARKET, CIRCA 1970,
 brass with light blue enamelling, the front with erotic 'motoring' scene, numbered NRO158, 72 x 44mm, some wear.
£400 - 500
€510 - 640

253†
ASSORTED MOTORING THEMED ASHTRAYS,
 including a ceramic Les Leston steering wheel ashtray, other types for Triumph, Rolls-Royce, AA, MG, BP, Pratts, some with tyre surrounds for tyre manufacturers, including India, Firestone, and Pirelli.
 (23)
£250 - 300
€320 - 380

254† ◇
'WHERE TO, SIR?' A LARGE PORCELAIN MOTORING DESKPIECE BY FRANCISCO CATALA FOR LLADRO,
 Spanish, 1990s, limited edition numbered 156 of 1500, glazed porcelain figure group depicting a chauffeur with well-dressed male and female passengers and their dog in an Edwardian style four-seat open tourer, 60cm long, together with original box.
 (2)
£1,500 - 2,000
€1,900 - 2,500



256



255



259



257

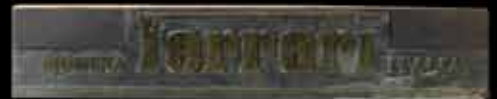
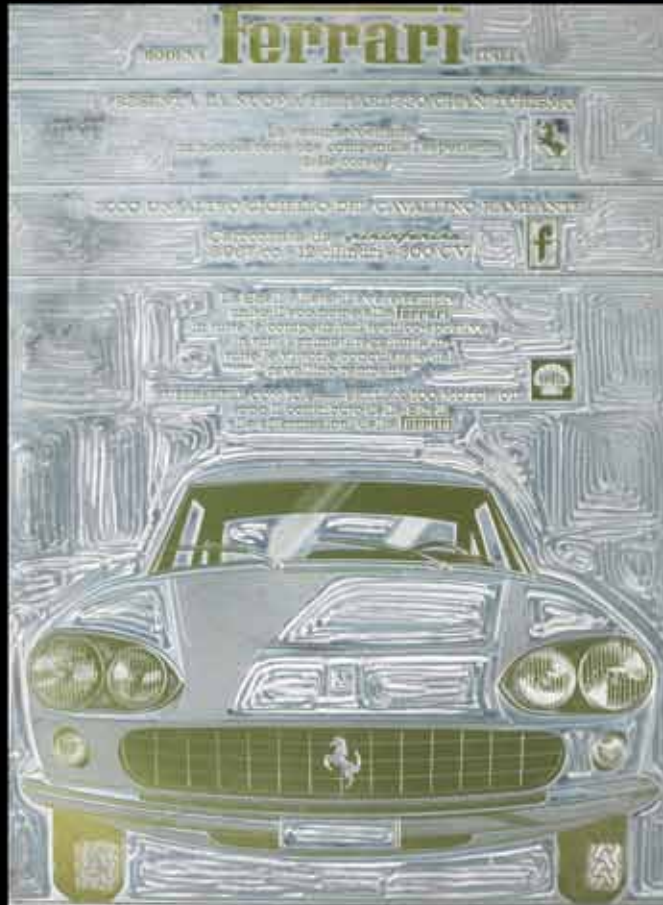
255†
AN 'ADAM & EVE' STATUETTE AFTER CHARLES SYKES,
 cold-cast resin and bronze composite, depicting nude lovers in an embrace, after an original bronze sculpture by Charles Sykes, designer of the Rolls-Royce Spirit of Ecstasy mascot, 30cm high, mounted on a marble base.
£500 - 600
€640 - 760

256†
FOUR SILVER CIGARETTE BOXES AND CASES APPLIED WITH MOTORING BADGES,
 comprising two wood-lined sterling silver boxes with lids, one by Mappin & Webb later applied with 'Winners Liege-Rome-Liege 1960' enamel plaque, the other with machined decorated lid later applied with enamel badges for Mercedes-Benz, Union Jack, Jaguar Coventry, MG Car Club, MG Safety Fast and Alfa Romeo, and a plastic Bugatti badge, together with two sterling silver pre-War cigarette cases with gilt linings, one with enamel BP badge, the other with Abarth badge.
 (4)
£500 - 600
€640 - 760

257
A BRONZE SCULPTURE OF A RACING CAR, GERMAN, CIRCA 1920,
 nickel plated, with good detailing, mounted on a pink marble base, 31cm long.
£1,000 - 1,500
€1,300 - 1,900

258 ♦♦
A LARGE AND COMPREHENSIVE COLLECTION OF FERRARI THEMED PRINTING BLOCKS AND PLATES,
 comprising copper printing plates, some with multiples, for assorted printing colours, lino cuts, cut and cast light alloy plates, heavy cast white metal plates, many mounted on wooden blocks and machine etched 'formica' plastic, includes, magazine front covers, press and publicity images, technical illustrations including exploded diagrams, wiring diagrams, cut-away chassis illustrations, late 1950's to 1960's, images include Ferrari 156 F1 'Sharknose', Ferrari 250 GTO, Ferrari 275 GTS Spyder, many drivers, circuits and general publicity shots. (Qty)
£10,000 - 14,000
€13,000 - 18,000

259 ♦♦
A COFFEE TABLE CRAFTED FROM THE NOSE SECTION OF A FINNISH AIR FORCE BAE SYSTEMS TYPE 51 HAWK,
 aircraft registration number HW-309, the truncated cone with original grey camouflage paintwork, mounted on supporting feet, with two levels of glass panels, the lower one fitted inside the cone with access via 'undercarriage' doors, the upper panel forms the table surface 56cm wide (small chip to edge of glass), mounted in a wooden surround 81cm wide overall.
£500 - 700
€640 - 890





262



260

261



263



264



266



267

260†

A 1933 ISLE OF MAN TT SILVER REPLICA TROPHY,

in the form of the winged Mercury figure and complete with caduceus, mounted on black painted turned wooden base with plaque engraved with race details, awarded to N T Bennett for 11th place in the Junior event, achieving a speed of 70.36mph on Norton, the trophy measuring 26cm high overall.

£800 - 1,000

€1,000 - 1,300

261†

AN EDINBURGH & DISTRICT MOTOR CLUB 1927 SCOTTISH SIX DAYS TRIALS MOTORCYCLING SILVER TROPHY,

sterling silver trophy by Sydney Latimer, hallmarked Birmingham, in the form of a twin handled porringer, 15.5cm wide, applied with club badge, on turned wooden base bearing plaque engraved 'Scottish Six Days Trial - F.L.D. Salter 1927', believed to have been awarded to Salter for safely completing the climbs on a 490cc Norton, measuring 76mm high overall.

£900 - 1,200

€1,100 - 1,500

262†

A GOOD COLLECTION OF SILVER MOTORCYCLE CLUB RACE TROPHIES AWARDED TO N.T.BENNETT, 1920S-1933,

sterling silver trophies for various trials and club events, including 1929 winner's trophies for North Manchester Motor Club Holcombe Cup and Davis Cup, 1929 North Staffs Buck Cup and John Pepper Cup winner's trophies, thirteen trophies for D&DMC Donington Park Races in various classes, two for 1931 CDMC Syston Cup, Derbyshire 4-Hour Championship Trial, 1933 ACU Championship Trial Team Prize, vast majority with bases, two EPNS tankards for 1928 and 1929, and six bronze medals for other club events some enamelled and one in case.

(Qty)

£1,000 - 1,500

€1,300 - 1,900

After an apprenticeship under his father in motor engineering, Stoke-on-Trent born Norman Tavernor Bennett (1904-1933), became a partner in his father's garage business Harold Bennett & Son. His enthusiasm for motorcycling racing won him many awards in his club racing career in the Staffordshire and Cheshire area, which eventually led to his participation in the 1933 Isle of Man TT Junior race, where he came 11th on his 350cc Norton. Norman was tragically killed in a road accident later that year.

LUGGAGE AND PICNIC SETS

263†

A LEATHER-CASED TRAVELLING DRINKS FLASK FOR TWO PERSONS, CIRCA 1909,

brown leather case with strap and buckle, with impressed initials 'H.B' to case, containing faceted glass drinks bottle with nickelled cap and with integral nickelled drinking cups to top and base, the case standing 26cm high.

£250 - 350

€320 - 450

264

A LEATHER-CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES, 1935,

brown leather case monogrammed 'J.E.G.' with handle and nickel-plated locks and catches, opening to reveal fitted interior containing a near complete run of 37 1935 edition canvas backed maps, two gaps in the run filled with two 1951 edition maps (with different numbering series) lacking 1935 map 14, the inside of the case lid fitted with measuring wheel, the case 34cm wide.

£500 - 700

€640 - 890

265 ◇

A LOUIS VUITTON MOTORING TRUNK, 1920S,

black leathercloth suitcase type with brown leather handle, nickelled lock and catches, the lid opening to beige cloth-lined interior, fitted with lift-out tray with correct cloth straps with buckles, the lower section with three further straps with buckles, the inside of the lid bearing label numbered 85788, the case measuring 91 x 52 x 20cm.

£500 - 700

€640 - 890

266 ◇

FOUR ITEMS OF LOUIS VUITTON LUGGAGE,

each LV monogram pattern with leather trim and zip fastening, LV branded padlock and key, comprising two 1990s soft-sided 'Sirius 70' style cases with beige canvas lining, each approximately 70cm wide, together with a 1980s suit-bag with leather straps with buckles and brown canvas lining, some scuffing and wear to trim in places, approximately 60cm wide, and a 1980s ladies shoe bag, with beige cloth lining, some scuffing and wear to trim in places and minor splits to two lower corners, 54cm wide.

(4)

£700 - 900

€890 - 1,100

267†

AN EDWARDIAN LEATHER-CASED SET OF BARTHOLOMEW'S ROAD MAPS FOR ENGLAND & WALES, CIRCA 1910,

brown pigskin case with handle, nickelled locks and catches, fitted with full set of 37 linen-backed road maps for England & Wales, a bound contour map for England by Gall & Inglis, and complete with measuring wheel housed in the lid, the case measuring 40cm wide.

£800 - 1,000

€1,000 - 1,300



268



272

273

274

270

271

268 ♦

A FOUR PIECE SET OF FERRARI LEATHER LUGGAGE BY CUOLO OF MODENA,

to fit Ferrari 328, each piece embossed with Cavallino emblem, comprising one long case, one long case with side pouch, a curved top shoe case with four shoe bags, and a 'cube-shaped' case, each case with leather key fob and keys, long cases with padded handle cover, zip fasteners and padlocks, some light wear to linings, each with Ferrari branded dust-cover storage bag.

(Qty)

£1,100 - 1,300
€1,400 - 1,700

269

A VANITY CASE,

dark green leathercloth case, nickelled locks and catches, opening to green quilted interior, the upper section lid with mirror opening to interior fitted with various bottles, jars, brushes and other accessories, the case 45cm wide, complete with two keys.

£250 - 300
€320 - 380

270 ♦

A LARGE LOUIS VUITTON SUITCASE, POST-WAR,

LV monogram case with branded leather handle, brass lock, catches and corners, opening to beige leatherette interior with correct canvas straps and branded buckles, the inside of lid bearing label numbered 901300, the case 70cm wide.

£1,200 - 1,400
€1,500 - 1,800

271

A SMALL LOUIS VUITTON SUITCASE, CIRCA 1960, RETAILED BY CROUCH & FITZGERALD OF NEW YORK,

LV monogram case with tan leather handle, brass lock, catches and corners, leather reinforced edging, opening to yellow cloth-lined interior, the inside of lid applied with worn labels for Louis Vuitton and Crouch & Fitzgerald, the case 46cm wide overall.

£1,200 - 1,400
€1,500 - 1,800

272 ♦

A LOUIS VUITTON SUITCASE, CIRCA 1930,

LV monogram case with leather handle, brass lock, catches and corners, leather reinforced edging, applied with various travel labels and with painted green and yellow stripe, the interior with replaced canvas lining and tray with original beige canvas straps with Louis Vuitton branded buckles, 61cm wide overall.

£1,200 - 1,400
€1,500 - 1,800

273 ♦

A LOUIS VUITTON SUITCASE, POST-WAR,

LV monogram case with branded leather handle, brass lock, catches and corners, opening to beige leatherette interior with correct canvas straps and branded buckles, the inside of lid bearing label numbered 901868, the case 60cm wide, complete with key.

£1,200 - 1,400
€1,500 - 1,800



277



276



278



279



280

274 ♦

A HERMES SUITCASE, CIRCA 1930, beige canvas case with leather handle and reinforced corners, brass lock and catches, opening to reveal cloth-lined interior with two leather straps with buckles, the exterior applied with travel labels, slight loss to canvas to front edge of lid, the case measuring 66 x 40 x 19cm.

£1,200 - 1,400
€1,500 - 1,800

275 ♦

A HERMES LEATHER SUITCASE, CIRCA 1920, dark brown pigskin leather case with leather handle, with brass lock and catches, opening to reveal beige cloth-lined interior with leather straps with buckles, the exterior applied with travel labels and with impressed initials 'A.F.M.' to front, the case measuring 70 x 41 x 18cm.

£1,200 - 1,400
€1,500 - 1,800

276†

A LEATHER-CASED DRINKS SET FOR TWO PERSONS, BY JAMES DIXON & SONS, CIRCA 1909, brown leather case, the lid opening to interior fitted with two large glass drinks flasks, each with black leather-covered upper section, the lower section fitted with integral EPBM drinking cups with James Dixon & Sons markings to underside, the case measuring 23cm high.

£500 - 600
€640 - 760

277†

A LEATHER-CASED DRINKS/COCKTAIL SET FOR FOUR PERSONS, brown leather standing case with handle and brass lock and catch, the lid opening to interior fitted with nickel-plated Thermos flask, EPNS cocktail shaker by Pinder Bros. of Sheffield, with set of four stacking nickel cups, mixing and stirring spoons and tongs in the lid, all housed behind leather straps, the case 33cm high.

£700 - 900
€890 - 1,100

278†

A LEATHER-CASED COCKTAIL SET FOR SIX PERSONS, BY JAMES DIXON & SONS, CIRCA 1910, pigskin leather case with handle, opening to interior fitted with central electro-plated cocktail shaker containing six stacking drinking cups, surrounded by set of three curved 7oz EPBM hip flasks, each with maker's markings under base, the case measuring 20cm high overall.

£2,000 - 2,500
€2,500 - 3,200

279†

A LEATHER-CASED COCKTAIL SET FOR FOUR PERSONS, BY JAMES DIXON & SONS, CIRCA 1909, brown leather case with leather handle, brass locks and catches, the lid, with monogram 'J.E.G.', opening to lined interior fitted with electro-plated ¾ pint cocktail shaker, two large cut-glass drink bottles and two smaller bottles with plated lids, four plated drinking tots, and an EPBM lidded box, with stirring spoon housed in the lid, some pieces bearing maker's markings, the case measuring 39cm wide, complete with two keys.

£3,000 - 4,000
€3,800 - 5,100



281

280 ♦

A CASED 'CORACLE' PICNIC SET FOR FOUR PERSONS, BY G W SCOTT AND SONS, 1920S,

black leather-cloth case with nickelled handles, locks and catches, the lid opening to interior with wicker framework, fitted with wicker-handled copper and brass Coracle kettle and burner, 'The Cube' ceramic tea-pot by T G Green & Co., two Coracle ceramic-based food boxes, two other food tins, glass milk bottle, drinking glasses in wicker frames, ceramic cups and saucers, and other accessories, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case 67cm wide.

£500 - 700
€640 - 890

281† ♦

A WICKER CASED PICNIC SET FOR FOUR PERSONS, 1920S,

wicker case with handles and locking bar with padlock, opening to interior fitted with two large wicker-covered drinks bottles, two ceramic-based food boxes, four stacking glasses in wicker cases and a ceramic butter/preserves jar, with circular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 55cm wide.

£500 - 700
€640 - 890



285



282

282† ♦

A RARE EDWARDIAN CASED FOOTREST PICNIC SET FOR FOUR PERSONS, BY G W SCOTT & SONS, CIRCA 1909,

black leather-cloth case, with brass locks, catches and handles, the sloped lid with textured tread and brass edging, opening to dark green lined compartmentalised interior fitted with copper and brass kettle with burner, glass milk bottle, two ceramic-based food boxes, four ceramic cups with saucers, butter and preserves jars, wicker cased stacking glass tumblers and condiments jars, with Thermos flask, large wicker covered drinks bottle, rectangular metal plates and cutlery housed behind leather straps in the lid, the case measuring 58cm wide overall.

£4,000 - 5,000
€5,100 - 6,400

MODELS

283

ASSORTED ENGINEERING MODELS, comprising miniature cut-away engine mounted with a cut-away spark plug, the base 14cm wide, a slightly larger cut-away engine model showing the finned cylinder head, mounted on a base, 20cm high overall, a radial seven cylinder aero-engine 12.5cm diameter, a beam pumping engine with flywheel 9.5cm diameter and a crankshaft engineers work bench complete with miniature tools, 9cm wide.

(5)
£250 - 350
€320 - 450

284

A SILVER MODEL OF A ROLLS-ROYCE SILVER GHOST,

continental silver with .925 mark, 10cm long, mounted on a marble base, together with a Rolls-Royce model car musical decanter holder with shot glasses, and a musical Rolls-Royce radiator decanter, both play 'O Sole Mio'.

(4)
£250 - 350
€320 - 450

285

A 1:8 SCALE SCRATCHBUILT MODEL OF AN ASTON MARTIN DB4 GT ENGINE AND GEARBOX, BY JAVAN SMITH,

finely detailed, mounted on a base and within a Perspex display case, with limited edition certificate numbered 2/12 measuring 24.5 x 19.5 x 13.5cm overall.

£500 - 600
€640 - 760

286

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

kit-built by the series makers Eaglemoss, constructed from metal and plastic parts, originally licensed by both Eon Production and Aston Martin Lagonda Ltd, finished in Silver Birch, with opening doors, bonnet, boot and roof panel, and loaded with many of the '007 Special Equipment' features including machine guns, rear bullet-shield, cutting spinners, rotating number plates, finely detailed interior, with working lights and accelerator operating engine sound, 57cm long, together with a miniature Aston Martin black vinyl car cover and a display base, a full set of 86 weekly issues of the magazine with which the parts were issued, in 5 binders, together with Goldfinger DVD, spare parts, and a DB5 Philips-screwdriver.

£1,000 - 1,500
€1,300 - 1,900



286

287

A FINELY MADE SILVER MODEL OF A 1911 40/50HP ROLLS-ROYCE 'SILVER GHOST' BY A REYNOLDS,

hallmarked Birmingham 1981, weight 278g, finely constructed, 14cm long, mounted on a wooden base with leather pad, the front applied with panel engraved 'Rolls-Royce Silver Shadow 1911 A Reynolds' (sic), contained in a polished wooden box.

£1,000 - 1,500

€1,300 - 1,900



287

287A ♦♦♦

A 1:4 SCALE MODEL OF A BURRELL-TYPE SHOWMAN'S TRACTION ENGINE,

steel clad, in maroon livery with brass strap work and copper work to the boiler, wheel hubs and roof support, fitted with single-cylinder piston head the cab has a pressure gauge with copper piping, handbrake, forward and reverse gearing knob, steering wheel and heavy cast iron door to fire with solid flywheel. The 220/250 Volt generator built by The English Electric Company Ltd. of London, with chain-link steering and pierced artillery style wheels. Copper/brass neck to top of chimney stack, brass whistle, manually operated ember drawer, water tank, coal reserve to rear and brackets for lamps to the front, two side tanks detached.

(3)

£5,000 - 7,000

€6,300 - 8,800



287A (detail)



287A



288

288 ♦♦

AN AUSTIN J40 PEDAL CAR,

chassis number 20997, restored in dark green livery, with tan upholstery, steering wheel, and instrument panel, complete with headlights, grille, bumpers and other brightwork, and with front number plate detached but present, in single family ownership for over 50 years.

£1,000 - 1,500

€1,300 - 1,900

288A ♦♦♦

AN AUSTIN SEVEN ELECTRICALLY OPERATED CHILD'S VAN

metal chassis with frame and panel coachwork, built in the appearance of a rear door light van with open cab, driver's door and bonnet opens, twin rear doors fitted with oval glass windows open to 'cargo' space, painted light blue and lettered 'Nutwood Garage', with spoke wheels with blue anodised rims and pneumatic tyres, 200cm long, 125cm high.

£600 - 800

€760 - 1,000



289 (part)

289

A COLLECTION OF CYCLING PHOTOGRAPHS, LATE VICTORIAN, EDWARDIAN AND LATER,

two modern albums, one contains 88 images of male cyclists with bicycles, the other album contains 3 stereoscopic images, 3 negatives, 2 movie lobby cards, 1 Hollywood 'bicycle polo' publicity image and 20 other smaller images, some studio images, and other general group shots, differing types of photography includes tintypes (aka ferrotypes), salt prints mounted on card including Cabinet Portraits, some loose images on photographic paper, includes portraits of cycling clubs, family groups, outdoor and posed studio images, majority American, some British and other sources.

£600 - 800

€760 - 1,000



290 (part)

290

A COLLECTION OF CYCLING PHOTOGRAPHS, LATE VICTORIAN AND EDWARDIAN,

two modern albums, one contains 23 photographs, majority studio posed cabinet portraits of children with safety bicycles, the other album contains 63 photographs, a large number depicting women and bicycles, some studio images, and other general group shots, differing types of photography includes tintypes (aka ferrotypes), prints mounted on card including Cabinet Portraits, some loose images on photographic paper, includes portraits of cycling clubs, family groups, outdoor and posed studio images, a few images depicting Ordinary bicycles, majority American, some British and other sources.

(Qty)

£600 - 800

€760 - 1,000

291

A COLLECTION OF VICTORIAN ERA CYCLING PHOTOGRAPHS,

modern album, contains 42 photographs of cycling interest or subject, including one image of a velocipede, one photograph of a print of Velocipede 'accident', many others depicting Ordinary bicycles, highwheel tricycles, other highwheelers including an American Star type, and safety bicycles, differing types of photography includes Daguerreotypes, tintypes (aka ferrotypes), prints mounted on card including Cabinet Portraits, some loose images on photographic paper, includes portraits of cycling clubs, club members, road riders and posed studio images, majority American, some British and other sources.

(Qty)

£800 - 1,200

€1,000 - 1,500

292 ◇

TWO REPLICA BICYCLES,

comprising an adult velocipede, metal frame, 39 inch front and 31 inch rear wooden spoked metal rimmed wheels, the head stock with 'Alf Jones Chester Street Wrexham' trade transfer, handwritten 'Restorer' underneath, and a child's ordinary with 29 inch front and 12 inch trailing wheels, metal spoked with wooden rims and outer metal banding.

(2)

£250 - 350

€320 - 450

293 ◇

A JOHN MARSTON SUNBEAM 'GOLDEN' GENTS' BICYCLE, 1911,

No.111321, all-black 26" frame, with original Roman rims and Sunbeam alloy pedals, restored and reported to be in 'ready-to-ride' condition.

£300 - 350

€380 - 450

294 ◇

A BROWNE'S PATENT VELOCPEDE, LIVERPOOL, CIRCA 1869,

diamond shaped main backbone with curled front leg supports, the sprung seat bar with metal pan saddle and bearing the Browne's Patent embossed brass plaque, the head stock, supporting Y-shaped bracket fitted with rotating braking handlebars with turned grips, the brake wire pulling a block brake on the rear wheel. The wooden wheels with metal rims and radially opposed spokes, the front 34 inch diameter with metal cranks and Browne & Co Liverpool cast triangular block pedals, and 28 inch diameter rear wheel.

£1,000 - 1,500

€1,300 - 1,900

On 13 April 1869 Mr Henry Browne and Engineer from Liverpool applied for and was granted patents relating to 'invention of improvements in velocipedes'. The patent was reported in the 30 April 1869 issue of the London Gazette.



291 (part)



294



294 (detail)



294 (detail)



295

295 ♦♦

A 54 INCH ORDINARY BICYCLE, CIRCA 1876,

repainted brown with yellow lining, curved and tapered backbone with left sided foot peg, sprung saddle pan with later replaced leather saddle, head-stock with downturned handle-bars with turned pear shaped grips, simple lever brake on right, tapered front forks, simple hub with adjustable cranks and white rubber block pedals, the 56 inch front wheel with crescent rim, radially opposed spokes, with matching 18 inch trailing wheel.

£1,000 - 1,500

€1,300 - 1,900

296 *

THREE ITEMS RELATING TO LOTUS FORMULA 1,

comprising a Team Lotus steering wheel, by Momo, believed used on the Lotus 81 by Mario Andretti and Elio de Angelis, three spoke metal boss and black leather rim, with remains of Tissot sponsorship label to centre, a Williams Lotus 81, 4-point harness and straps also used by Andretti and de Angelis and a Lotus 81 air intake trumpet cover, red leatherette marked 'EL 81' on underside, believed relating to Essex Lotus 81.

(Qty)

£500 - 700

€640 - 890

297

A 'TOP GEAR' HELMET SIGNED BY THE STIG,

white Arai GP-5 with TopGear logo in black to back of neck and 'The Stig' in black lettering, signed on the crown 'The Stig July 2010', fitted with dark tinted visor applied with TopGear sticker in white, used.

£400 - 500

€510 - 640



297



LOTS 298 TO 300 SOLD ON BEHALF OF WINGS FOR LIFE

Wings for Life provide funds for cutting-edge research projects and clinical trials across the globe aimed at accelerating progress towards a cure for spinal cord injury.

Since Wings for Life was first founded, 82 spinal cord research projects have been funded at the world's most well respected institutes and a number of vital breakthroughs have been made.

The charity is supported by many ambassadors who promote their work including Infiniti Red Bull Racing's Sebastian Vettel and Mark Webber.

The developments in research so far provide strong hope that treatment options are closer than they have ever been. However, intensive research work will be needed before a breakthrough in human medicine can be achieved.

When you support Wings for Life, 100% of the money you donate will go directly to spinal cord injury research as the charity's founders generously cover all of the administrative costs.

Nikki Wilson
Head of Wings for Life UK



298

A SIGNED DANIEL RICCIARDO CANADIAN GRAND PRIX 2014 DESIGN HELMET BY ARAI

Snell number SH133483, number DR-R-06/14-11, signed by three time race winner Daniel Ricciardo on the helmet, along with his 2014 car number (#3), an original Jens Munser design, worn with debris and marks to front, crown and visor/tear off, offered together with Perspex display case, an Arai packing box and a Red Bull Certificate of Authenticity.

(4)

£9,000 - 12,000

€11,000 - 15,000

As well as being designed for the Canadian Grand Prix, this helmet was worn by Ricciardo during his first practice session at the Japanese Grand Prix.

Qualifying in sixth place for the Canadian Grand Prix, Daniel Ricciardo drove a great race to secure his first Formula One victory, becoming the fourth Australian to win a Grand Prix in Formula One, joining Jack Brabham, Alan Jones and Mark Webber. Ricciardo impressed many by beating Vettel throughout the first half of the 2014 season, and after a clean and tight battle between Ricciardo and Fernando Alonso at the German Grand Prix, Alonso described Ricciardo as 'unbelievable' and "very, very smart, very respectful".



299

A SIGNED SEBASTIAN VETTEL CHINESE GRAND PRIX 2014 DESIGN HELMET BY ARAI

Snell number SH135377, number SV-R-05/14-11, signed by four times World Champion Sebastian Vettel on the helmet and again on the tear-off visor, each Sebastian Vettel helmet has a unique design for every race, this helmet by Jens Munser Designs, in co-operation with the artist Christian Achenbach, signed by the artist, "reflects the visualisation of speed with stripes, neon colours, gestural brush strokes and colour cascades portraying dynamism, energy and expressed movement", worn with debris and marks to front, crown and visor/tear off, offered together with a Perspex display case, an Arai packing box and a Red Bull Certificate of Authenticity.

(4)

£12,000 - 15,000

€15,000 - 19,000

As well as being designed for the Chinese Grand Prix, this helmet was worn by Vettel during the Russian Grand Prix weekend.

Vettel qualified in third place at the Chinese Grand Prix, behind Red Bull team-mate Daniel Ricciardo in second and Mercedes driver Hamilton on pole. Vettel finished the race in 5th.



300

A SIGNED SEBASTIAN VETTEL MONACO GRAND PRIX 2014 DESIGN HELMET BY ARAI

Snell number SH132504, signed by four times World Champion Sebastian Vettel on the helmet dated '2014' and again on the tear-off visor, each Sebastian Vettel helmet has a unique design for every race, this 'Bronze' helmet by Jens Munser Designs reflects the headgear worn by warriors throughout ancient history, unusually with raised relief designs in bronzed effect, some loss to bronzing, worn with debris and marks to front, crown and visor/tear off, offered together with a Perspex display case, an Arai cloth helmet bag, original packing box and a Red Bull Certificate of Authenticity.

(5)

£12,000 - 15,000

€15,000 - 19,000

As well as being designed for the Monaco Grand Prix, this helmet was worn by Vettel during his first practice session at the Japanese Grand Prix.

Qualifying in fourth place behind Red Bull team-mate Daniel Ricciardo in third with Mercedes team-mates Hamilton in second and Rosberg on pole. Vettel was unfortunately forced to retire his RB10 in the early stages of the Monaco race following a power unit problem.

This was Vettel's 100th race for Red Bull Racing.

END OF AUTOMOBILIA

MOTOR CARS

Sunday 7 December 2014, 14:00

Images of each lot can be found at
www.bonhams.com/21844







301 N

Left-hand drive

1971 FIAT 850 SPORT SPIDER

COACHWORK BY CARROZZERIA BERTONE

Chassis no. 100GBS1 0094446

Engine no. 388503

Introduced in 1964, the FIAT 850 would prove an immense success for the Italian firm, with over 1.75 million sold by the time production ceased in 1972. A unitary construction design powered by a 843cc four-cylinder water-cooled engine, the 850 demonstrated that a rear-engined saloon really could be made to handle. Coupé and Bertone-built Spider versions were introduced in 1965 boasting more powerful engines and disc front brakes. With these two models FIAT reintroduced the circular, laurel-surrounded badge used on its competition cars of the 1920s. Early in 1968 the duo were revised as the 'Sport' models with 903cc engine, alternator electrics and a number of external styling changes, the most obvious of which was the adoption of four-lamp lighting at both ends on the Coupé. Now with 52bhp (DIN) on tap, the 850 Sport was a genuine 90mph car that nevertheless could still return in excess of 40 miles per gallon if driven with restraint. This 850 Sport Spider was purchased in the USA in 1990 and is currently unregistered. The car has been kept in dry storage since acquisition, being re-sprayed in red (from yellow) and is in running order, albeit requiring re-commissioning following this extended period of inactivity. An ideal introduction to the pleasures of Italian sports car ownership at a most affordable price.

£3,000 - 5,000

£3,800 - 6,400

No Reserve



302 N

1963 ROVER 3-LITRE SALOON

Registration no. ZV 5427 (Rol)

Chassis no. 775010511

Engine no. 522668J

Intended to compete with Jaguar's MkVII in the luxury saloon market, the P5 3-Litre arrived in 1958. The first unitary construction Rover, the P5 used a bored-out version of the company's familiar inlet-over-exhaust six-cylinder engine. Power output at first was a modest 115bhp, increasing to 134bhp on later models, but for Rover's established clientele, most notably the Civil Service which bought hundreds, the car's quietness, refinement and luxurious, 'gentlemen's club' interior were of far greater importance. Announced for 1965, the ultimate MkIII version added power-assisted steering and reclining seats to the package of MkII-introduced improvements that included the up-rated engine, lowered suspension and an improved gear-change. This automatic-transmission 3-Litre saloon was purchased in the USA in 1993 from one Willard Schultz of Bethlehem, Pennsylvania. The Rover was previously registered in the UK and was last MoT'd here in 1978 at 25,366 miles (the current odometer reading is 40,456 miles). In dry storage since last used in 2005, it will require re-commissioning before returning to the road. Described as in generally good condition, with 'average' bodywork and paint, the car is offered with Irish registration papers, an expired MoT certificate and its US Certificate of Title. A modern radio is the only notified deviation from factory specification.

£4,000 - 6,000

£5,100 - 7,600

No Reserve

303

1963 RILEY ELF 'MKI' SALOON

Registration no. AOW 197A

Chassis no. R/A251/310297

Engine no. 8WRUH/6653

A luxury Mini blessed with marginally greater boot space and an improved interior, the Riley Elf (along with its Wolseley Hornet stable mate) debuted in 1961, the duo being differentiated by contrasting chromed grilles in each marque's traditional style and the presence of a full-width wood veneer dashboard in the slightly more upmarket Elf. There was much greater use of chromium plating as well as the option of two-tone colour schemes, while both enjoyed an interior considerably better appointed than that of 'ordinary' Minis. The original 848cc-engined Elf/Hornet was superseded by the more powerful 998cc MkII in 1963. Built only between 1961 and 1969, the Elf and Hornet are today counted among the more collectible of early Minis. Described as an older restoration retaining many original features such as 'dry' suspension and 'magic wand' gear lever, this Riley Elf MkI currently displays a believed-genuine total of circa 65,000 miles on the odometer. According to the V5C registration document, it has had only three former keepers. 'AOW 197A' has participated in various rallies, including the BMC Show at Peterborough, and is said to be in generally good condition and a reliable runner. Finished in green/white with green leather interior, this increasingly rare and sought after modern classic is offered with MoT to March 2015 and the aforementioned V5C document.

£4,000 - 5,000

€5,100 - 6,400



304

1977 TRIUMPH SPITFIRE 1500 ROADSTER

Registration no. VLY 941S

Chassis no. FH1045930

Engine no. FM090887HE

Launched in 1962, the Triumph Spitfire was such a success that the basic design remained virtually unchanged until 1970. A re-styled Spitfire - the MkIV - with revised bonnet and rear end treatments was announced for 1971. The engine was still the 1,296cc overhead-valve four as introduced on the MkIII, but there was new 'swing spring' rear suspension to tame previous handling quirks, and an all-synchromesh gearbox. Inside, the dashboard now had its instruments grouped ahead of the driver. The many changes brought with them the penalty of increased weight and slightly inferior performance, a shortcoming addressed by the 1974 introduction of the '1500', a model that once again made the Spitfire a 100mph car. Deservedly popular both at home and abroad, the Spitfire had attracted over 300,000 customers by the time production ceased in 1980. We are advised by the vendor that this overdrive-equipped Spitfire 1500 has been the subject of a 'body off' restoration and various additions and improvements including an oil cooler, roll bar, radio/CD player, alarm system, new hood, re-polished dashboard and alloy wheels. Photographs of the rebuild are on file together with sundry bills including one for a replacement cylinder head, while accompanying expired MoT certificates indicate some 23,000 miles covered over a period of 20 years. A stylish and economical modern classic, the car also comes with MoT to October 2015 and a V5C document, and is described as in generally good condition having seen only minimal use in 2014.

£3,500 - 4,000

€4,500 - 5,100





305

1963 JAGUAR MK2 3.4-LITRE SALOON

Registration no. 613 CER

Chassis no. 115042

Engine no. 7B5227-8



One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. A progressive development of the Mk1 - Jaguar's first unitary-construction saloon - the Mk2 made its debut in October 1959. Slimmer windscreen pillars and deeper side windows greatly enlarged the Mk2's glass area, while the deletion of its predecessor's full-sized rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability. Otherwise, running gear remained much the same as before, with independent front suspension by wishbones and coil springs, a leaf-sprung live rear axle and Dunlop servo-assisted disc brakes (optional at first on the Mk1 but standard from November 1957) on all four wheels.

A redesigned dashboard, with speedometer and rev-counter ahead of the driver and minor gauges grouped in the centre, established Jaguar's layout for years to come. Transmission options were either a four-speed manual or Borg-Warner automatic gearbox, and when equipped with the former a 3.4-litre Mk2 was a genuine 120mph car, with the automatic version not far behind.

A desirable manual transmission model, this 3.4-litre Mk2 has been used as a wedding car since its acquisition by the current vendor in November 2002, transporting brides in luxury and elegance (purchase receipt on file). The car had previously been treated to a 'last nut and bolt' rebuild, which was completed circa 2000 by the preceding owner, now deceased, who won many concours awards with it. Apparently, the Mk2 had stood in a barn in Cambridgeshire for 20 years prior to its restoration. Further details of the car's history are recounted in a letter on file from a gentleman whose father had owned it in the late 1960s.

Since its acquisition by the vendor the Mk2 has been maintained to a high standard, reliability and good looks being prerequisites of a wedding car. Finished in Midnight Blue with red leather interior, '613 CER' is offered with sundry bills, current road fund licence, MoT to April 2015 and V5C registration document.

£15,000 - 20,000

€19,000 - 25,000



306

1977 DAIMLER SOVEREIGN 4.2-LITRE COUPÉ

Registration no. to be advised

Chassis no. 2H-2257BW

Engine no. 49251

Launched to much acclaim in 1968, the XJ6 refined concepts embodied by previous Jaguar saloons to create a car rivaling the best offered by Mercedes-Benz. The six-cylinder XK engine was available in either 2.8-litre or 4.2-litre forms initially, the latter capable of propelling Jaguar's luxuriously appointed flagship to a top speed of 120mph-plus. Outwardly distinguishable from its Jaguar sibling only by the traditional fluted radiator grille and different badging, the Daimler Sovereign that appeared a year after the XJ's launch was in effect a top-of-the-range model, with most optional extras incorporated as standard. The prohibitive expense of getting its two-door pillar-less bodyshell to meet United States safety regulations meant that the Coupé version never went on sale in the USA. Consequently the model is one of the rarest of the 'XJ' family, being produced between 1975 and 1977 only.

One of only 1,698 Daimler Sovereign 4.2-litre Coupés built, this automatic-transmission example has had four owners from new. The car was purchased by the current vendor in 2013 as a restoration project - in driving condition but requiring bodywork refurbishment and a mechanical overhaul.



Bowron Motorcare of Flaunden, Hertfordshire undertook the chassis and bodywork repairs and carried out a bare metal re-spray in Old English White (an original Jaguar/Daimler colour). The vinyl roof was repaired and is in excellent condition, while the interior has been refurbished; new carpets, mats, headlining and rear parcel shelf have been fitted together with a 'retro' stereo system boasting USB/iPod connectivity. The engine and gearbox have been overhauled and we are advised that the car pulls well in all gears with the kick-down working. The overhauled cooling system is said to work perfectly.

These classic pillar-less coupés are becoming increasingly hard to find in this condition. This fine example comes with its original Daimler 'Passport to Service' booklet, current MoT/tax, old-style logbook, V5C document, a file of expired MoTs and Bowron Motorcare's bills for the restoration work.

£15,000 - 18,000

€19,000 - 23,000



307

1964 MERCEDES-BENZ 230SL CONVERTIBLE

Registration no. FKC 2C

Chassis no. W11304220008721

Engine no. M1271198120007531

A convertible-with-hardtop model finished in Signal Red with cream leather interior, this car is a right-hand drive example of the 230SL, a landmark model which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Introduced at the Geneva Salon in March 1963 as replacement for the 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220SE and producing 150bhp. An instant classic, the body design was all-new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

Sold new overseas and first registered in the UK in 1993, this manual transmission 230SL was owned from February 1993 to March 2006 by actor Gary Mavers. In the mid/late 1990s the car was subject to a no-expense-spared total restoration that involved replacing the wings, inner/outer sills and floors; reconditioning the engine, drive train, suspension and brakes; and re-trimming the interior.



The engine was converted to unleaded compatibility and a modern radio/CD player fitted during the rebuild. Circa 1999/2000, following the engine rebuild (at 25,200 miles) the odometer was zeroed, since when the car has covered 7,341 miles. Around ten years ago it featured in the BBC Television drama series *55 Degrees North* carrying the registration 'SCW 832'.

The next owner, Mr Jonathan Prime of Newcastle-upon-Tyne, acquired the Mercedes in March 2006 and in November of that same year the engine was re-bored. In June 2007 the 230SL passed to the current vendor, since when all the sills have been renewed (in December 2008). Described as in generally very good condition, the engine excellent and running well, 'EKC 2C' is offered with sundry restoration invoices, current MoT/tax and V5C registration document. A change of colour from white to cream and the aforementioned radio/CD player are the only notified deviations from factory specification.

£40,000 - 45,000

€50,000 - 57,000



308

Circa 27,000 miles from new

1987 JAGUAR XJ-S V12 HE LYNX EVENTER BY PAOLO GUCCI

Registration no. B17 DAR

Chassis no. SAJJNAEW3BA141792

Engine no. 85051675HA

Conceived as a luxurious and long-legged Grand Routier, the XJ-S, though by no means a small car, afforded precious little in terms of interior space: two adults and an overnight bag being about the limit if its comfortable capacity. In the absence of a factory 'estate' it was left to the Hastings-based restorer and coachbuilder Lynx to exploit the model's full potential. Lynx had every reason to be confident that such a market existed, given the success of the 'sports estate' concept in the form of the Reliant Scimitar GTE and Lancia Beta HPE. In reconfiguring the XJ-S, Lynx extended the roof, moved the rear seats back, repositioned the fuel tank and added a tailgate, thus providing increased passenger leg room and an impressive 23.75cu ft of load space with the seats up, 39cu ft with them folded flat.

In the 1980s, Paolo Gucci decided to build a limited edition car with matching luggage as a Gucci branded item. The first of the proposed 20 Jaguar XJ-S cars to be customised, that offered here was launched as the 'Lynx Designo Di Paolo Gucci'. For the interior Paolo specified blue lacquered burr elm woodwork with inlaid chevron cross banding; modified instrument dials; the finest hand dyed Italian calfskin upholstery; crocodile effect armrests; blue-stained ash door handles; and an Alcantara suede headlining.



The steering wheel was trimmed in hand stitched leather and inlaid with semi-precious lapis lazuli stones, which also featured in the gear knob. The designer's statement was completed with a distinctive specially woven Jaguar motif in the carpeted boot. Brochures were printed and a set of Jaguar Gucci accessories created, including a leather logbook (still with the car) bearing Gucci's signature. Finished in true Gucci style, the XJ-S was displayed by Paolo at the 1990 Geneva Motor Show with a price tag of £100,000.

Sadly, the car remains a one-off as the Gucci company's lawyers claimed that Paolo had no right to use its name to endorse the product. Paolo subsequently sold the Gucci Eventer to the lady vendor's late father and later tried – unsuccessfully – to buy it back. The Gucci XJ-S has been hidden away for many years and rarely seen, although it remains in good condition, in running order and with only 27,090 miles recorded. Described at the time as 'the ultimate in flash', this unique Jaguar is offered with V5C registration document.

£30,000 - 40,000

€38,000 - 51,000



309
1968 ASTON MARTIN DBS SPORTS SALOON
 Registration no. TDL 746F
 Chassis no. DBS/5071/L
 Engine no. 400/3879/S



'Outstanding among the first impressions of this exciting new Aston DBS is that it is really new and owes nothing in appearance to the succession of previous models. Even so, it is still an Aston and can be recognised as one on the road.' – *Autocar*, 28th September 1967.

Although always intended to house the new Tadek Marek-designed V8 engine, the Aston Martin DBS first appeared with the 4.0-litre 'six' of the concurrently produced DB6. Styled in-house by William Towns, the beautiful DBS caused quite a stir, *Autocar* magazine observing that: 'Without the aid of an Italian stylist the Newport Pagnell team came up with something as modern, handsome and Italianate as anything from the Turin coachbuilders at that time.'

Beneath its shapely exterior the DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Larger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but the Vantage version's top speed of 140mph and a standing quarter-mile time of 16.3 seconds were highly respectable figures nonetheless.

Assessing the virtues of Aston's new flagship, *Autocar* judged it superior to the DB6 in many areas, the bigger DBS offering four full-sized seats in addition to transformed handling and roadholding courtesy of the new rear suspension and standardised power steering. Like Aston Martins before and since, the DBS has 'James Bond' movie associations, having featured in both *On Her Majesty's Secret Service* (1969) and *Diamonds Are Forever* (1971).

An automatic transmission model, this particular DBS has been owned by the current vendor for approximately 40 years, being used as a daily driver to this day. Unfortunately, no history is available other than some bills, including one for £5,300 from Goldsmith & Young Ltd dated 2005 for work on the cylinder head, reconditioning carburettors, etc. Currently displaying a total of circa 82,000 miles on the odometer, 'TDL 746F' is described as in 'average' condition, requiring attention to the paintwork, interior trim and carpets. The car is offered with current road fund licence, MoT to April 2015 and a V5C registration document.

£30,000 - 35,000
€38,000 - 45,000



310
1971 FIAT DINO 2400 COUPÉ
 Registration no. TBC
 Chassis no. 135RC0004486



In the mid-1960s, faced with the difficulty of producing its new Dino engine in sufficient volume for Formula 2 homologation, Ferrari turned to FIAT for assistance, the resulting agreement for the latter to build the Dino's four-cam V6 leading to a spin-off model for FIAT. Launched in Pininfarina-bodied two-seater Spyder form at the 1966 Turin Show, the FIAT Dino carried its 2.0-litre, 160bhp engine ahead of the driver in conventional manner.

A longer-wheelbase Coupé model with Bertone coachwork appeared the following year, the increase in length enabling the incorporation of two decent-sized rear seats. In 1969 the V6 engine's capacity was increased to 2,418cc for the '2400' model and a superior ZF gearbox and FIAT 130-type trailing-arm independent rear suspension adopted. Power went up to 180bhp (DIN) at 6,600rpm and the '2400' was judged greatly superior to the preceding model. Built at Ferrari's Maranello factory - unlike the original, which had been made by FIAT in Turin - the '2400' enjoyed considerably better build quality too. A stylish conveyance for four, the FIAT Dino coupé raced to 60mph in around 8 seconds and could reach 130mph while making all the right Ferrari-esque noises. Production ceased in 1972.

This gorgeous, matching numbers FIAT Dino 2400 coupé is one of approximately 2,400 built, relatively few of which are on the road today. Delivered new to Milan in early 1971, it remained there for around 30 years. The Italian libretto, ASI registration and historic certificate are on file. Around ten years ago the body was repainted in its original factory colour, Nocciola Metallica 735, while the interior remains original, featuring beige cloth seats and green mats.

Rarely used over the last 15 years, and with only 78,000 documented kilometres recorded, the car was brought from Italy to the UK in August 2014 and immediately underwent a comprehensive service costing £3,000 (receipts on file). It is also MoT'd, taxed and UK registered, and comes with a V5C document. We are advised that the Ferrari V6 engine runs smoothly, with no smoke or leaks, and that the body is wonderfully straight with excellent floors and first-class door shut lines. The interior is described as good, with perfect dashboard, panels, ceiling, mats and rear seats. Only the worn driver's seat is said to require some 'TLC' to bring it in line with the rest of the car. Always cared for, the Dino comes complete with its original boxed tool kit, spare tyre and battery isolator switch for winter storage.

£20,000 - 24,000
€25,000 - 31,000



311

Left-hand drive

**1972 ALFA ROMEO MONTREAL COUPÉ
COACHWORK BY CARROZZERIA BERTONE**

Registration no. KDX 111K

Chassis no. AR142 6687

Engine no. AR0056401089



Introduced at the Geneva Salon in 1970, the two-seater Montreal coupé used a 'civilised', 2,593cc version of the T33 sports-racer's four-cam V8. The front-mounted, dry-sump engine produced 200bhp at 6,500rpm courtesy of electronic ignition and Spica mechanical fuel injection, and drove the rear wheels via a five-speed ZF gearbox. Sourced from the contemporary Giulia 1750GTV, the running gear comprised independent front suspension and live rear axle plus disc brakes all round. Aided by its slippery, fastback body styling, the Montreal was good for a top speed of 137mph and in spite of the hefty price tag proved very popular.

This particular Montreal was exported new to the USA in 1972 (there is a fragment of the US import licence on the car), remaining there until around 1975/76 when, it is believed, it was exported to France. The car was first registered in the UK on 11th July 1989. Photographs taken in 1990 show the car with its French registration, '5699 SR 74' and French-specification yellow headlights.

The current owner purchased the Alfa on 17th May 1990 and spent around £3,000 on various mechanical repairs, a partial re-spray and having the panels wax protected (see bills on file). We are advised that, as a result of the wax treatment, there is no rust on the body or chassis. 'KDX 111K' had covered 99,594 kilometres at the time of its acquisition in 1990 and has now covered circa 110,000 kilometres. Bills for servicing and repairs, and MoTs for most of the period 1989 to 2014 are available, including one of the last service carried out on 8th October 2014.

Servicing has been carried out fairly regularly, the gaps being when the car was briefly off the road in storage. All serious maintenance has been undertaken by Alfarama in Stanmore, Middlesex, a small specialist garage widely recognised as leading experts in Alfa Romeos and Montreals in particular. The car is said to drive well and is described as in generally good condition, requiring only limited expenditure to bring up to an excellent standard. It is offered with current road fund licence, MoT to August 2015 and a V5 registration document.

£18,000 - 22,000

€23,000 - 28,000



312

1949 BRISTOL 400 SPORTS SALOON

Registration no. FJF 238

Chassis no. 400/1/409

Engine no. 1474

Imitation is said to be the sincerest form of flattery; nevertheless it seems unlikely that BMW's engineers felt particularly gratified when the Bristol Car Company obtained the rights to their automotive designs as part of Germany's post-WW2 reparations. Thus it came about that the Bristol 400, which commenced production in 1947, was effectively a synthesis of three pre-war BMW designs, with a chassis derived from that of the 326, an engine from the 328 sports car and an aerodynamic bodysell similar to that of the 327 coupé. But Bristol did more than simply copy the work of its German counterparts; the application of aviation industry standards to its manufacture resulted in a car more refined and considerably better constructed than its Teutonic forbears.

The 1,971cc six-cylinder engine of the BMW 328 featured an ingenious new cylinder head, designed by Rudolf Schleicher, incorporating hemispherical combustion chambers and inclined valves without recourse to overhead, or twin, camshafts. Externally, Bristol's Type 85A clone of the BMW motor differed little from the German original, the most obvious difference being the adoption of SU, rather than Solex, carburettors part way through production.



The most significant changes made by the Bristol designers were metallurgical, their utilisation of the highest quality materials contributing to increased engine life. A maximum output of 80bhp at 4,200rpm was claimed, good enough for a top speed of around 95mph.

The 400's aerodynamically efficient body was constructed of steel panels on a wood frame, with the doors, bonnet and boot-lid skinned in aluminium. Beneath the skin, the chassis boasted independent front suspension by single upper wishbones and a lower transverse leaf spring, while torsion bars located within the chassis members controlled the live rear axle. Contrasting with the exterior's modern appearance, the traditional wood-embellished interior harked back to an earlier age. In total, 474 Bristol 400s were made between 1947 and 1950.

This Bristol 400 has been in the current family ownership since the early 1970s and has been off the road, garaged, since 1973. The car no longer has its original engine, the current 85A-type unit (run recently) having been fitted by the registered owner (now deceased). Sold strictly as viewed, the car comes with its original logbook, V5 registration document, workshop manual and assorted spares to include a fuel tank, front axle and wheels.

£18,000 - 22,000

€23,000 - 28,000

313

NO LOT



314
1927 OLDSMOBILE MODEL 30 SERIES E
COACHWORK BY HOLDEN
 Registration no. BF 5317
 Chassis no. 12810
 Engine no. ER2148

Large, powerful, four-cylinder cars with capacities as large as 7.7-litres had been a feature of Oldsmobile's range in the late 1900s, but it was not until 1914 that the company downsized the concept to create the first four-cylinder 'baby' Olds, the Model 42. The Model 42 was joined the following season by the slightly larger Model 43, with 'valve-in-head' engine, only for the four-cylinder Olds to disappear from the range almost immediately.

Revived in 1921 as the Model 43-A, the four-cylinder model would be Oldsmobile's top seller for the next few years and an immense success for the company until rationalisation saw the range confined to six-cylinder designs from 1924 onwards. The Oldsmobile Sixes had commenced in 1923 with the first of the Model 30 series, which for the next few years would be powered by a 169ci (2,770cc) engine producing 42bhp. For 1927, the last year of the Model 30, the engine was enlarged to 185ci (3.0-litres) and four-wheel brakes adopted on these Series E cars, while for 1928 the new, physically larger F Series came with a 197ci (3,237cc) engine under the bonnet.



This right-hand drive Oldsmobile Model 30 Series E was shipped new to Australia and bodied there by Holden, later to become General Motors' subsidiary 'down under'. Restored circa 2000, the car was imported into the UK by Orchid Cars and first registered in this country in December 2009. The vendor purchased the Oldsmobile in 2012 and since acquisition has used it for everyday motoring and a family wedding, as well as displaying it at the Churchill Classic Car Show in 2012.

Of high quality, the restoration is holding up admirably, the engine running very well in near silence and the transmission operating without fault. The fully restored chassis is in excellent condition as is the bodywork, with good door and bonnet fit, while the interior has been trimmed well and the electrics rewired. Currently taxed and MoT'd, this charming Vintage-era Oldsmobile is offered with V5C registration document and a quantity of spare parts and instruction manuals (list available).

£16,000 - 20,000
€20,000 - 25,000



315

1919 DIATTO TIPO 4DA SPORTS

Registration no. SV 5014

Chassis no. 3031

Engine no. 1328

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

After the war Diatto resumed civilian production with the 25hp 4DA, which was powered by a 2.7-litre development of the Tipo Unico's four-cylinder engine. Diatto also added a light car to its range but found itself unable to compete with FIAT in that market sector and turned to the production of a high-quality sporting car: the Tipo 20, its most famous model. After a succession of financial upheavals and reorganisations, Diatto quit car production in 1927, though the reconstituted company continued with other forms of manufacturing. In 2007 Carrozzeria Zagato revived the name for a concept car displayed at the 2007 Geneva Motor: the Diatto Ottovù Zagato.



It is believed that this Diatto Tipo 4DA was delivered new to Australia, almost certainly in rolling chassis form for bodying locally. Dismantled circa 1940, it was imported from Australia in December 1990 in 'kit' form consisting of a chassis, engine, gearbox and axles. The car was then restored, the chassis, gearbox and axles being entrusted to Keith Roach while the engine was rebuilt with new pistons, valves and re-metalled bearings by Brian Taylor. Constructed of aluminium panels on an ash frame, the body is in the style of that carried by the Diatto driven by Domenico Gamboni in the 1919 Targa Florio. The steering box is from a Tipo 20.

Completed in 1994 and still running very well, the Diatto has been driven at various VSCC hill climbs and the Benjafields Sprint at Cornbury Park. The car would have been used more frequently had it possessed an electric starter and generator, provision of which should not be an insurmountable task for the next owner should they so desire. Offered with V5C registration document, 'SV 5014' represents a wonderful opportunity to acquire a rare and delightful Vintage sports car from a top Italian make.

£25,000 - 30,000

€32,000 - 38,000



316

1933 MG MIDGET J1 SPECIAL SPORTS

Registration no. APC 401

Chassis no. 0490 BK

Engine no. 1283 A J72

Descended from the first Midget - the M-type - and introduced for 1933, the J-type refined the qualities of the immediately preceding C and D types, reaffirming the classic MG look which would characterise the marque's sports cars well into the 1950s. The range comprised the J1 four-seat tourer, J2 two-seater and J3 and J4 competition variants. With its deeply cutaway doors, fold-flat windscreen and fixed cycle-type mudguards, the J-type revealed its race-bred pedigree in every line and set the British sports car fashion for many years. Today the model is one of the most sought after of pre-war MG sports cars.

One of only 380 built, this particular J1 Midget was delivered new via MG main dealer Hazlemere Motor Co Ltd to Jim Gammon, brother of racing driver Ken Gammon. Its next owner, from 1937, was Leslie Hawthorn of The TT Garage. There is then a gap in the ownership history covering the war years before the MG re-emerged in 1947 in the ownership of one G J Roberts. Apart from the period 1951 to 1960, the car's history is known thereafter.



In 1986 Barrie Holland saw the MG advertised for sale 'fitted with a Ford 10 engine'. He travelled to South London and bought the car, which was a non-runner in need of full restoration, which was undertaken over the next six years. Barrie decided to keep the Ford 10 engine and in 1992 the resurrected MG was back on the road, rebuilt with a two-seater body and Morris hydraulic brakes to the front (see photographs on file).

Purchased by the vendor in May 1995, 'APC 401' came with the remains of the original J-Type engine, which has been rebuilt and was re-installed in June 1996, since when fewer than 1,000 miles have been covered (see photographs and bills for £5,000 on file). Various other maintenance tasks have been carried out over the years, the most recent being relining the brakes; fitting new kingpins and a new water manifold; and installing new carpeting. We are advised that the car has always run well, covering around 200 miles each year. Described as in generally good condition, this unique MG special is offered with an original sales brochure, old-style logbook, V5C document and a quantity of expired MoTs and tax discs. The extensive history file (viewing recommended) also contains receipts for works carried out and parts supplied by MG specialists Monthéry Garage, Somerset Sports & Vintage and South Cerney Engineering.

£16,000 - 20,000
€20,000 - 25,000



317

1927 MORRIS OXFORD 13.9HP SALOON

Registration no. RU 4854

Chassis no. D184468

Engine no. 214358

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. All-steel bodies were another new introduction that year. Easy to drive and maintain, the Bullnose Oxford was Britain's most popular car prior to the arrival of the Austin Seven.

One of the relative handful of coachbuilt cars completed after the introduction of all-steel bodies, chassis number 'D184468' was first registered on 28th March 1927 to a Mr D White. Little is known of its early history other than the fact that the Oxford was owned by a Mr P Shute in London between 1956 and 1962, and from the 1970s to 1989 by Mr A Baldock, who did not register it.



In 1989 the Morris was sold at auction to a Mr P Ellis of London from whom it was purchased in March 2004 by Brian Nunn of Colchester, a motor engineer and experienced restorer of classic motorcycles. Over the next few years Mr Nunn finished the restoration started by Mr Ellis and since completion the car has been shown extensively, winning numerous concours awards.

The current vendor purchased the Morris at Bonhams' Oxford Sale in March 2013 (Lot 305). Since acquisition the car has been re-commissioned and fitted with a new clutch and spare tyre, and is now said to be running very satisfactorily. Other items that received attention include the hubs, brake drums, windscreen wiper and exhaust, while the cylinder block was inspected and no issues reported.

Finished in maroon with red/brown interior featuring leather-upholstered seats and vinyl trim, this well restored, coachbuilt Morris Oxford is offered with sundry restoration invoices, current MoT/tax and V5C document. The sensible additions of stop lights and flashing indicators are the only notified deviations from factory specification.

£18,000 - 22,000

€23,000 - 28,000

318

**1928 SUNBEAM 'SIXTEEN' SALOON WITH DIVISION
COACHWORK BY SIMPSON & SLATER**

Registration no. RR 9438

Chassis no. 5527H

Engine no. 5527H



Crossing the Clyde, 1937



John Marston Limited's first Sunbeam production car, a De Dion-engined voiturette, was sold in 1901, but it was not until 1907, two years after the Sunbeam Motor Car Company had been formed, that the firm produced its first all-British model, the 16/20. The arrival of designer Louis Coatalen in 1909 and the pursuit of an effective competition programme enabled Sunbeam to establish a formidable reputation prior to WWI, its superbly made products enjoying a reputation rivalling that of the best from Alvis and Bentley thereafter. Produced between 1929 and 1933, the Sunbeam 'Sixteen' featured a massively built chassis frame, sprung by semi-elliptics all round and was powered by an overhead-valve six-cylinder engine of 2,040cc rated at 16.9hp for taxation purposes. Hydraulic brakes arrived for 1931 together with a 2,193cc engine rated at 18hp, and in 1932 the four-speed gearbox gained synchromesh on third and top gears. Sadly, the collapse of the Sunbeam-Talbot-Darracq combine in 1935 and its subsequent acquisition by Rootes meant that this revised Sixteen - one of the last true Sunbeams - never got the chance it deserved.

This Sunbeam 'Sixteen' carries formal limousine coachwork by Simpson & Slater of Nottingham. The car was ordered in chassis form by its first owner, Miss Elizabeth Machin of Edwalton Manor, Nottinghamshire and delivered to Messrs Simpson & Slater who, following Miss Machin's instructions, constructed the limousine body, the latter being chosen because Miss Machin thought it inappropriate that her chauffeur, William Herries, should be able to overhear conversation from the rear compartment. William Herries' cottage still stands although Edwalton Manor was demolished some years ago to make room for 'executive' housing.

It was Miss Machin's habit to enjoy a motoring holiday each year with chosen friends and there is a photograph on file showing the Sunbeam on a makeshift ferry waiting to cross the River Clyde in Scotland. Previous owner Albert Ward followed Miss Machin's route many years later, discovering that the ferry had grown into a much larger vessel, which loaded several cars alongside the Sunbeam for the trip across the river.

Miss Machin bequeathed the Sunbeam to her great nephew, William Brown, from whom it was purchased in 1991 by Albert Ward. Although disused since Miss Machin's death at the age of 102, the car had been dry stored and was in remarkable original condition, but nevertheless required a comprehensive body off reconditioning, after which it gave sterling service both in this country and on continental trips. In his notes, Mr Ward has this to say about the Sunbeam: 'The car performs well, cruises at 45-50 fully loaded and will climb any hill that I have attempted. Petrol is consumed - 20mpg.'

The vendor purchased the car in 2010, since when the engine has been rebuilt (in 2012). 'RR 9438' is finished in blue/black with blue leather upholstery to the front compartment and grey cloth to the rear, and is described as in generally good condition, with excellent chassis and bodywork. A total of 84,712 miles is currently displayed on the odometer, which might well be the distance covered from new. Possessing full ownership history, this delightful Vintage-era Sunbeam is offered with an old-style logbook, current MoT/tax, V5C registration document and full file of records.

£22,000 - 28,000
€28,000 - 36,000



319

One of only 25 produced

1999 BENTLEY CONTINENTAL SC COUPÉ

Registration no. T767 BLO

Chassis no. SCBZZ23E7XCX65041

Engine no. 89824L410M/TIT/S



'...Bentley made only 72 examples of the Continental SC, developed from the Continental R and priced at a gut-twisting £245,000: of those, only 25 were right-hand drive.' – *Octane* magazine.

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



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

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

One of the more exclusive limited-edition variants of this already exclusive model was the Continental SC, its name referencing the exotic Sedanca Coupé bodied Bentleys of the 1930s.

Launched at the 1998 Paris Show, the Continental SC featured a Targa-style removable roof, the glass panels being stored in the boot. While its restrained elegance suggests docility, the Continental SC is not lacking in performance, as *Octane* discovered when it drove the right-hand drive example offered here, 'T767 BLO', to the Villa d'Este concours in hot pursuit of a trio of supercars (October 2014 edition). 'The SC may be massive, but it obviously isn't so massive that 400-odd horses can't give it genuinely impressive punch. The eerie part though, is the absolute silence.' Clearly, the SC's designers had not lost sight of Bentley's reputation as 'The Silent Sports Car'.

The current vendor purchased this Continental SC in 2010 from Ian Donaldson. 'T767 BLO' comes with full service history from new, and while in the vendor's care has been serviced twice in Berlin and three times by Jack Barclay/H R Owen in London. Its annual service has recently been completed by Jack Barclay, London, whose bill for £2,388 is on file. Currently displaying a total of circa 69,000 miles on the odometer, the car is described as original throughout apart from repainted bodywork. Presented in beautiful condition, this rarest of modern Bentleys is offered with the aforementioned service history, MoT to August 2015, SORN and V5C registration document.

£80,000 - 100,000

€100,000 - 130,000



320

1951 JAGUAR XK120 ROADSTER

Registration no. RRA 188

Chassis no. 660901

Engine no. W3416-7



Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. It was immediately obvious that the slow-to-produce alloy bodywork would have to go, and the car was swiftly re-engineered in steel. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace an automobile, the body was conceived as a coachbuilt aluminium structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

Chassis number '660901' was first registered in December 1951 and originally finished in silver with red upholstery. When purchased by the immediately preceding owner in 1968, it had been hand painted red over white over silver and looked a mess, but the numbers matched and the XK was all original except for the front bumper. The car was stripped to the bare chassis, which was steam cleaned to remove underseal and then repainted and re-undersealed. All the chassis bearings, rubbers, shackles, wheel bearings, shock absorbers, etc were renewed and the steering box rebuilt.

The engine was stripped and re-bored, the crankshaft reground and the cylinder head restored with new valve seats, etc. A stainless steel exhaust was fitted. The gearbox was stripped and rebuilt with new bearings, thrust washers, etc, while the electrics were rewired and the starter motor and dynamo overhauled by Hurst & Co of Swindon.

Bodywork renovation involved new genuine Jaguar front and rear wings, sills and shut-face pillars, tonneau panel, rear wings and boot lid; the entire ensemble being re-sprayed in cellulose to the original specification and colour. The body was then completed with new carpets, interior red leather trim, cockpit surround, convertible hood, side-screens and front bumpers. The restoration was carried out by specialist restorers of historic sports cars, TT Workshops of Westbury, Wiltshire (see bills on file).

After several years work, 'RRA 188' was back on the road and MoT'd in April 1980 at 008 miles, the odometer having been zeroed during restoration. Tested annually ever since, the car comes with all MoTs verifying the recorded total of circa 18,000 miles since restoration. Noteworthy upgrades include Coopercraft front disc brakes, electronic ignition and a Kenlowe electric cooling fan. The car was re-sprayed again (in two-pack acrylic silver) in 1996.

A member of the Jaguar Drivers' Club (50 years Gold Badge holder) and also of the XK Club, the previous (titled) owner had found that, aged 77, he could no longer bend sufficiently to drive the car without getting cramp. Accordingly, he offered the XK for sale at Bonhams' auction at the Goodwood Revival meeting in September 2013 (Lot 219) where it was purchased by the vendor. A very reliable, straight and sound car with no known faults, 'RRA 188' comes with old-style logbook, V5 registration document and a most comprehensive file of history and bills, close inspection of which is highly recommended.

£70,000 - 80,000

€88,000 - 100,000



321

1957 JAGUAR XK150SE 3.4-LITRE COUPÉ

Registration no. to be advised

Chassis no. S824545DN

Engine no. V4705-8



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

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

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

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

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

A sought after 'Special Equipment' model fitted with the overdrive gearbox, this XK150SE coupé was manufactured in right-hand drive configuration for the UK market and first registered '3816 NW', a Leeds mark, on 27th July 1958. Its first owner was the Nottingham Lime Company. The car has been undergoing a 'last nut and bolt' restoration for the last six years and is offered fresh from completion. It will not have been used prior to the sale. Finished in Imperial Maroon with cream leather interior, this restored XK150SE is offered with sundry restoration invoices, Heritage Certificate, current MoT and V5 registration document. The provision of four-pot front brake callipers is the only notified deviation from factory specification.

£40,000 - 60,000

€51,000 - 76,000





322 N

**Circa 44,000 miles from new
1966 JAGUAR MK2 2.4-LITRE SALOON**

Registration no. ZV 5457 (Rol)

Chassis no. 120128DN

Engine no. BJ6267-8



One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts.

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 - particularly when equipped with overdrive transmission, as is the case with this example.

Finished in grey with red leather interior, this '2.4' was used by the Newsomes dealership as a demonstrator before passing into private ownership with the Payne family, who kept it until circa 1986. The car was purchased by the vendor in 1996. Kept in dry storage since acquisition, seeing only infrequent use, it is described by the vendor as in generally very good condition. There are several old-style V5 registration documents in the accompanying history file together with sundry service invoices and numerous MoT certificates supporting the recorded mileage of 44,240.

£12,000 - 15,000

€15,000 - 19,000



323 N

1954 MG MIDGET TF ROADSTER

Registration no. ZV 5403 (Rol)

Chassis no. HDE135618

Engine no. XPAG TF35575

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

The charismatic T-Series MG Midget is as popular now among enthusiasts of traditional British sports cars as it was in its heyday. A rushed development programme meant that there was little, mechanically at least, difference between the TF and the outgoing TD II, the 1,250cc, 57bhp, XPAG engine of which was retained. Essentially a restyled version of the latter, the TF retained its predecessor's body centre section but featured a changed front end with a shortened, sloping, radiator grille and headlamps faired into the wings, plus an improved interior with separately adjustable seats.



A stop-gap model produced pending the arrival of the MGA, the traditionally styled TF nevertheless sold well, 9,600 units being produced between October 1953 and May 1955.

This right-hand drive 1,250cc Midget is believed to have been resident in Texas, USA prior to its coming to the Republic of Ireland where it is currently registered. Restored at date unknown, the car has been with its current owner since arriving in Ireland in 1991 and was last taxed in 1998. Off the road in dry storage since then, it is described as in generally good/very good condition and in running order, albeit requiring re-commissioning following this extended period of inactivity. A modern radio is the only notified deviation from factory specification. Offered with Irish registration papers.

£12,000 - 15,000

€15,000 - 19,000

324

Left-hand drive

1970 MERCEDES-BENZ 280SL CONVERTIBLE WITH HARDTOP

Registration no. WV 176H

Chassis no. 11304412012511



'Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230SL in 1963, is the same as ever, just better,' concluded *Road & Track* after testing a 280SL in 1968. 'For those who value engineering finesse and high quality construction, it's alone in the field,' enthused the highly respected American motoring magazine, while its manufacturer considered the 280SL, 'a Grand Tourer in the traditional sense' and 'a unique combination of sports car performance and saloon car comfort (a Mercedes-Benz saloon naturally).'

These attributes help explain the 280SL's phenomenal success, particularly in the all-important North American market where the optional automatic transmission was considered an essential feature by the majority of customers. The fact that it looked like 'sex on wheels' helped enormously too, of course. The 280SL's essential user friendliness broadened its appeal beyond the traditional sports car-enthusiast market; many celebrities and film stars owned 280SLs and only a few years ago Bonhams sold that belonging to Oscar-nominated actress Leslie Ann Warren.

The last of a popular and extremely successful line begun with the 230SL of 1963, the Mercedes-Benz 280SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250SL's.

The 280SL's 120mph top speed was no greater but it was significantly quicker off the mark, its 0-60mph time of 10 seconds being a whole second better than its predecessor's. Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

This automatic transmission 280SL is equipped with the sideways-facing rear seat making it a '2+1'. A left-hand drive model, the car has covered fewer than 1,000 miles since the completion of a 'ground upwards' restoration that included rebuilding the engine and gearbox and fully Waxoyling the chassis/body. Finished in Ivory with red interior, the latter featuring its original Becker radio in working order, the car is described as in generally good condition, with nothing negative to report. This desirable 280SL 'Pagoda' is offered with sundry restoration invoices, current MoT/tax and V5 registration document.

£38,000 - 42,000

€48,000 - 53,000





325

1969 JAGUAR E-TYPE 4.2 SERIES 2 ROADSTER

Registration no. SVR 361H

Chassis no. 1R1263

Engine no. 7R6279-9



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

In 1965 the 4.2-litre version arrived boasting a more user-friendly gearbox with synchromesh on first gear together with the bigger, torquier engine.

Proposed changes in United States automobile legislation would eventually result in the revised Series 2, announced in October 1968, though modifications began to be phased in during 1967. Externally the Series 2 was readily identifiable by its larger sidelights, raised bumpers, deleted headlight covers, twin reversing lights and square rear number plate, while the interior was revised with rocker-type dashboard switches, new seats and collapsible steering column. Beneath the skin, Ad-West power steering, Girling brake callipers and an up-rated radiator were among the many Series 2 mechanical improvements.

A matching numbers example, this Series 2 roadster was restored last year, including an engine rebuild, and is described as in generally good condition, with no problems to report, having been serviced recently by marque specialist Guy Broad. Finished in black with tan leather upholstery, the car is offered with sundry restoration invoices, heritage certificate, current MoT/tax and V5C registration document.
£58,000 - 62,000
€74,000 - 79,000



326

Left-hand drive, Circa 32,000 miles from new
1999 BENTLEY CONTINENTAL SC COUPÉ

Registration no. A4 VMY

Chassis no. SCBZZ22E1XCX65053



'...Bentley made only 72 examples of the Continental SC, developed from the Continental R and priced at a gut-twisting £245,000...' – *Octane* magazine.

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

Bentley's 1980s resurgence had hitherto relied exclusively on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in '85 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s.

Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under 6 seconds and boosting top speed to in excess of 150mph.

One of the more exclusive limited-edition variants of this already exclusive model was the Continental SC, its name referencing the exotic Sedanca Coupé bodied Bentleys of the 1930s. Launched at the 1998 Paris Show, the Continental SC featured a Targa-style removable roof, the glass panels being stored in the boot. 'The SC may be massive, but it obviously isn't so massive that 400-odd horses can't give it genuinely impressive punch. The eerie part though, is the absolute silence.' Clearly, the SC's designers had not lost sight of Bentley's reputation as 'The Silent Sports Car'.

Delivered new to the USA, this left-hand drive Continental SC has covered only 32,000 miles and comes with extensive paperwork and bills documenting its history. Described as in generally good condition, with nothing negative to report, this rarest of modern Bentleys is offered with the aforementioned service history, current road fund licence, MoT to 28th January 2015 and V5C registration document.

£58,000 - 62,000

€74,000 - 79,000



327

**1963 BENTLEY S3 CONTINENTAL FOUR-DOOR SPORTS SALOON
COACHWORK BY JAMES YOUNG**

Registration no. AJN 569A

Chassis no. BC64XA

Engine no. 32ABC



'In the twilight of their coachbuilding years, James Young had with these cars reached the pinnacle of excellence.' - Martin Bennett, *Rolls-Royce and Bentley*.

Despite the popularity of the 'standard steel' bodywork, introduced when production of Rolls-Royce and Bentley cars resumed after WW2, a steadily declining number of independent coachbuilders continued to offer alternatives. Arguably the most stylish were those produced to clothe the Bentley Continental which, of course, was only ever available with bespoke coachwork. One of the most prominent of these surviving firms was James Young, a company that had established itself among the foremost coachbuilders for upmarket chassis by the end of the 1930s. The Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s before being acquired by the Jack Barclay Group in 1937. Its factory devastated by wartime bombing, the company did not resume exhibiting at the London Motor Shows until 1948, continuing to offer coachbuilt designs of distinction on (mainly) Rolls-Royce and Bentley chassis until the arrival of the unitary construction Silver Shadow/T-Series range in the 1960s. A lack of suitable chassis would force the firm's closure before the 'Sixties decade ended, but in its declining years James Young produced what are widely recognised as its finest creations, this beautiful four-door Bentley Continental among them.

The Continental had begun life exclusively as a two-door car but in 1957 H J Mulliner was sanctioned to build a four-door design on the S1 Continental chassis, this elegant six-light model being known as the 'Flying Spur'.

James Young of Bromley responded with its own equally appealing four-light, four-door saloon design, which was later revised in six-light style, continuing on the V8-engined S2 and S3 Continental chassis virtually unaltered apart from changes made to accommodate the latter's quartet of headlamps.

Delivered in February 1963, right-hand drive chassis number 'BC64XA' is one of only 20 of this model bodied by James Young, which ceased coachbuilding soon after. The car was originally registered '3FGX' and was first owned by Sir Leon Bagrit of Portland Place, London W1. The accompanying history file contains a list of all subsequent registered keepers (five in total), the last of whom acquired the Bentley in May 2012.

In 2004 the car was restored by independent marque specialists Taylor's of Chichester at a cost in excess of £40,000, its owner at that time being Mr Paul Deeth of Bosham Hoe, West Sussex. Invoices relating to the restoration are on file together with numerous others for maintenance and servicing for the period 1980 to 2014, during which time the car covered fewer than 20,000 miles. In addition, the history file also contains a copy of the Bentley S3 handbook; James Young's maintenance instructions; photographs of the restoration work; and copies of the original order paperwork and factory build sheets. Finished in blue with matching original leather interior, this rare four-door Continental is described as in generally good condition and offered with current MoT/tax and V5C registration document.

£120,000 - 150,000

€150,000 - 190,000



1912 ROLLS-ROYCE 40/50HP SILVER GHOST TOURER

Registration no. KT 2059

Chassis no. 1905E

Engine no. Y48E

Although the 40/50hp model would have earned its 'The Best Car in the World' sobriquet in any event, Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Henry Royce and entrepreneur the Honourable Charles Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf-spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.



After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort.

Chassis number '1905E' is listed in *The Edwardian Rolls-Royce* by John Fasal and Bryan Goodman. Originally bodied by Salmons & Sons and then re-bodied by Barker & Co, on both occasions as a landaulette, the car later carried a tourer body of unknown make before being re-clothed with the current coachwork, which was fitted in 1980.

Accompanying copy chassis cards record the first owner as Colonel J B Winch of Boughton Place near Maidstone, Kent. A note concerning the re-bodying by Barker is dated 20.2.19. Messrs Fasal and Goodman list a Mrs Ernest Hills and a Major W T Pitt, both in Kent, as owners, the latter acquiring the car in 1959. The Rolls-Royce is also recorded as having spent some time in Australia.

'1905E' was pictured in Holland in 1968 during a PAC (Pioneer Automobile Club) tour and again in 1980 on the VCC Rally at Micklefield, High Wycombe. At some time in the 1990s the car was sold to one N W Newman, who sold it on to Marco Stoffel in the early 2000s.

In the summer of 2004 the car was driven by Marco and Sue Stoffel on the 'Ghosts to Coasts Rally', a 4,000-mile tour that crossed the USA from Annapolis to Monterey. Around 35 Rolls-Royce Silver Ghosts participated in event, which celebrated the company's 100th anniversary. The current vendor purchased the car in 2012.

'1905E' is finished in green with bare aluminium bonnet and black wings. The interior is upholstered in green leather, well worn and deep buttoned, while there are seat covers for use in inclement weather. Other noteworthy features include a clock; Lucas twin-gauge switch box; running board-mounted spare wheel; CAV headlights; and nickel-plated radiator and windscreen pillars. The car benefits from a recent engine rebuild, incorporating new cylinder blocks, carried out by Classic Restorations of Alyth, Perthshire.

£200,000 - 300,000

€250,000 - 380,000



329

Featured in 'The Great Gatsby' (1974)

1922 ROLLS-ROYCE 40/50HP

SILVER GHOST SALAMANCA TOWN CAR

COACHWORK BY WILLOUGHBY

Registration no. SV 9385

Chassis no. 111BG

Engine no. 20H252

1

'111BG' on the set at Pinewood Studios

2

'111BG' on the set at Hearthsides House, 1973

3

Tom Buchanan hands his polo steed over to his chauffeur during the filming of *The Great Gatsby*

(Images part of lot)



The Great Gatsby, F Scott Fitzgerald's best-known novel, concerns the lives, loves and doomed ambitions of a cast of characters drawn from the upper echelons of American society. Set on prosperous Long Island in the 1920s 'Jazz Age', it also features some of that era's most exclusive and exotic motor cars. There have been numerous cinematic interpretations since the novel's publication in 1925, the most recent version, released in 2013, starring Leonardo DiCaprio. The car offered here though, featured prominently in the 1974 movie adaptation, which starred Robert Redford as the mysterious millionaire, Jay Gatsby. Although the story is set in Long Island, the movie was principally shot in and around Newport, Rhode Island.

Springfield-built Silver Ghost chassis number '111BG' was one of around 30-or-so cars invited to audition for parts in the movie. Reputedly delivered new to beer tycoon August Busch, its owner was Rhode Island publisher E Andrew Mowbray, an avid collector of antiques and antique automobiles, including several Rolls-Royces and Bentleys. In collaboration with Arthur Souter, Mowbray published *'The American Rolls-Royce: A Comprehensive History of Rolls-Royce in America'* in 1976. He was a long-time member of the USA's Rolls-Royce Owners Club.

Mr Mowbray's Rolls-Royce was selected to be the car belonging to young socialite Daisy Buchanan (Mia Farrow), an 'old flame' of Gatsby's who is married to Tom Buchanan (Bruce Dern).

Most of the cars chosen to participate in the movie were driven by their owners, and Mr Mowbray featured as Daisy's chauffeur, even travelling with the Rolls-Royce to the UK to appear in scenes filmed at Pinewood Studios. His wife Penelope also appeared as an 'extra' in the famous party scene.

The Mowbrays lived at Hearthside House, Lincoln, Rhode Island. A museum since E Andrew Mowbray's death in 1996, Hearthside House hosted the 'Gatsby Revisited' event in 2013 celebrating the 40th anniversary of the commencement of filming. At time of cataloguing no further information was to hand concerning the Ghost's history, other than the fact that the current vendor purchased the car in 2012.

The Ghost's Salamanca body is by Willoughby & Co of Utica, New York State, a firm that always enjoyed the highest reputation among American coachbuilders. Willoughby's client list was impressive, including Presidents Coolidge and Hoover, the Rockefeller family, boxer Joe Louis, Mayor of New York James J Walker, and motor manufacturer Horace Dodge. The body is finished in green with black wings and a vinyl roof to open drive. Upholstery is in black leather to front and fawn cloth to rear, the latter featuring occasional seats. The car is offered with a press cutting and copy literature relating to its appearance in *The Great Gatsby*.

£70,000 - 90,000

€89,000 - 110,000





330
1959 ASTON MARTIN DB MKIII SPORTS SALOON PROJECT
COACHWORK BY TICKFORD
 Registration no. 200HPH
 Chassis no. AM300/3/1766
 Engine no. DBA1146

Two years after the introduction of the DB2/4 MkII came the DB MkIII - the '2/4' suffix being dropped - 551 of which, mainly saloons, were made between March 1957 and July 1959, 55% of which were exported. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenry. This restyled nose gave the car a more imposing look while the interior boasted a redesigned dashboard with instruments grouped in a cowl panel ahead of the driver.

The engine benefited from an extensive redesign by Tadek Marek (newly arrived from Austin). 162bhp was available with the single-pipe exhaust system, 178bhp with the optional twin-pipe version. Elsewhere there were improvements to both clutch and gearbox; Laycock overdrive became available and front disc brakes were standard rather than optional after the first 100 cars had been built, commencing at chassis '1401'. Despite the inevitable weight increase, the MkIII was faster than any of its predecessors with a top speed of 120mph.

Unbeknown to many, the DB MkIII is another 'James Bond' Aston Martin, appearing in Ian Fleming's novel 'Goldfinger', though by the time the book made it to the screen the DB5 was the current model, so that was used instead. Its accompanying copy order form reveals that chassis number '1766' was delivered new via Aston Martin agents HW Motors and first owned by the Aston Chain & Hook Co Ltd of Birmingham.



The colour scheme is recorded as Shadow Grey with red Connolly leather interior, and the car came equipped with disc front brakes, Alfin rear drums, Hydro Booster and an overdrive unit. A change of engine is noted, a reconditioned unit, 'DBA/1146', being fitted in December 1961. The vendor acquired the Aston in August 1983 and used it sparingly until the end of the 1980s, the last of the seven expired MoTs on file being issued in February 1988. Restoration works commenced shortly after.

Works already completed include restoration of the body and chassis (carried out by Plough Lane Coachworks of Sutton and Phoenix Car Restorations of Carshalton in 2009/2010, bill on file), the former being partially primed and almost ready for repainting. The seats and door cards have been re-trimmed by an ex-Aston Martin trimmer, and are ready to be refitted together with a new headlining. We are advised that the engine was in running order and registering good oil pressure when removed, though it should be noted that there is an oil leak from the cylinder head gasket, while the gearbox, overdrive and rear axle are described as 'all good'. The wiring loom has been checked and no defects found.

Apparently substantially complete, and offered for sale together with a large quantity of labelled boxes containing parts and sundry items, this exciting project is offered with the aforementioned copy order form and expired MoTs; an old-style continuation logbook (issued 1972); sundry service and restoration invoices; various Aston Martin manuals and parts lists and a V5C registration document. Sold strictly as viewed, and representing a rare opportunity for the dedicated Aston Martin enthusiast to return this DB MkIII to the road.

£65,000 - 75,000
€83,000 - 96,000



331

1963 FORD LOTUS CORTINA MKI COMPETITION SALOON

Registration no. 359 GGH

Chassis no. Z74C065917

Engine no. LF9454LBA



Ford's 1960's profile-raising competition programme included recruiting Lotus boss Colin Chapman to give the new Cortina a sporting makeover. Chapman's brief was to develop a Group 2 competition version; Lotus would then build the 1,000 cars required for homologation. Launched in 1963, the Lotus Cortina - Cortina Lotus in Ford parlance - featured the Elan's Ford-based, twin-overhead-camshaft, 1.6-litre engine in the two-door bodyshell. McPherson strut independent front suspension was retained, with revised spring and damper rates, while the rear leaf springs were replaced by coil-spring/damper units, axle location being achieved by trailing arms and an 'A' bracket.

Currently in the hands of only its fifth owner, who acquired the car at Bonhams & Brooks' Silverstone auction in August 2001 (Lot 511), this original Lotus factory-built example benefits from a comprehensive restoration completed in 1999. Re-sprayed in 1998, the seam-welded bodyshell incorporates a full roll cage and door bars, foam-filled aluminium-alloy fuel tank and alloy bonnet, doors and boot lid. The suspension features heavy-duty bushes, modified cross-member, competition springs and Bilstein shock absorbers all round, while the braking system uses Aeroquip braided hoses throughout.

Engine specification includes Allan forged pistons, steel crankshaft, lightened and balanced rods and flywheel, baffled high-capacity sump, competition breather system, Lumenition electronic ignition and twin 45DCOE Weber carburettors. Just 100 miles have been covered since the unit underwent a full professional rebuild in January 1999. The competition transmission incorporates an alloy bell housing, Lotus 'bullet' gearbox fitted with Quaife SCCR gear kit and a strengthened rear axle fitted with a Salisbury limited-slip differential.

Since acquisition its by the current vendor the Cortina has been used sparingly, competing in a handful of AMOC Championship 2-Lite Class races, one endurance race at the Nürburgring Nordschleife, and one race at Spa-Francorchamps. The engine and gearbox, both of which are in running order, have not been updated or overhauled while in the current ownership. Ideally suited to many types of historic motor sport event, this highly desirable Mk1 Lotus Cortina comes with FIA papers and an old-style V5 registration document.

£30,000 - 40,000

€38,000 - 51,000

One of only 68, 50,500 miles from new
1963 BENTLEY S3 CONTINENTAL 'FLYING SPUR' SPORTS SALOON
COACHWORK BY H J MULLINER

Registration no. KGJ 652A

Chassis no. BC150XA

Engine no. 75ABC

In the 1950s and 1960s the Bentley Continental was the world's ultimate Grand Tourer, a car in which you could set off from any European capital in the morning and arrive at Monte Carlo fresh enough to play the tables that same evening. With the arrival of the V8-engined version in 1959, this consummate ability was further enhanced. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration.

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



Rolls-Royce had envisaged the Bentley Continental as exclusively a two-door car but late in 1957 the decision was taken to sanction the production of a four-door variation by H J Mulliner. Introduced on the S1 Continental and known as the 'Flying Spur', this design was a collaborative effort by Rolls-Royce's in-house styling department and H J Mulliner, and bore a strong resemblance both to the two-door Continental and to existing coachbuilt four-door styles on Rolls-Royce and (non-Continental) Bentley chassis. To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and generously proportioned boot. Combining boulevard elegance with Bentley's sporting tradition, the Flying Spur body style continued on the V8-engined S2 Continental and was revised to incorporate the S3's four-headlamp front end following the latter's introduction in 1962.

One of only 68 right-hand drive Flying Spurs built on the S3 Continental chassis, this example was first owned by one J Hood and originally carried the Jersey registration 'J 143'. Accompanying build sheets list options including a split bench front seat with Reutter fittings, safety belts to the front seats, Hirschmann electric aerial, parking and blinking lamps, driver's side external mirror, rubber mats to the front compartment, fuel pump test switch, and electric windows to front doors. The customer's own thermometer and altimeter were fitted during production. The records show further items such as a badge bar, air horns, front seat headrests, wing mirrors and yellow-beam headlamps.

St Helier Garages, Jersey supplied the Bentley originally and serviced it throughout the 1960s while it was on the island. The car came to the UK mainland in 1971 (at 17,318 miles). Official dealers James Young of Bromley serviced the car from 1971 to 1979 (at 29,202 miles) when official dealers Caffyns and Henleys took over, continuing to maintain it until 1986 (at 35,244 miles). Subsequent owners include Mr Thomas Westley (1987), Mrs Eileen Westley of Kidderminster (1989), Fred Rees Garages of Haverfordwest (1996) and Mr David McBean of Winchester, who acquired the Bentley in 2006 and displayed it at various events. The current owner purchased the Continental in 2010.

Contained within a large green file, the accompanying history includes copy chassis cards; a list of previous owners; documentation confirming the low mileage (circa 50,500); bills for services for the period 1990 to 2007; numerous old MoTs and tax discs; and copy V5C document. Described as in generally very good condition, 'KGJ 652A' represents a wonderful opportunity to acquire a little used and well preserved example of this most stylish and practical of Bentley Continentals.

£120,000 - 140,000

€150,000 - 175,000



333 *

The ex-Steve Millen

1972 CHEVRON-FORD B20 RACING SINGLE-SEATER

Chassis no. B20-72-9

On May 6, 1972, star driver Peter Gethin won the International Pau Formula 2 race in a Chevron B20 similar to the example now offered here. That victory marked the elevation of Derek Bennet's Bolton-based Chevron marque from a popular and tremendously effective sports-racing car manufacturer to an all-round force within the motor racing marketplace.

This particular Chevron B20, which features a fully blue-printed and extremely rare 1790cc Chevron factory Cosworth-Ford FVC 4-cylinder racing engine. As driven by Steve Millen the Chevron established the marque's name and stature in open-wheeler racing in Asia and in the New Zealand Tasman series.

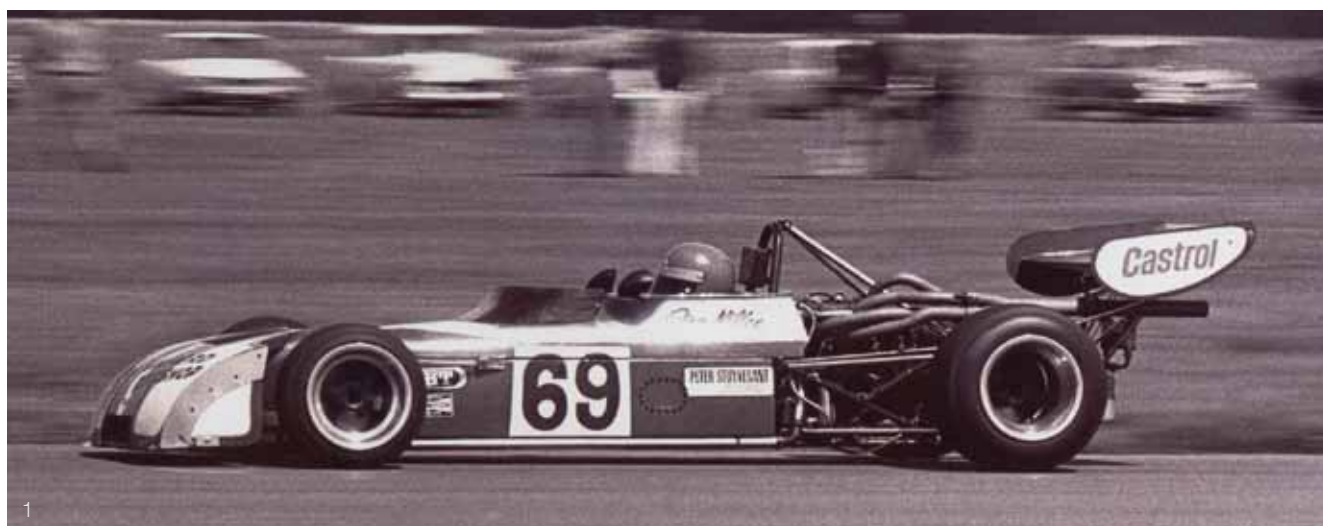
It is the last B20 to have been sold from the Bolton factory, being acquired by John Green early in 1973. It was then sold on to the New Zealand Schollum brothers with Steve Millen driving the car from 1974-75. Ian Grey then acquired it, continuing its racing career through 1976-77. Subsequent owners include Dick Ward in Western Australia in 1979 and the current owner in 1990.

1
Steve Millen screaming along in '72-9'

2
Ian Grey prepares for the start in '72-9'

Steve's success with the car whilst harassing the F5000 cars during the 1975 New Zealand Tasman Series and the New Zealand Grand Prix is well documented in the book titled "Millen" (copy on file). Here, the car punched well above its weight with many strong finishes, including 5th at Bay Park and a F2 Class Record at Teretonga – "Whenever there was a twisty bit, we could out-handle and out-brake the F5000 cars" states Steve Millen.

Perhaps though the three podium finishes in Asia represents his greatest success with the car, including that exciting race documented in the book titled *Colour and Noise, 40 Years of the Macau Grand Prix* where Steve in second place behind John Macdonald suffered a fuel starvation problem on the final lap to finish third behind Kevin Bartlett. This is the car that launched Steve Millen's racing career culminating in his wins at Daytona, Sebring and the class win at Le Mans.



The car has been fully restored by Gary Simkin in Sydney, Australia, while the factory Chevron FVC engine was rebuilt by Rodney Gibbs of Superior Automotive in Sydney with support and advice from one of Australia's most celebrated engine builders – Peter Molloy. Superior Automotive subsequently professionally-maintained the car alongside their other charges, including Formula 1 Ferraris.

Once its complete last nut-and-bolt restoration had been completed, this sparkingly-presented Chevron B20 made its racing return at Sydney's Easter Creek circuit A1 meeting in 2007. The current owner campaigned the car more widely in Australian events and in January 2010 took the car back to New Zealand to compete at Hampton Downs and on the historic NZ GP course at Pukekohe. There the car won outright in a mixed field of 1970-1990 Super Historics cars, lapping in 62.3 seconds.

The FVC engine's rebuild – which entailed the purchase of a new cylinder head – prevented its installation in the car until the start of 2010, since when it has been raced only six times. This is an outstanding and significant example of the Chevron B20 – with the company's renowned contemporary build quality very evident in its fabric. We are advised that it has completed only 11 race meetings since completion of its restoration and it has never been in an accident since then (and to the best of the owner's knowledge nor has it been crashed during its entire career). "This is an extremely quick car that is easy to drive and goes where you point it. The Chevron is ready to race and is the most reliable race car I have ever owned," states the current owner.

Offering a competitive, user friendly entry into the thriving European F2 series and the HSCC Derek Bell Series in the U.K. The car comes with a CAMS logbook and an extensive spares package, including the body moulds and patterns for the wheels, along with many original spares and also components replaced during its extensive and complete restoration.

In addition to this the car is offered with a spare Cosworth 1600cc, fuel Injected BDM engine. Purchased by the current owner in 1998 at a cost of \$20,000(Australian) and rebuilt to fuel injected BDM specification for use in the car. Built around a new unused block, fitted with Lucas fuel injection at a cost \$5,000 (Australian), the build was completed in 2005. Run at five race meetings between 2007 and 2010, being fully maintained during this period. The only reason it was replaced was due to acquisition of the FVC currently fitted to the car. According to the vendor it will require checking and tuning following a period in storage but should be an excellent engine. Offered with a dyno sheet dated 2005 showing a power output of 190bhp. This engine is sold strictly as viewed.

Should the lot remain the EU, local import taxes of 5% will be applied to the hammer price.

£25,000 - 30,000

€31,000 - 38,000



334

One of only 5 and believed the sole remaining example

1960 BENTLEY S2 CONTINENTAL COUPÉ

Chassis no. BC27AR

Engine no. P236



'In the twilight of their coachbuilding years, James Young had with these cars reached the pinnacle of excellence.' - Martin Bennett, *Rolls-Royce and Bentley*.

Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival in 1955 of the final generation of six-cylinder cars, the all-new Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. Dependable though it had proved, Rolls-Royce's six-cylinder engine was nearing the end of its development. At the same time the company was facing increased competition from faster rivals in the vital United States market, and it was, principally, these two factors that prompted the switch to V8 power as the 1960s approached.

Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their Silver Cloud and S-Type predecessors, though their performance was considerably enhanced by the new 6,230cc aluminium-alloy engine. 'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only British craftsmanship can give. The V8 engine, with its flashing acceleration, certainly contributes to the result and is a definite step forward in Rolls-Royce technique,' enthused *Autosport*. There were few significant changes to the running gear, though power-assisted steering was now standard and the manual gearbox had been dropped, Rolls-Royce's own four-speed automatic transmission being the sole offering.

Despite the popularity of the 'standard steel' bodywork, introduced when production of Rolls-Royce and Bentley cars resumed after WW2, a steadily declining number of independent coachbuilders continued to offer alternatives. Arguably the most stylish were those produced to clothe the Bentley Continental which, of course, was only ever available with bespoke coachwork. One of the most prominent of these surviving firms was James Young, a company that had established itself among the foremost coachbuilders for upmarket chassis by the end of the 1930s. The Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s before being acquired by the Jack Barclay Group in 1937. Its factory devastated by wartime bombing, the company did not resume exhibiting at the London Motor Shows until 1948, continuing to offer coachbuilt designs of distinction on (mainly) Rolls-Royce and Bentley chassis until the arrival of the unitary construction Silver Shadow/T-Series range in the 1960s. A lack of suitable chassis would force the firm's closure before the 'Sixties decade ended, but in its declining years James Young produced what are widely recognised as its finest creations, this beautiful two-door Continental among them.

In total, James Young bodied 41 S2 Continental chassis, completing five in this particular style, of which this right-hand drive car is believed to be the sole survivor. The vendor purchased the Bentley at Bonhams Monaco auction in May 2008 (Lot 113) and it remains in essentially the same condition today. We are advised by the vendor that although the car is in generally condition and runs well, it would benefit from a mechanical overhaul and/or full restoration. Offered with French Carte Grise.

£35,000 - 45,000

€44,000 - 57,000



In the present family ownership for circa 75 years

**1934 BENTLEY 3½-LITRE TOURER
COACHWORK BY PARK WARD LTD**

Registration no. AYM 223

Chassis no. B171AE

Engine no. P7BK



Captain Eric Burt piloting the Bentley at Le Mans, 1935

'...the ability to traverse the rapidly crowding roads of Great Britain in less time, and with less, effort were points strong in its favour.' Johnny Green on the 3½-Litre, *Bentley, 50 Years of the Marque*.

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched at Ascot in August 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six.

Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sportscar performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were bodied by Park Ward.



Chassis number 'B171AE' though, was originally bodied with tourer coachwork by Whittingham & Mitchel, being delivered in May 1934 to its first owner, Captain Eric Burt. The Park Ward body has been in place since at least the late 1930s when the Bentley came into the ownership of the vendor's family. Accompanying copy chassis cards show that the Bentley was with Jack Barclay Ltd in March 1935, and there is a hand written note concerning the 'front axle and 2 front springs', so it is possible that it had met with an accident requiring not only the replacement of those components but also the original body. In 1935 the car was pictured at Le Mans fitted with 19" wheels. It features in Johnnie Green's book *'Bentley, 50 Years of the Marque'* (pages 171 and 192).

The next owner listed is one Boughton-Leigh Esq (July 1935) followed by A M Mitchell Esq (September 1935) and then Nigel Fitzroy Esq (November 1936). A letter on file dated January 1998 and written by the late owner, aviation heritage pioneer Sir William 'Willie' Roberts, states that he believed the car was purchased from Mr Fitzroy by his father's cousin, Mr (later Sir) Cecil Ackroyd in the late 1930s.

Sir Willie's father, Sir James D Roberts, purchased 'AYM 223' from Cecil Ackroyd in the mid-1950s. The 'A Roberts Esq' listed on the chassis card as owner from 20th August 1958 is Sir Willie's brother, who died in 1992. Sir Willie states that, at time of writing, the Bentley had been at the family home, Strathallan Castle, for 40-plus years.

In 1997 the car was sent to Classic Restorations of Alyth, Perthshire for extensive mechanical works. Detailed in an email printout on file, these consisted of fitting new kingpins and related bearings and bushes; refurbishing the wire-spoked road wheels; fitting new tyres, tubes and rim bands; fitting new steering ball pins and steering arm cups; replacing engine gaskets, etc; and fitting new wiper blades and arms at a cost of £4,010.85+VAT. The electrics were rewired at the same time. Last run in 2006, 'AYM 223' will require re-commissioning before returning to the road. The car is offered with the aforementioned documentation, additional correspondence, old-style logbook, expired MoT (2005) and V5 registration document.

£30,000 - 40,000

€38,000 - 51,000



336

Single family ownership from new
1937 ROLLS-ROYCE PHANTOM III LIMOUSINE
COACHWORK BY HOOPER & CO

Registration no. GS 7692

Chassis no. 3CM85

Engine no. Y48E



Perhaps the most outstanding luxury car of the 1930s - certainly on this side of the Channel - was the Rolls-Royce Phantom III. Introduced in 1936, the 7,340cc V12-engined Phantom III succeeded the Phantom II, the six-cylinder engine of which was considered to be at the end of its development life. The choice of a V12 configuration was a logical one for Rolls-Royce, the company already having had considerable experience of manufacturing V12 aero engines such as that used in the record-breaking Supermarine S6B seaplane. No doubt another consideration was the need to match the multi-cylinder opposition, notably the V16 Cadillac and V12 Hispano-Suiza.

A state-of-the-art design employing advanced materials and techniques such as 'skeleton' cylinder blocks with wet liners and aluminium alloy cylinder heads, the PIII V12 produced 165bhp in its debut form. The maximum output was subsequently raised to 180 brake horsepower, which was sufficient to propel later examples to 100mph, earlier models being capable of around 90. Its engine configuration aside, the Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total of 710 had been manufactured when WW2 halted production, of which around 300 exist worldwide today.



Chassis number '3CM85' wears standard enclosed limousine coachwork (design '6443') by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders. Bonnet flap shutters sloping at 11 degrees; an off-side spare wheel with metal cover; and Ace discs to all wheels are among the many special features listed on the accompanying copy order form. The car was finished in blue to the sides with black roof, wings, wheels and upper body parts, while the interior was upholstered in blue leather to the front compartment and fawn cloth to the rear. The internal division was set back 2½" further than usual and had sliding windows. A Clayton heater was fitted in the rear and the interior woodwork was bright polished burr walnut, as used in the company's London Trials car.

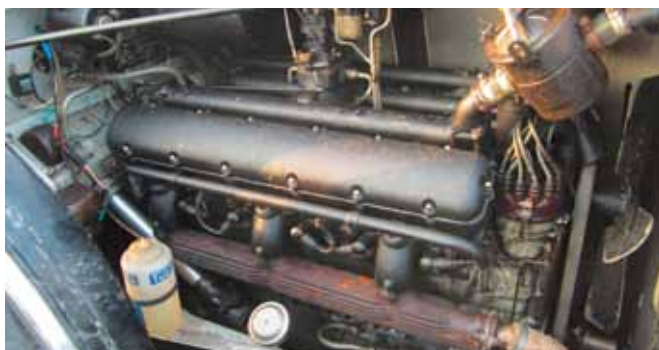
Ordered by the Clyde Automobile Co on behalf of Sir James Denby Roberts, Bt of Strathallan Castle, Perthshire, the Phantom cost £2,719 at a time when the average UK house cost £540. The car was delivered into the care of Sir James's chauffeur, C Scobie, at Rolls-Royce's Lillie Hall depot in London on 15th January 1938, and was registered 'GS 7692'.

In a letter on file the Phantom's late owner, aviation heritage pioneer Sir William 'Willie' Roberts, states that he inherited it from his father (Sir James Denby Roberts) in 1973. At that time the car had covered only 46,000 miles from new and retained its original exterior and interior finishes. Sir Willie recalled that the paintwork had been damaged a couple of years previously when a peacock saw its reflection and opted for a fight! He also states that Rolls-Royce had carried out an engine overhaul (believed in 1963) at which time the hydraulic tappets were removed. The Phantom was on display in the Strathallan Aircraft Collection until its dispersal sale in 1981. (Illustrated above left)

Classic Restorations of Perth serviced the Rolls-Royce, which was used for Continental skiing trips on occasions, being driven from Scotland to the Alps and back. Last used circa 1999, the Phantom has been stored at the family's Strathallan Castle estate ever since. In 2010 an attempt was made to re-commission the car for a family wedding but a lack of time prevented the task's completion. To date, 'GS 7692' has covered only 47,363 miles. Maintained all its life, the car remains in outstandingly original condition, even the tool kit is complete and in place, and must be seen to be fully appreciated. Accompanying documentation consists of the aforementioned copy order form and correspondence, an old-style registration document; additional correspondence; and an old-style V5 registration document. Definitely a car for the connoisseur.

£20,000 - 30,000

€25,000 - 38,000





337

One of only 88

1963 BRISTOL 407 SPORTS SALOON

Registration no. 407 UNK

Chassis no. 407/6064

Engine no. 949-232494

The Bristol Aeroplane Company's career as a motor manufacturer began in the aftermath of WW2 when the firm obtained the rights to BMW's automotive designs as part of Germany's post-WW2 reparations. Thus it came about that the Bristol 400, which commenced production in 1947, was effectively a synthesis of three pre-war BMW designs, with a chassis derived from that of the 326, an engine from the 328 sports car and an aerodynamic bodyshell similar to that of the 327 coupé. But Bristol did more than simply copy the work of its German counterparts; the application of aviation industry standards to its manufacture resulted in a car more refined and considerably better constructed than its Teutonic forbears.

Bristol's line of V8-engined sports saloons began in 1961 with the 407, though in appearance and underlying structure the newcomer closely resembled the preceding six-cylinder 406. The adoption of Chrysler V8 power came not before time, as Bristol's BMW-based engine had been effectively outgrown by the car's increasingly weighty coachwork.



With 250bhp (more than double the 406's output) available from its 5.1-litres and a top speed of 125mph, the 407 re-established the Bristol as a true high-performance car but one that nevertheless retained all the refinement and luxury associated with the marque. The 406's four-wheel disc brakes were, naturally, retained for its successor, which came with Chrysler's Torqueflite automatic transmission as standard equipment and coil-spring front suspension in place of the previous transverse-leaf set-up.

One of 88 407s produced, this example was purchased by the current vendor at Brooks' Olympia auction in December 1997 (Lot 797), since when it has been restored in the Lansberg/Leyba workshop in Hamburg, Germany. Parts renewed include the front axle beam, rubbers and track rod ends; inner and outer rear wheelarch; brakes; front windscreen and rubber seal; upper engine gaskets; carburettor; starter motor; and the engine electric cooling fan. In addition, the car has been repainted, new carpets have been installed and the tyres replaced. Refinished in blue/grey (from maroon) with matching leather upholstery, '407 UNK' is described as in very good condition throughout. The car is offered with an old-style V5 registration document.

£20,000 - 25,000

€25,000 - 32,000



338

Un-restored, 3,303 miles from new
1958 AUSTIN A35 SALOON

Registration no. 860 CUR
 Chassis no. AS5-HCS-8069
 Engine no. 9-U-H-806594

Austin's reply to the Morris Minor - the A30 - was launched at 1951 Motor Show. A more cautious design than the Minor, the A30 was nevertheless Austin's first unitary construction car and the first to be powered by the famous A-Series engine. The A30's selling price undercut the Minor's by £10, thanks in part to such cost-cutting features as external door hinges, a solitary rear light, sliding windows and rear brakes operated by a single hydraulic cylinder via a mechanical linkage. A two-door model joined the four-door original in 1953, with van and estate versions following in '54. The model was updated in 1956 with a wider rear window, remote-control gearshift and the 948cc engine, becoming the A35. Saloon production ceased on the Mini's arrival in August 1959, though the A35 van would live on until 1968.

This A35 was supplied new by R E Saunders of Walsworth Road, Hitchin, Hertfordshire to its first owner, Dr Heuzal Howard Dunmere. The A35 was Dr Dunmere's first car, which he used to take his driving test.



Unfortunately, it would appear that he was not a natural driver, failing the test on numerous occasions. Eventually he gave up trying and in 1964 sold the car to the Sharpe family's museum in Essex, from which it was purchased by the vendor in 2006. The car came with a certified recorded mileage of only 3,278, to which a further 25 have since been added making the current total 3,303. '860 CUR' has just been re-commissioned for the road and comes with the related bill for £491.98.

Presented in generally excellent condition, this un-restored A35 four-door saloon is almost certainly the lowest mileage and most original example surviving; indeed, we are advised that the spare wheel has never been used and that tool bag has never been opened. A wonderful opportunity for the British-car collector, '860 CUR' is offered with current MoT certificate and its original logbook and service books.

£8,000 - 10,000
€10,000 - 13,000



339

1964 JAGUAR MK2 3.8-LITRE SALOON

Registration no. PRX 67B

Chassis no. 232258DN

Engine no. LC8845-8



'One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating.' - *Autocar*.

One of the most readily recognised cars of the 1960s thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. With the advent of the Mk2 in October 1959, the 3.8-litre version of Jaguar's XK twin-cam six became available for the first time in the company's medium-sized saloon, which in 3.8-litre, manual/overdrive configuration was a genuine 125mph car capable of reaching 60mph in 8.5 seconds, outstanding figures for a saloon of its size even by today's standards.

With 220bhp on tap and a whopping 240lb/ft of torque available at a lowly 3,000rpm, the '3.8' was only marginally slower when fitted with the optional Borg-Warner automatic transmission, reaching the 'ton' a mere three seconds adrift of its manual sibling on the way to a top speed of over 120mph.

Representing the Jaguar Mk2 in its ultimate 3.8-litre, manual/overdrive configuration, this example was sold new via Page Motors of Epsom, Surrey to first owner Mr J A Thurston. The accompanying heritage certificate confirms matching numbers. It is believed that the Jaguar was restored prior to being exported in May 1989 to Japan, where it saw little use. There is service history on file for the period June 1993 to March 2013, during which 'PRX 67B' covered only 7,055-or-so miles. The paintwork and interior have recently been refreshed and the car is described as in generally very good condition, the accompanying MoT certificate (expires March 2015) showing no advisories. The car is currently taxed and comes with a V5C registration document. An electric choke, stainless steel exhaust and wire wheels (a factory option) are the only listed deviations from original specification.

£25,000 - 35,000

€31,000 - 44,000



340

1969 JAGUAR E-TYPE SERIES 2 2+2 4.2-LITRE COUPÉ

Registration no. NNB 331G

Chassis no. 1R41073

Engine no. 7R35593-9

Although conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in 3.8-litre Coupé form, causing a sensation with its instantly classic lines and 150mph top speed. Aerodynamically, the Coupé was superior to the Roadster and the more accomplished Grand Routier, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door. In 1965 an improved 4.2-litre version arrived boasting a more user-friendly gearbox with synchromesh on first gear alongside the bigger, torquier engine.

Proposed changes in United States automobile legislation would eventually result in the revised Series 2 announced in October 1968, though modifications began to be phased in during 1967. Externally the Series 2 was readily identifiable by its larger sidelights, raised bumpers, deleted headlight covers, twin reversing lights and square rear number plate, while the interior was revised with rocker-type dashboard switches, new seats and collapsible steering column. Beneath the skin, Ad-West power steering, Girling brake callipers and an up-rated radiator were among the many Series 2 mechanical improvements.



Its accompanying heritage certificate confirms that this left-hand drive Series 2 2+2 Coupé was built for the United States market and delivered via British Leyland, New York. A manual transmission example, the car is equipped with factory-option wire wheels and air conditioning, and retains all matching numbers. We are advised that an extensive and detailed restoration was carried out at some time, possibly before the E-Type was exported to Japan in November 1999. The car was imported into the UK in August 2014.

Finished in Regency Red with Cinnamon leather interior, the E-Type is described as in generally very good condition, with no known mechanical faults, and is currently taxed for the road. Accompanying documentation consists of the aforementioned heritage certificate, V5C registration document and current MoT certificate with no advisories.

£28,000 - 32,000

€35,000 - 40,000



341

Left-hand drive

**1964 MERCEDES-BENZ 230SL
CONVERTIBLE WITH HARDTOP**

Registration no. GVU 362D

Chassis no. W11304210013283

Engine no. 127981-10-010739

Introduced at the Geneva Salon in March 1963, the 230SL founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. a replacement for the ageing 190SL, the 230SL abandoned its predecessor's four-cylinder engine in favour of a 2.3-litre fuel-injected six derived from that of the 220SE and producing 150bhp. An instant classic, the body design was all-new while beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph.

The 230SL even managed a debut competition victory, as *Sporting Motorist* noted: 'Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory.'



Christened 'pagoda top' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

This left-hand drive 230SL convertible is fitted with the single sideways-facing rear seat sometimes seen in this model, making it effectively a '2+1'. An automatic transmission model, the car was built for export to the Mercedes-Benz dealership in Tokyo, as confirmed by a plate attached to the bulkhead.

Restored at date unknown, it is described as in generally very good condition, though we are advised that the engine emits a little smoke on start-up due to worn valve stem seals. Performance is not affected. Finished in white with red leather interior and blue soft-top, the latter in very good condition, this elegant Mercedes-Benz comes complete with hardtop and is offered with current MoT/tax and V5C registration document. A later-type automatic gearbox is the only notified deviation from factory specification.

£30,000 - 35,000

€38,000 - 44,000



342

1965 AUSTIN MINI COMPETITION SALOON TO 'COOPER S' SPECIFICATION

Registration no. COB 893C

Chassis no. AA2S7S695531

To many - its designer Alec Issigonis included - the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. One man though, saw it quite differently. Racing car manufacturer John Cooper already knew quite a bit about tuning BMC's A-Series engine - he was running the company's Formula Junior effort at the time - and a test drive in a prototype Mini convinced him of the car's competition potential.

The result, launched in September 1961, was the Mini Cooper. Its prodigious roadholding and excellent power-to-weight ratio enabled the Mini Cooper to compete successfully with larger-capacity rivals, and on tight twisting circuits the car was often a candidate for outright victory. Indeed, Warwick Banks won the European Saloon Car Championship outright in 1964 driving Ken Tyrell's Mini Cooper. Spectators everywhere delighted in the spectacular, sideways cornering style adopted by the car's main protagonists, and the Mini's supreme driveability and user-friendliness have kept it in the forefront of historic saloon car racing ever since.



Badged as a Morris, this well-known Austin Mini competition saloon has been raced very successfully in various historic series, achieving many class wins and several overall victories. The related cups and trophies come with the car. Raced by the vendor at Brands Hatch on 7th September this year, 'COB 893C' won its class, came 2nd overall and set the fastest lap of the race with a time of 58.7s (anything under 1 minute in a FIA-specification Mini is pretty good). This time would have put the car on the front row of the grid for the all-Mini race at the Mini Festival in May.

The car has recently been refurbished and upgraded by Gerald Dale Motorsport, while the seat, seatbelts and fire extinguisher are all in date code. It is fitted with a welded-in Custom Cage costing over £2,000, a device far superior to the £500 bolt-in cages. A desirable Swiftune 1,293cc engine is fitted (they now cost £21,000+VAT) which has done only the Brands Hatch race since being rebuilt. The exhaust system is a Manifold and the shocks are Koni.

The car has a V5 registration document and FIA papers, which in common with all papers issued before 2009 need the formality of renewing, though we are advised that few series actually require them.
£30,000 - 40,000
€38,000 - 51,000

343

Left-hand drive

**1970 DE TOMASO MANGUSTA COUPÉ
COACHWORK BY CARROZZERIA GHIA**

Registration no. 888 SXR

Chassis no. 8MA-1098

Engine no. 302/232

One of the very first supercars, the Mangusta effectively established De Tomaso as a serious automobile manufacturer on its arrival in 1967. Alejandro De Tomaso had begun racing in his native Argentina in 1951 before moving to Italy to drive for Maserati and OSCA, the latter firm having been founded by the Maserati brothers after they sold up. This experience inspired him to form his own company - De Tomaso Automobili - in Modena, Italy in 1959.

Racing was the order of the day to begin with, the fledgling firm building cars for Formula Junior, Formula 3, Formula 2 and Formula 1. De Tomaso's first road car - the Vallelunga - did not appear until 1965.

A pretty, mid-engined coupé powered by a 1.5-litre Ford four-cylinder engine, the Vallelunga was built in small numbers and was not a success, but did contribute its short-wheelbase, backbone chassis, albeit extensively re-engineered, to the Mangusta.

Introduced in 1967, the Mangusta (mongoose) was powered by a mid-mounted 289ci (4.7-litre) Ford V8 engine. Also used to power Ford's GT40 Le Mans challenger, the iconic '289' produced 306bhp as installed in the Mangusta, which also used the GT40's early-type ZF transaxle.



Later Mangusta production used the Ford '302' (5.0-litre) engine together with a later-type ZF transmission. Carrozzeria Ghia's Giorgetto Giugiaro contributed the striking coachwork featuring 'gull wing' engine covers, which had been intended for Giotto Bizzarrini. There is much in Giugiaro's design that echoes his work when designing the Maserati Ghibli, Iso Grifo, Ferrari 250 Berlinetta Bertone and, of course, the timeless Alfa Romeo Giulia Sprint GT. With 300-or-so horsepower on tap in its original form, the aerodynamic Mangusta was good for a top speed in the region of 155mph. All-round disc brakes helped restrain this outstanding performance.

De Tomaso enjoyed close links with the Ford Motor Company at this time and the American firm helped put the Mangusta into larger scale production than would otherwise have been possible. Nevertheless, only 401 examples were made between 1967 and 1972 compared with 765 examples of the contemporary Lamborghini Miura, and any Mangusta is extremely rare. The three marque registries estimate that there are some 250 Mangustas remaining worldwide, with a total of approximately eight in the UK comprising both the early 'four headlight' and the later 'pop up' versions.

A two-headlight 'pop up' model equipped with the '302' engine, chassis number '1098' is an ex-California car imported into the UK in 2007 by Roger Brotton of Three Point Four, this country's De Tomaso marque specialists. The car had been restored in 1992 and returned to excellent condition for road use. It was next purchased by a Mr James and mostly kept in storage in California.

The vendor purchased the car from Roger Brotton and used it regularly until an oil leak from the gearbox input shaft was discovered. The Mangusta was then sent (circa 2011) to the highly esteemed Jim Stokes Workshop in Waterloooville for removal and overhaul of the ZF gearbox. '1098' has also been fitted with brakes from the later Pantera model (believed during the US restoration) while the headlight lift mechanism has been converted from cable to vacuum operation.

'888 SXR' has been taken to Le Mans on a couple of occasions and been driven to Modena in 2009 for the 50th anniversary De Tomaso meeting where it won a concours award, which goes with the car. The return trip saw the Mangusta travel over the roof of Europe via the Grand Pass St Bernard. During these trips there was no mechanical – or electrical – failure.

Finished in red with black interior, and lacking the ugly external mirrors of some examples, '1098' is described as in generally good condition and will have been back to Three Point Four for servicing and preparation prior to sale. Stunning to look at and exciting to drive, the car is offered with sundry bills, current MoT certificate and V5C registration document. Being left-hand drive, this beautiful Mangusta would be the perfect companion on a fast run to the South of France.

£150,000 - 180,000

€190,000 - 230,000



344

1924 ALBION TYPE 24 30CWT. DELIVERY VAN

Registration no. SR 4310

Chassis no. 4032J



The Albion Motor Car Company, founded in 1899, was one of the famous Scottish three 'A's in motor vehicle manufacture – the other two being Argyll and Arrol-Johnston. With the motto 'As sure as the sunrise' Albion produced no frills vehicles, both private cars and commercials, capable of providing guaranteed reliability in the most difficult terrain. Although the post Great War years witnessed a slump in demand, Albion's chief, T. Blackwood Murray, forged ahead with new models including the Type 24 which in its various guises proved the mainstay of production, finding much favour in the export market and remaining in production until 1931.

Albion products were the preferred choice of many grocery suppliers including Nestles, Huntley & Palmer and Lyons Teas amongst others, and a particularly valued customer was Edinburgh based McVitie & Price, manufacturers of digestive biscuits and Royal Warrant holders, in whose livery this vehicle is finished.. The Type 24 Albion was powered by a sturdy, four-cylinder, side-valve, petrol engine of 98.5 x 127mm bore and stroke, displacing 3.9-litres. With an unladen weight slightly more than two tons this sufficed to propel the Albion van comfortably at the then legal limit for Heavy Motor Cars of just 20mph. A notice in the cab reminds the driver of that limit and advises him to raise the rear step when travelling. A further notice painted in front of the driver warns 'Do not slip the clutch.'

The correctly spartan driver's cab, which accommodates three people, has pleated brown upholstery and the driver has the luxury of an opening windscreen to allow enhanced visibility in inclement conditions. The distinctive cast aluminium Albion radiator is flanked by electric headlamps while the Lucas oil side and rear lamps have practical electric conversions. A bulb horn gives audible warning of approach and a roof rack provides for additional load capacity.

This extremely rare Type 24 was first registered with Angus County Council licencing authority in 1924 and was restored in the early 1990s by a highly respected historic commercial vehicle and Albion enthusiast. It is well known in commercial vehicle circles and has participated in the HCVS London to Brighton Run and the Trans Pennine Run to Harrogate, as well as many other events, winning many premier awards along the way. As recently as this summer SR 4310 achieved best overall in show and best in class at a major Scottish Rally. It is now very smartly presented and has clearly been the subject of the most careful use and maintenance since restoration. The vendor reports that it starts very easily on the handle and drives well.

This charming, comparatively light and manageable, Scottish-built, vintage delivery van is offered with a Swansea V5C document and is currently licenced. Please note due to the vehicles size, transport services (if required) will be charged at commercial rates.

£23,000 - 28,000

€29,000 - 35,000



345

The ex-Nubar Gulbenkian and Paul Mellon, Left-hand drive

**1960 AUSTIN FX4 SEDANCA BROUGHAM
COACHWORK BY FLM PANELCRAFT LTD**

Registration no. 778 XUC

Chassis no. FX4AT033U010

Engine no. 9413C

Turkish-born Armenian Nubar Gulbenkian was born into wealth and spent the major part of his life enjoying that privilege, with a passion for ladies, race horses and the 'bon viveur' lifestyle. The son of Calouste Gulbenkian, a rich oil baron, he became a true Anglophile, having been educated at Harrow School and Cambridge University. Described, probably fairly, as eccentric he was rarely out of the social columns of the popular press and he cultivated this air of eccentricity, so ably playing the part of the model English gentleman and invariably appearing with his trademark monocle and a fresh orchid in his lapel.

He had a passion for fast and expensive cars and Jack Barclay's London Rolls-Royce showrooms in Berkeley Square were just a stone's throw from his London home – The Ritz Hotel of course. In post war years he ordered several Rolls-Royce motor cars, notably upsetting Rolls-Royce with the avant garde coachwork he commissioned from Hoopers on a Silver Wraith chassis – The Pantechnicon. But who was to argue with such an influential customer with very deep pockets.



Following a succession of Rolls-Royce motor cars Gulbenkian was to choose as his London transport an Austin FX4 Taxi – as he was later famously quoted – “because it turns on a sixpence – whatever that is”. As one would expect it was no ordinary black cab London taxi as, through Jack Barclays, he commissioned Battersea bespoke coachbuilders FML Panelcraft to construct coachwork to his own individual design. Cost was not an issue and even if this special FX4 was the price of two Jaguars it hardly dented Gulbenkian’s bulging wallet. Gulbenkian is said to have had three of these bespoke taxis built and this is believed to be No.2.

Legend has it that Gulbenkian’s friend Paul Mellon (from the substantially wealthy American banking family and like Gulbenkian a Cambridge graduate with a passion for race horses), was staying at The Ritz Hotel and saw Gulbenkian’s taxi and wanted to buy it. Gulbenkian refused to sell it but told him he would commission another and sell him that one. Car no.2 was built to left hand drive specification and equipped with a Ford six-cylinder engine and gearbox. It had all the extravagant style and flamboyancy of Gulbenkian’s own car with only minor differences in detail, including the stacked front lighting cluster. Presumably when Gulbenkian handed this car over to Mellon it was subsequently taken to the USA.

Although the history cannot be confirmed the vendor believes the indicated mileage of c.15,000 miles may well be correct. The vehicle is exceptionally smartly presented and is a recent concours d’elegance winner. It is presented in black livery with ‘wickerwork’ panelling to the rear Brougham section which is upholstered in grey cloth with grey carpets. Courtesy steps either side allow easy access and silk door pulls, courtesy lights and vanity units complete the opulent brougham interior. The sedanca top above the chauffeur may be presented in open or closed positions. The brass studded, rear mounted cabin trunk enhances the visual extravaganza as do the side mounted opera lamps, while the razor edge rear styling of the Brougham coachwork affords a deal of privacy to the rear occupants. The whitewall tyres reflect Paul Mellon’s American influence.

With interest in taxis currently at exceptional levels here surely is one of the most distinctive and eccentric examples one can imagine, with that famous Gulbenkian styling and provenance.

This bespoke Sedanca Brougham is UK registered and MoT tested to June 2015.

£25,000 - 30,000

€31,000 - 38,000



346

**1936 Limerick Grand Prix-winning
1935 MG MIDGET PB
SUPERCHARGED SPORTS**

Registration no. 6 KPK

Chassis no. PB0648

Engine no. 875APB

'This latest model is a marked improvement in all respects over its forbears,' reported *The Autocar* magazine after road-testing the new P-Type Midget in November 1934. A replacement for the successful J2 Midget, the PA followed the general lines of its predecessor but was equipped with a more robust version of MG's 847cc, four-cylinder, overhead-camshaft engine benefiting from a cross-flow cylinder head, stronger, three-bearing crankshaft and better lubrication. Chassis alterations, many resulting from competition experience, included a longer wheelbase, strengthened transmission and 12"-diameter (up from 8") brakes.



Top speed was in the region of 75mph. Built in two and four-seater variants, the PA in the latter form was the last Midget to offer sports car motoring for the family. Some 2,000 PAs were produced between 1934 and 1935 when the model was superseded by the relatively short-lived PB, of which only 526 were made. The classical lines of the traditional MG sports car continued on the successor 'T' series and today these wonderful little cars, whose appearance and driving characteristics are so redolent of pre-war days, remain highly sought after by enthusiasts.

Chassis number 'PB0648' was ordered in 1935 by Andrew Hutchinson of Castledawson, County Londonderry and registered on 16th December 1935 with the number 'EZ 2444'. Hutchinson requested that it be fitted by the works with a Marshall 75 supercharger, aero screen, bonnet strap and a 5.125:1 axle ratio specifically for racing. He campaigned the car in several events but most famously won the Limerick Grand Prix in 1936. This event was a milestone for the Irish motor racing scene, not least because it was an international meeting with the likes of Alfa Romeo, Bugatti and Maserati being represented. Hutchinson's victory in the PB in 1936 was over a 1,498cc Supercharged ERA!

Hutchinson continued to race the car in events at Phoenix Park (Dublin), The Ulster Automobile Club's County Down Trophy (Bangor) and the Keelen Trophy at Tallaght, which resulted in another 1st place (in class).

It is understood that the MG was disassembled for storage and safe keeping during WW2 but remarkably the original engine, number '875APB', remained with it. Having changed hands a couple of times after the war, the car was more or less complete but still in boxes when its restoration began in 2009. This extensive work included a complete engine rebuild by MG specialist Andy King. The MG appeared in various guises over the next few years, taking part at the Irish Festival of Speed and being displayed at Goodwood.

Now registered as '6 KPK', the car is presented today in the same specification it had at the time of its Limerick GP victory, fitted with a correct Marshall supercharger on the original engine and with the original rear axle. The car has current FIA papers (Period D, Class OS5). To comply with current road regulations the body is fitted with wings and a full screen, and comes with full weather equipment consisting of a hood and side screens. The car is supplied with copies of the substantial factory records; details of the restoration work; copious correspondence and documents concerning its history; the aforementioned FIA papers; and a FIVA passport. A superb little car with an excellent history, '6 KPK' is 'on the button' and ready to be enjoyed or driven in a wide variety of the important historic motor sports events for which it is eligible.

£65,000 - 70,000

€82,000 - 88,000





347

C.1990 GRAVETTI COBRA 427 REPLICA ROADSTER

Registration no. DRB 100B

Chassis no. 1B52622DN

Engine no. E90722ARBG



'Don't buy a GE 427 to impress your mother-in-law. Don't buy one as a family runabout. Don't buy one to take your bank manager to lunch. Buy one for the sheer enjoyment.' – *Gravetti Engineering*.

Rightly regarded as one of the all-time great classic sports cars, the muscular, fire-breathing Cobra succeeded in capturing the hearts of enthusiasts like few of its contemporaries. Only 1,000-or-so Cobras of all types were built between 1962 and 1967, but such was the model's enduring popularity that production was resumed in 1982 under the auspices of Brooklands-based Autokraft.

In parallel with Autokraft's 'official' MkIV version, a worldwide cottage industry of replica-builders emerged to satisfy the continuing demand for the legendary Cobra, making it arguably the most popular 'kit car' of all time.

The car offered here is in the popular Cobra 427 style and was professionally built circa 1990/1991 by Gravetti Engineering, a company that operated out of various premises in Southern England during the 1980s and 1990s. It incorporates a ladder-type chassis and the independent rear suspension from a 1964 Jaguar S-Type saloon. The Cobra takes its identity and nominal year of manufacture from this car, and thus is exempt from road tax, and is registered as a Jaguar. The engine is a Ford small-block V8 of 289ci displacement (4.7-litres), which is equipped with a Holley carburettor and Edelbrock inlet manifold, while the gearbox is a four-speed manual Hurst 'Super Shifter'. The alloy wheels are Halibrand replicas.

'DRB 100B' is finished in dark blue with contrasting bronze bonnet stripes and dark blue leather interior, and comes complete with full weather equipment and a tonneau cover. Recently serviced, this affordable Cobra replica is offered with sundry invoices, technical information, MoT to July 2015 and V5C registration document.

£20,000 - 25,000

€25,000 - 31,000



348

**1946 ARMSTRONG SIDDELEY 16HP
HURRICANE DROPHEAD COUPÉ**

Registration no. FRK 592

Chassis no. C162349

Engine no. E162389



While most motor manufacturers entered the post-war era with cars little changed from those on offer in 1939, Armstrong Siddeley was able to launch a new model immediately, announcing the Hurricane in May 1945. A stylish, 4/5-seater, three-position drophead coupé, the Hurricane was soon joined by the mechanically similar Lancaster saloon, both cars using a developed version of the advanced, 1,991cc, 16hp, overhead-valve six introduced in 1938. The newcomers' independent front suspension was a first for Armstrong Siddeley, and both used Girling hydro-mechanical brakes. There was a choice of traditional pre-selector or four-speed synchromesh transmissions.

While Lancaster body construction was contracted out to Mulliners Ltd, that of the Hurricane was undertaken in-house, as was that of the Typhoon fixed-head coupé and Whitley 'razor-edge' saloon. The latter was new for 1949, its introduction, together with Station Coupé and Utility Coupé light commercial vehicles, coinciding with enlargement of the engine to 2.3-litres (nominally 18hp). Production of the 16/18hp range ceased in 1953 after a little over 12,000 of these charismatic cars had been made, 2,606 of them Hurricanes.

This car was acquired by the immediately preceding owner some 30-plus years ago, later dismantled and sent to noted restorers A B Price Ltd. for a 'ground upwards' restoration embracing chassis, engine, body, hood, coachwork, wiring, instrumentation, upholstery and carpets. The work commenced in 1990 and was finally completed by Will Sparrow in 2003, total bills, most of which are available for inspection, amounting to approximately £60,000. Following completion of the restoration the car took part in the Rolls-Royce Enthusiasts' Club tour of Jordan, and at an Armstrong-Siddeley Owners' Club event was judged best Hurricane and second overall.

This most elegant motor car is strikingly presented in cream livery with red leather upholstery and comes with hood cover, jacks, a comprehensive tool kit and a photographic record of the rebuild. 'FRK 592' was purchased by the vendor at Bonhams' sale at the RAF Museum, Hendon in April 2007 (Lot 780) and taken to the Republic of Ireland where it has been used sparingly for weddings over the last few years. MoT'd and licensed when purchased, the car is offered with V5 and V5C registration documents.

£16,000 - 22,000

€20,000 - 28,000

349

1985 LISTER-JAGUAR XJ-S HE 7.0-LITRE MKIII CABRIOLET

Registration no. C186 XHP

Chassis no. SAJJNACW3CC123391



One of the most illustrious names in sports car racing history, the Lister-Jaguar, designed by Brian Lister, swept almost all before it during its first full racing season in 1957, and in recent years cars bearing the Lister name have been a major force in GT racing worldwide. From the early 1980s the name has also graced some of the world's fastest road cars, following agreements first with BLE Automotive and then Laurence Pearce's WP Automotive. Pearce's new company, Lister Cars Ltd, offered converted XJ-S models that were marketed as Lister-Jaguars.

In creating what would be known as the 'MkIII', Lister Cars increased the engine size, installed a five-speed Getrag manual gearbox, up-rated the suspension with Koni dampers, and fitted a muscular looking body kit featuring widened wheelarches, front air dam and a rear spoiler.



Lister badges replaced those of Jaguar on this extensively re-engineered car, which at around £55,000 in 1988 (including the donor XJ-S) was as expensive as a Ferrari Mondial or Porsche 928. In performance terms the MkIII was in equally exalted company, its claimed 0-60mph time of 4.5 seconds bettering that of the contemporary Ferrari Testarossa, as did the estimated top speed of circa 200mph. Originally converted in 1987, the car offered here is believed to be the only MkIII cabriolet made.

Previously forming part of the Royal fleet, this Lister MkIII Cabriolet was acquired in 1996 from a Mr Meakins of Coventry and then refurbished from top to bottom and sympathetically modified by a previous owner. Mechanical work was carried by Lister Cars and included the latter's 7.0-litre conversion, Getrag five-speed manual gearbox, sports suspension and a new sports exhaust system. Cosmetically the car benefits from US-specification twin headlamps, three-piece alloy wheels and traditionally styled dashboard instruments with capillary-type water and oil temperature gauges. Previously forming part of a small but specialist collection of Jaguars in Scotland, the XJ-S was purchased by the immediately preceding owner at Bonhams 'XK60' sale of Jaguar Motor Cars at Goodwood in August 2008 (Lot 219) joining his private collection. (*Octane* magazine voted this car the sale's 'best buy' in its November 2008 edition).

The current owner purchased the MkIII at Bonhams Oxford sale in March 2012 (Lot 346), since when it has benefited from extensive refurbishment undertaken by XJ-S specialists KWE in Berkshire. Works carried out included removing the body kit; repairing the sills, front and rear inner wheelarches, front chassis members and boot floor; and applying 3M anti-corrosion protection, after which the body kit was reattached. A new ECU and KWE's own engine management system were installed, unleashing a further 60 horsepower, while the gearbox was rebuilt by an independent specialist. (It is believed that the 7.0-litre engine produces around 500bhp). Originally cream, the interior was re-trimmed in two-tone grey leather with matching carpets. At the owner's request, 'Lister' logos were incorporated into the headrests and door cards, while the hood and the cabriolet roof's steel panels were re-trimmed also. On completion, the Lister MkIII was featured in *Jaguar World* magazine (December 2014 edition, copy article available). The car also comes with current MoT certificate, V5C registration document and restoration records showing in excess of £103,000 spent.

Fresh from restoration and beautifully presented, 'C186 XHP' represents an exciting opportunity to acquire a unique car possessing an exceptional specification and some very special features, as well as a direct link with one of the greatest of Jaguar exponents.

£40,000 - 50,000

€51,000 - 64,000



350

Left-hand drive, 19,000 kms from new
1986 LAMBORGHINI LM 002 '4X4'

Registration no. German registered

Chassis no. ZA9L00000KLA12062



One of the most exciting and exclusive off-road vehicles ever conceived, the Lamborghini LM 002 resulted from the marriage of the Countach QV supercar's 5.2-litre V12 to a functionally - some would say brutally - styled '4x4', the union resulting in scintillating performance and a top speed in the region of 125mph (200km/h). This state-of-the-art engine drove through a five-speed ZF heavy-duty transmission and two-speed reduction gearbox offering a choice of ten speeds and two or four-wheel drive. Mounted on a tubular steel chassis, the distinctive five-door body was hand made in glassfibre (wings, bonnet, roof) and aluminium (doors) and the LM 002 came equipped in a manner one would expect from one of the world's foremost supercar manufacturers, with sumptuous leather-trimmed interior and air conditioning as standard.

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

It was only natural that such an 'over the top' vehicle would attract wealthy high-profile customers, and the first LM 002 is reputed to have been sold to HRH King Hassan of Morocco. Formula 1 World Champion, the late Ayrton Senna was another high-profile owner, commissioning an LM 002 complete with estate car-type rear enclosure. In the USA the vehicle became known as the 'Rambo Lambo' for obvious reasons. Derivatives included the LM 003, a diesel-powered military model that never got past the prototype stage, and the LM 004, which used Lamborghini's 7.2-litre V12 engine intended for powerboats.

One of only 328 LM 002s completed between 1986 and 1992, this particular car, which was produced in 1989, has covered only 19,000 kilometres (approximately 11,800 miles) from new and is finished in Desert Sand Gold metallic with contrasting cream leather interior. The vehicle is currently registered in Germany. Described as in generally excellent condition, it is ready to cruise the boulevards of St Tropez or the sands of the Sahara Desert, and represents a rare opportunity to acquire a fine example of the vehicle likely to retain its unofficial 'world's fastest off-roader' title well into the foreseeable future.

£80,000 - 100,000

€100,000 - 130,000



351

1971 BRISTOL 411 PHASE II COUPÉ

Registration no. 5005 CD

Chassis no. 411-757614



First registered in October 1971 as 'WPO 365K', this Bristol 411 has been owned for the last 20 years by a Bristol Owners Club member and was well known as the fastest road-going Bristol of its day. The first owner was from Chicago, George McCulloch Bell, well-known racer of motorcycles and power boats. The original 6.3-litre Chrysler V8 engine was considered insufficient for his needs and he had a 7.2-litre Keith Black engine fitted at the Bristol factory in the car's second year together with a long range aluminium fuel tank, larger capacity radiator, twin electric fuel pumps and Minilite alloy wheels.

The car has had two subsequent owners: the first reregistered the car as 'TF 12' while the second was a car collector who does not seem to have used it very much. The current owner purchased the car in 1994 and changed the registration to '5005 CD'. It had 60,000 miles showing on the odometer when purchased, and several continental RAC classic events and enthusiastic regular usage have increased this to 97,000 today. It has been MoT'd every year during this period and been kept in a heated garage.

In 1997 the Chrysler 440 engine was completely rebuilt (and carefully balanced) with forged JP pistons, Crane camshaft, flowed headers and a stainless steel exhaust system. Vented discs were fitted together with up-rated Koni dampers and a thicker anti-roll bar. The car was tested on a rolling road dynamometer and recorded 325bhp and 370lbs/ft torque (printout available).

The paintwork was renovated in 2013 in the original Midnight Blue and the woodwork completely restored, while the headlining was renewed in grey West of England cloth at the factory. It is worthwhile noting that the car retains its original magnesium Minilite wheels (not modern aluminium replicas). The battery and 'V' rated tyres were replaced recently. Tax exempt, the car is offered with sundry bills, current road fund licence, MoT to November 2015 and V5C registration document.

£40,000 - 45,000

€50,000 - 57,000



352

**1926 ROLLS-ROYCE 20HP SIX-LIGHT SALOON
COACHWORK BY BRADBURN & WEDGE**

Registration no. UK 2626

Chassis no. GNK 45

Engine no. G 1292



Chassis number 'GNK 45' carries six-light saloon coachwork by the little-known Wolverhampton firm of Bradburn & Wedge, as evidenced by a blue enamel badge on the dashboard and the usual position in the door wells. Bradburn & Wedge has one of the shortest entries in Nick Walker's *'A-Z of British Coachbuilders'*: 'Nothing is known of this firm other than the existence of a Rolls-Royce 20 bodied by it in 1925', the car referred to being that offered here. Some of these six-light saloons are very pedestrian but this is a charming example of its type. Boasting the centre-change gearbox and horizontal radiator slats, it is exactly what the discerning enthusiast wants of a 20hp Rolls-Royce. A nicely detailed and elegant Vintage-era saloon with a shallow vee (and split) windscreen and plenty of lamps, the car is finished in black with Burgundy mid section and a cloth-upholstered interior.

A garage proprietor, the vendor acquired this 20hp Rolls-Royce at a Blackbushe auction in late 1993, since when it has remained on display in his showroom and been much admired by the visiting clientele. The previous keeper is listed as a Mr John Salisbury from the Peterborough area.

'UK 2626' has seen very little use over the years; in the early part of ownership it fulfilled wedding duties for family and friends, and in the past three years has covered fewer than 20 miles. It has been regularly maintained and MoT'd by the in-house engineers. The car's condition is that of an older restoration, mellowed somewhat but still very presentable. It started readily and ran well during the photography session.

The car comes with a good file containing an old-style logbook commencing 1947, interestingly stamped in Wolverhampton where the coachbuilders were based, which lends credence to the story that it was owned by a member of the firm's board of directors. The owner in 1947 is listed as a Mr George Sheppard Eadie and the last stamp of December 1957 lists a Mr Christopher Eadie as the owner. Additional documentation consists of past tax discs; sundry bills; V5C (and V5) registration documents; and a substantial quantity of expired MoTs, the earliest from 1980, showing that the car has covered a mere 1,500-or-so miles in last 25 years.

£28,000 - 32,000
€35,000 - 40,000



353

The ex-Bill Boddy

**1928 ALVIS 12/50HP TH “DUCK’S-BACK” TWO-SEATER
COACHWORK BY WILKINSON’S OF DERBY**

Registration no. TU 7602

Chassis no. 5942

Engine no. originally L201 series, 6887 (see text)



The 'TH' version of the Alvis 12/50hp was a rare variant incorporating the 1½-litre L201 short-stroke engine usually fitted to the SD sports model. The gearbox had touring ratios and the TH also came with a 4.7:1 ratio rear axle. Most carried coachwork roomier and more comfortable than that of the sporting SD.

Chassis number '5942' was sent to Alvis's Coventry neighbours Cross & Ellis for bodying on 28th January 1928, returning to the factory on 14th February 1928 fitted with four-seater sports tourer coachwork. The car was despatched to agents Hooper & Sons of Slater Street, Liverpool on the 17th February 1928 and registered 'TU 7602'.

Its first owner was one J A Herron Esq of Hooton, Cheshire. Nothing more is known of the Alvis's history until WW2 when it was acquired by *Motor Sport's* editor, Bill Boddy, who bought the car for £35 from an RAF officer who had run it into a ditch. Bill's 12/50 featured in his article 'Alvis Nostalgia Memories of a 12/50 Stable' published in *The Autocar's* 7th March 1952 edition. He also wrote about the Alvis in *Motor Sport*, comparing it with the Bugatti Type 40 belonging to Holland Birkett (of 750 Motor Club fame).

Sold by Bill for £40, 'TU 7602' first became known to the Alvis Register in 1949 and then passed through various hands. Many years ago the original engine was removed and replaced with a standard 1,645cc 12/50 unit, while the chassis was rebuilt in 1964/65 and subsequently fitted with a Wilkinson two-seat sports body in the earlier 'duck's-back' style. Purchased by the vendor's father in 1972, a garage proprietor, the Alvis has remained in the family ever since, covering only some 500 miles over the course of the last 42 years. Recently re-commissioned and MoT'd (to June 2015), the car sounded healthy and ran well during the photography session. However, it should be noted that there is a very slight leak from the foot well mounted fuel tap, which it is hoped will be rectified by time of sale.

Accompanying documentation consists of various bills, an old-style logbook, continuation logbook, V5C document, and a few MoT certificates and tax discs from the early 1970s. An original handbook is included in the sale.

Vintage era Alvis's are most sought after – perhaps none more so than the Duck's Back – and enthusiastically rallied at many of the VSCC and Owner's Club events.

£32,000 - 36,000
£40,000 - 45,000





354

3,300 miles from new

1956 BEDFORD RLHZ 'GREEN GODDESS' 4X4 FIRE TENDER

Registration no. PGW 96

Chassis no. to be advised

Most people's knowledge of the Bedford 'Green Goddess' is limited to their appearances, driven by military personnel, during the industrial action taken by firemen in 1977 and 2002. Based on the Bedford RL commercial chassis and powered by a 4.9-litre six-cylinder petrol engine, the RLHZ 'Green Goddess' was commissioned in the early 1950s as part of the UK's 'Cold War' civil defence arrangements, and was operated by the Auxiliary Fire Service until its dissolution in 1968.

Although capable of fighting fires, the 'Green Goddess' was primarily intended to act as a self-propelled water pump, pumping water from rivers, lakes and canals into British cities in the aftermath of a nuclear attack. Mothballed after 1968, the 'Green Goddess' fleet was kept maintained in readiness for use in emergencies in support of the civil authorities. In March 2004 the British Government commenced selling off its remaining stock of more than 900 vehicles, most of which were sold to developing countries in Africa.



First registered in 1956, the final year of production, this example has covered only 3,300 miles from new. It is in beautiful condition, having been stored inside since decommissioning, and only a few weeks ago completed a 200-mile journey. The main pump is fully operational and was tested earlier this year, while the Coventry Climax FW pump has been run recently also. All low-pressure hoses are operational. The main pump is rated at 900 gallons/minute and the Coventry Climax lightweight pump at 300 gallons/minute. Full and comprehensive workshop records and all relevant pump manuals come with the vehicle.

'PGW 96' also has a full compliment of original fire fighting and operational equipment and tools including ladders, hoses, branches, suction hoses and strainers, stand pipes, hearth kit, axes, shovels, foam branch, ground monitor, hose ramps, chimney rods, stirrup pump, original brass bell, and 'blues and twos' (lights and siren).

Strikingly presented in authentic AFS livery, the 'Goddess' is MoT and tax-exempt, and can be driven on a normal driving licence. The vehicle is offered with sundry restoration invoices and V5C registration document. Given the destination of the majority of its fellows, this can only become an increasingly rare and appreciating asset. Please note due to the vehicles size, transport services (if required) will be charged at commercial rates.

£6,000 - 10,000

€7,600 - 13,000



355

The property of Mike Robinson: chef, television presenter and author
1962 DAIMLER FERRET MK2 ARMoured SCOUT CAR
 Registration no. XYJ 524



Faced with the requirement to update its light armoured vehicles post-WW2, the British Ministry of Defence turned to the Daimler company, whose experience in this specialised field included the successful Dingo scout car. Development began in 1949 and the resulting Ferret armoured – or scout – car first entered service in 1952.

The Ferret shared many design features with its Dingo predecessor but incorporated a larger crew compartment and a small machine gun turret. The six-cylinder engine was a Rolls-Royce B60 overhead-valve petrol unit developing 129bhp, good enough to endow the 3.75-ton ('dry') Ferret with a top speed close to 60mph.

Drive was transmitted via a fluid flywheel to a five-speed pre-selective gearbox (a combination Daimler had long been familiar with) and thence via a transfer 'box' to all four wheels. Including all marks and experimental variants, there have probably been over 60 different types of Ferret, approximately 4,400 of which were built up to 1971. Today the Ferret is very popular with private collectors of military vehicles due to its compact size and relatively affordable price.

It is believed that this Ferret was released by the British Army in 1991, since when it has had three owners, been kept garaged and driven regularly. Presented in generally very good condition, 'XYJ 524' is offered with sundry restoration invoices, current MoT/tax, V5C registration document and a deactivation certificate for its weaponry. Please note due to the vehicles size, transport services (if required) will be charged at commercial rates.

£14,000 - 18,000
€18,000 - 23,000



356

Originally the property of 'Spice Girl' Victoria Beckham
1997 MERCEDES 230 SLK AMG KOMPRESSOR CONVERTIBLE
 Registration no. R99 JDA
 Chassis no. WDB1704472F024194
 Engine no. 11197322011364



Introduced in 1996, the Mercedes-Benz SLK was one of the first of the modern breed of hardtop convertibles. The 230 SLK Kompressor (supercharged) launch model was powered by a 2.3-litre four-cylinder 16-valve engine delivering a maximum output of 193bhp, while there was a choice of five-speed manual or automatic transmissions. In its initial R170 form the SLK was an enormous hit, selling over 311,000 units worldwide between 1996 and 2004 when the second-generation R171 was introduced.

The AMG-modified 230 SLK offered here is one of five given by Mercedes-Benz to the Spice Girls for promotional purposes on the occasion of the 1997 launch of the McLaren West Formula 1 car at London's Alexandra Palace, where the group had sung at the presentation.

This particular car was given to 'Posh Spice' Victoria Adams (now Beckham) and registered to Moody Productions, the group's production company. Ownership subsequently transferred to Victoria's mother Jackie Adams (the numberplate has her initials) and was garaged at Mr & Mrs Adams' home from new.

The vendor is related to the Adams family by marriage. An automatic transmission model finished in green metallic with cream/black interior, 'R99 JDA' is described as in generally good condition and when last MoT tested had covered 61,358 miles. The car is offered with sundry bills, current MoT certificate and V5C registration document.

£5,000 - 7,000
€6,400 - 8,900



357

Left-hand drive

1985 PORSCHE 911 CARRERA 3.2-LITRE CABRIOLET

Chassis no. WPOEBO916FS170825

Engine no. 64FO4158



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

Porsche's first take on a 911 convertible had been the Targa model of 1965, a 'halfway-house' design chosen because of fears that a genuine soft top would not meet US Federal safety regulations. By 1981 the company felt able to proceed with the genuine article. Introduced in normally aspirated 3.0-litre form in 1982, the 911 Cabriolet lost little, if any, rigidity with the deletion of the Targa roll-over bar while its speedily raised/lowered hood featured a detachable, zip-fastened rear window.

The Cabriolet continued when Porsche revived the Carrera name - previously used for the competition orientated versions of the preceding 356 - for its luxuriously equipped, top-of-the-range 911 in 1973, applying the evocative title to all 911 models, co-incidentally with the introduction of the 3.2-litre engine, from 1984. Not merely enlarged, the new engine was also extensively revised and produced 231bhp, 27 horsepower up on its predecessor. The 911 Carrera's top speed was now 152mph, with 100mph reachable in a breathtaking 13.6 seconds.

This left-hand drive Carrera Cabriolet was recently imported from Beverly Hills, California having had one owner for many years. Porsche Cars GB correspondence on file states that the car was manufactured for the US market and confirms matching chassis and engine numbers. The original exterior finish was Pastel Blue and the Carrera came equipped with cruise control and sports seats with electric height adjustment. Described by the vendor as in generally very good condition, the car is offered with the aforementioned correspondence, US Certificate of Title and HMR&C customs clearance confirmation enabling registration anywhere within the EU.

£18,000 - 22,000

€23,000 - 28,000



358

1923 MORRIS OXFORD 11.9HP VAN

Registration no. FO 1253

Chassis no. 21921

Engine no. 378388



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 van version on the Cowley chassis was introduced at the 1923 Motor Show featuring a flattened variation of the bullnose radiator, known as the 'snub nose', which was unique to these light commercials.

Originally a two-seater tourer, this particular Oxford was first registered to a farmer in Builth Wells, Radnorshire in April 1923. After many years of use the body was cut down to create a pickup, and when the rear axle broke the Oxford was laid up for many years in the farmyard. In the 1960s, Lytton Jarman, author of *The Bullnose Morris*, heard of the car and succeeded in recovering its remains. He restored the Morris in van configuration, complete with a genuine 'snub nose' radiator, and used it as his everyday transport until he retired.

The present owner bought the car in the mid-1980s and had it repainted and sign written with the name of his former business. It was enjoyed for several years of general use including at least two London-Brighton Commercial Vehicle Runs and a memorable trip to Brooklands via the M25. Although moved around in the vendor's yard, the Morris has not been driven on the road for some time. We are advised that the clutch was replaced a couple of years ago and that re-commissioning should not be too onerous. The vendor is now retiring and so this venerable old Morris seeks a new owner. We are advised that the car's old-style logbook has been lost and that a V5C document has been applied for.

£8,000 - 9,000

€10,000 - 11,000



359

**Originally the property of Maurice Kinn,
proprietor of 'New Musical Express'
1955 ROLLS-ROYCE SILVER WRAITH LIMOUSINE
COACHWORK BY JAMES YOUNG**

Registration no. RXY 606

Chassis no. DLW112

Engine no. L111D

The last word in motoring luxury in its day, this automatic-transmission Silver Wraith on the long-wheelbase chassis was completed with formal limousine coachwork by James Young of Bromley, a company that had long been established among the foremost coachbuilders for upmarket chassis. Chassis number 'DLW112' was ordered in 1954 by music promoter, the late Maurice Kinn, who had purchased the ailing *Accordian Times & Musical Express* for £1,000, just as it was about to go into liquidation. Re-branded, the paper first appeared as the *New Musical Express* on 7th March 1952 and by the 1970s had established itself as the biggest-selling and most influential music journal in the UK. There is a copy of *The Guardian's* Maurice Kinn obituary on file, which mentions him using his Rolls-Royce limousine to deliver flowers to the secretary of the Marty Wilde Fan Club.

Delivered on 8th September 1955 via Jack Barclay Ltd of London W1, the Wraith was ordered with Silver Dawn type headlamps, electrically operated internal division, hip flasks (situated below the left side drop-down table) and shot glasses (below the right side drop-down table).



Some time after 1973 (date unknown) the Rolls-Royce was exported to the USA and later became part of a collection of cars owned by Randolph W Jones of Berryville, Virginia. The accompanying history file contains details of repairs and restoration work undertaken by Randolph Jones totalling in excess of \$20,000. In 2009, Mr Jones advertised the Rolls-Royce for sale and it was purchased by the current owner, who arranged for its return to the UK. HMRC agreed that the Rolls Royce should be classified as a vehicle of historic interest and the DVLA reallocated the original registration number 'RXY 606', which is now non-transferable.

Since 2009, the Silver Wraith has formed part of the owner's fleet of wedding cars and been used only for weddings. On acquisition the body was repainted from primrose over garnet to silver grey. The carpets have been replaced but the interior leather remains original. Described as in generally satisfactory condition, with no known mechanical or electrical problems, the car is offered with the aforementioned invoices, copy chassis cards, current MoT certificate and V5C registration document.

£30,000 - 35,000

€38,000 - 44,000



360

Circa 30,000 miles from new

1999 BENTLEY ARNAGE 'GREEN LABEL' SPORTS SALOON

Registration no. T554 JCC

Chassis no. SCBLB51E4XCH02688

Engine no. 50131965



Emphasising its racing heritage, Bentley Motors unveiled the new Arnage in April 1998 at Le Sarthe circuit, home of the Le Mans 24-Hour Race and scene of its greatest triumphs, the green-liveried cars from Cricklewood having won the world's most prestigious endurance classic on five occasions there between 1924 and 1930. Bentley's renaissance as an independent marque had started back in the 1980s with the Mulsanne - named after Le Mans's ultra high-speed straight - and the Arnage took its name from one of the track's challenging bends.

Bentley, together with parent company Rolls-Royce Motors, was in collaboration with BMW at this time, and the Arnage was the first Bentley to benefit from the Munich firm's world-renowned engine technology in the form of an all-new 4.4-litre 32-valve twin-turbocharged V8 power unit, while its Rolls-Royce Silver Seraph sister-car received a brand new 5.4-litre V12. As well as its engine, radiator grille and badges, the Arnage was distinguished from the Silver Seraph by its larger-diameter wheels (17" as opposed to 16") and bigger brakes. With maximum power/torque figures of 350bhp and 413lb/ft respectively, the Arnage delivered shattering acceleration and a top speed of 150mph.

Further technical highlights included a five-speed automatic gearbox with 'sport' mode; automatic ride height control; automatic load compensation and headlamp levelling; automatic stability control; and aquaplaning detection. The luxurious interior embodied the finest traditions of British craftsmanship, boasting selected leather, finest wood and deep-pile woollen carpets. When Bentley's new owners Volkswagen reintroduced the 'old' 6.75-litre pushrod V8 on the Arnage 'Red Label' in 1999, the existing BMW-powered model became known retrospectively as the 'Green Label'.

This 'Green Label' Arnage was purchased by the vendor from Maurice Rawcliffe (since deceased) a collector of Rolls-Royce and Bentley motor cars. Finished in Peacock Blue with magnolia leather interior, the car has covered only 29,850 miles from new and is described as in generally excellent condition. It is currently MoT'd and taxed and comes with a V5C registration document. An Alpine satellite navigation system and a DVD player are the only notified deviations from factory specification.

£22,000 - 24,000

€28,000 - 30,000



361

**1975 LAND ROVER SERIES III 88"
AIR PORTABLE MILITARY 4X4**

Registration no. KHP 652N

Chassis no. 95103943A

Rover bosses, the Wilks brothers, saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years. Given that its inspiration had been the wartime Jeep, it cannot have surprised Rover when their versatile vehicle also turned out to be of interest to the British Army, which began taking deliveries a year or two after the start of production in 1948. Supremely adaptable for military purposes, the Land Rover has fulfilled any number of differing military roles, from fighting vehicle to ambulance, and been exported to countless countries and armies world-wide.

This lightweight 'Air Portable' variant on the 88" chassis has the 2,286cc petrol engine. Introduced on the Series IIA, the so-called lightweight (½ ton) model was specially adapted for transportation by the helicopters then in service with Britain's Armed Forces, the principal departure from standard specification being a narrowing of the vehicle by 4", while much of the body was made de-mountable.



Development of larger and more powerful transport aircraft and helicopters soon made the 'lightweight' specification redundant, but the British Army appreciated the model's stripped-down simplicity and it was adopted as the standard short-wheelbase military Land Rover.

This particular vehicle went into service in 1975 in Northern Ireland and comes with a copy of its service record and its old MoD numberplates. Sold at auction in Northern Ireland in June 1991, it has had eight keepers in civilian life, was acquired by the current vendor in 2006 and restored in 2009. Works carried out included installing a REME-reconditioned 'crate' engine; fitting a new chassis cross-member at the rear; converting the electrics from 24 to 12 volts; and fitting an Accuspark electronic ignition system. The current odometer reading is 31,710 miles. Described as in generally good condition, the vehicle is offered with the aforementioned service record, DVLA paperwork, MoT to October 2015 and V5C registration document.

£5,000 - 7,000

€6,300 - 8,800



362
**1904-1907 HOLSMAN AUTOMOBILE
 COMPANY (USA) MODELL 3**

Although it lasted only from 1903 to 1910, Chicago-based Holsman was an influential make as its success in building 'high wheeler' runabouts encouraged numerous other Midwest firms to enter the market. These light vehicles with their large diameter wheels and high ground clearance were ideally suited to the rough and rutted dirt roads of the North American prairies and proved immensely popular. The Holsman was powered by a twin-cylinder horizontally opposed air-cooled engine that grew in output from 5 to 12 horsepower over the years, and there was also a four-cylinder 26hp model available by 1909. A Surrey model on a longer wheelbase was added to the range for 1905.

Architect Henry K Holsman's automobile was a crude device even by the standards of the day; final drive was by Manila rope initially, later by chain, while the hand operated brakes acted directly on the solid rubber tyres. The chassis was a wooden steel-braced affair and there was elliptical springing at both ends, while control was by means of a single vertical tiller operating the transmission and brakes.



While rival manufacturers added standard models fitted with pneumatic tyres to their ranges, the obstinate Holsman stuck with his original conception, precipitating the company's demise. Nevertheless, the Holsman Automobile Company is estimated to have produced more than 6,000 of these runabouts, making it one of the USA's first volume producers of automobiles. There is a Holsman runabout on display in the Louwman Museum in the Netherlands.

The current vendor purchased this rare early 'high wheeler' in July of this year. The previous owner had owned the car for some 15-or-so years, having purchased it in Belgium. Sadly, nothing else is known of its history. We are advised that the car is in generally good condition though the engine does not run, it is believed because of an ignition/ electrical problem. There are no documents with this Lot, which is sold strictly as viewed.

£15,000 - 20,000
€19,000 - 25,000



363

1952 COOPER MK6 FORMULA JUNIOR SINGLE-SEATER

Chassis no. Mk6-10-52

Believed one of only two of its kind existing today, this historic racing car is eligible for both Formula Junior and Cooper events, and is affectionately known as the 'Ugly Duck'. It is believed that the car was originally fitted with a 500cc Norton engine and imported into Rhodesia by one of the Ferguson brothers in 1954. It may have been passed on almost immediately to Jimmy de Villiers of Cooper-Bristol fame and raced regularly in southern African meetings.

Unfortunately, few race records survive from that period but the Cooper was raced in its original form until at least 1958. An attempt was made to start a Formula Junior series in southern Africa in 1960 but it failed to get off the ground. It was at this time that the Cooper was converted to its current Formula Junior specification with a Ford Anglia engine and Porsche 356A split-casing gearbox. New rear suspension was installed using all the original Cooper components and a new aluminium body fitted.



There were many such conversions carried out in the early days of Formula Junior but most became obsolete and un-competitive with the arrival of purpose-built factory cars. Restored in 2006, the Cooper remains in this specification and has been competing in the South African Historic Championship for the past three years.

The first recorded appearance of the 'FJ' Cooper was in 1962, driven by Ray Reed, and the car raced irregularly for several years in a variety of events before going to ground in the early 1970s. (Ray Reed also built and raced an Alfa Romeo-powered Formula 1 car of his own design, entered under the name of his company, Ray's Engineering). The chassis plate 'Mk 6 10 52' is attached to the frame and the car has an FIA Historic Technical Passport issued in 2005. Last raced at Kyalami in May of this year, it is said to be great fun to drive in hill climbs, sprints and circuit racing.

£15,000 - 18,000
€19,000 - 23,000

364

1939 LAGONDA 4½-LITRE LG6 TOURING LIMOUSINE COACHWORK BY BARKER & CO

Registration no. XVS 330

Chassis no. 12523

Engine no. LG6/496/S4

'(The) much improved '4½'... comes up to expectations... It is doubtful whether a fast car has ever been made so steady and yet so comfortable. It is almost uncannily easy to take this car round bends at high speeds and at the same time the insulation offered to passengers is of the highest order.' - *The Autocar*, 17th June 1938.

By the mid-1930s, cars using the proprietary Meadows engine were seen as the way forward for Lagonda. The first of these - the M45, introduced in 1934 - deployed Meadows' 4½-litre, twin-plug 'six' to good effect, saloons being capable of reaching 90mph and tourers the 'ton' under favourable conditions.

Under the great W O Bentley's technical direction the big Lagonda became more refined, gaining synchromesh gears, flexible engine mounts and centralised chassis lubrication among many other improvements. The ultimate expression of the big, Meadows-engined Lagonda - the LG6 - arrived in 1937. Announced at the same time as the Bentley-designed V12, the LG6 used a similar, diagonally cross-braced chassis featuring independent front suspension by means of unequal length wishbones and torsion bars. Two chassis lengths were made (standard and long, those of the six-cylinder cars being longer than the V12's) and both models were available with Lagonda's own coachwork.



Regardless of the style of body fitted, the LG6 was good for around 100mph, with lighter types capable of considerably more. Of the 85 LG6s completed before production ceased, only two are known to have been bodied with four-door enclosed coachwork by Barker, that offered here being the sole survivor.

This long-wheelbase LG6 was first owned by a Miss Eno of the Eno's Fruit Salts Co. According to the accompanying Car Details Report, chassis number '12523' was ordered on 6th March 1939 and delivered to Barker & Co on 18th April that year for bodying as a touring limousine. The car was originally finished in grey with red interior trim, burr walnut dashboard and Ace wheel discs.

By 1940 the Lagonda was in the USA owned by one Russell Archibald of Delhi, New York State. In 1956 it was owned by Lagonda Club member G E Brandt of Long Island, New York, and there are details of other American owners on file, the most recent being Mr Fred Brown of Paradise Vale, Arizona.

In 1991 the Lagonda returned to the UK and was bought at auction by Colin Lindsey of Ickleton, Cambridgeshire. It was inspected at this time by the Lagonda Club's Arnold Davey, who noted Barker plates to the door sills, an opening roof that had been fixed shut, a winding internal division, and a tool drawer under the chauffeur's seat. The age-related registration 'XVS 330' was obtained.

The LG6 subsequently relocated to the Netherlands where it was owned by Mr Uko Jonker followed by Mr Frans Janssen and then Mr Maarten Hoebe, who purchased it in 2010. Mr Hoebe notes on the Car Record Card that it appeared never to have been restored but did incorporate some modifications including coil rather than magneto ignition, sealed beam headlight inserts, and alterations to the hydraulic systems.

The Lagonda was extensively re-commissioned during Mr Hoebe's ownership, the ignition system, fuel system, rear axle, dynamo, starter motor, radiator (re-cored), water pump, clutch, gearbox, brakes and shock absorbers all receiving attention, while the engine's bottom-end was checked and the cylinder head overhauled (see list of works on file). In addition, new wire wheels and new tyres were fitted, the wiring loom replaced and a stainless steel exhaust system installed. The car was also treated to a thorough clean both inside and out. It was acquired by the current vendor in April 2013.

Finished in black with tan leather interior, this unique and imposing Post-Vintage Thoroughbred is described by the vendor as in generally good condition. Accompanying documentation consists of the aforementioned Car Details Report, email correspondence and an old-style V5 registration document.

£40,000 - 50,000

€50,000 - 65,000





365

1972 LANCIA FULVIA 1.3S COUPÉ

Registration no. GYY 500L

Chassis no. 818631040778

Engine no. 092636

The introduction of the Fulvia saloon in 1963 maintained Lancia's reputation for innovation in automobile design. The boxy-looking Appia replacement featured an all-new, narrow-angle, V4, overhead-camshaft engine, front wheel drive, independent front suspension by double wishbones and disc brakes all round. A 2+2 coupé version on a shorter wheelbase was launched in 1965. Though mechanically similar, the newcomer had all the visual presence its progenitor lacked and came with - initially - a 1,216cc engine producing 80bhp. Tuned HF versions provided increased performance, and formed the basis of the works' highly successful rally programme. Series 2 cars (1970 - 1976) came with the 90bhp version of the later 1,298cc engine and a five-speed gearbox.

This right-hand drive Fulvia was previously owned by father and son Sir Robert McAlpine and Andrew McAlpine, as recorded on the accompanying V5 registration document. During the McAlpine's ownership (in 2010) work commenced on rebuilding the car to race specification, although it is still legal for use on the road.



Works carried out include a full body restoration with new wheelarches and inner/outer sills, with all joints leaded prior to finishing off with a bare metal re-spray in blue with white roof. The engine has been completely rebuilt, including a crankshaft regrind; installation of hardened exhaust valve seats; and re-assembly with a new cam chain, new pistons, Spesso gaskets and top grade Vandervell big-end and main bearings (details on file). Twin fuel pumps have been fitted together with concealed cut-out switches, while the electrical equipment has been completely overhauled. The interior features sports seats, three-point harnesses and a roll-over bar.

The vendor has had additional work carried out on the carburettors, electrics and paintwork, and advises us that the car now starts and drives beautifully. Offered with V5C document and current MoT certificate, this fastidiously restored Lancia is now ready for competition, shows or spirited drives in the countryside.

£11,000 - 15,000

€14,000 - 19,000



366

1971 ASTON MARTIN DBS V8 SPORTS SALOON

Registration no. BKK 7K
Chassis no. DBSV8/10313/RC
Engine no. V540/1735V

'Utilising many of the design features found in the six-cylinder DB engine, the new vee-8 is only 30lb heavier yet produces 35 percent more power. - *Autocar*, 2nd October 1969.

Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, whose 4.0-litre six-cylinder engine it shared, the heavier DBS disappointed some by virtue of its slightly reduced performance but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world.



Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out. 'The tremendous levels of performance provided come hand-in-glove with excellent road manners, supreme stability and unmatched braking,' declared *Autocar*.

We are advised by the vendor that this manual transmission DBS V8 has been partially restored, the work being carried out by Specialised Automotive Services of Sabden Lancashire using all original parts, leaving the next owner to decide on the colour scheme (the body is partly in primer). The work is fully documented by the accompanying invoices and photographic record (both pre- and post-restoration) and it is worthwhile noting that the engine, built by Fred Waters, has been converted to Weber carburettors. A rare opportunity to purchase a DBS benefiting from extensive restoration, with the potential to be a concours contender after completion. Offered with V5 registration document, this DBS V8 project is sold strictly as viewed.

£28,000 - 35,000
€35,000 - 44,000



367

**Single family ownership since 1960
1959 MORRIS MINI MINOR DELUXE SALOON**

Registration no. 444 LJO
Chassis no. M/A2S4L/4864
Engine no. 8MB-U-H/3150

'The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact "real" car Britain ever produced.' – Chris Rees, *'Complete Classic Mini'*.

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout allowed Issigonis to create a trend-setting masterpiece of automotive packaging. Less than two-and-a-half years after its initial conception the Mini was officially launched at the 1959 Motor Show.

BMC chose to market the car as the 'Austin Se7en' and 'Morris Mini Minor' before 'Mini' became a marque in its own right in 1969. In due course estate and van versions arrived, larger engines became available, more luxurious Riley and Wolseley models joined the line-up and the sporting Mini Cooper was introduced. The early 'Mk1' had the 848cc A-Series engine, rubber cone suspension and floor-mounted starter button, the latter two features being replaced by Hydrolastic suspension and key starting respectively in 1964. De Luxe versions – preferred by the majority of customers – came with bumper over-riders and additional exterior brightwork.



Manufactured on 13th October 1959, this very early Morris Mini Minor was exported new to Sweden but soon returned to the UK. A left hand drive export car it was one of 50 cars rejected by the Swedish Importer for water damage during transport and returned to the UK, they were converted to right hand drive by the factory and sold 2nd hand here to employees.

Purchased by the lady vendor's grandmother in June 1960, it passed in September 1998 to her father, Don Read, who worked at BMC's Cowley from 1958, this was how his mother came to own '444 LJO'. The car retains its original engine and has always been well maintained, though it has seen relatively little use in recent years. '444 LJO' was displayed at the Gaydon Mini Festival in 2009 and took part in that year's Mini 50th anniversary celebrations (certificate on file).

Repainted at date unknown in its original Clipper Blue, the car is described as in generally very good condition mechanically, with good chassis, body, paintwork and original blue/cream de-luxe vinyl interior. Taxed and MoT'd to November 2015, this delightful Mk1 Mini is offered with BMIHT Certificate, sundry invoices, V5 registration document and a copy of *Classics* magazine (December 1999 edition) featuring it on the front cover and in an article. We are grateful to the 59 Mini Register for their help in cataloguing this car.

£10,000 - 15,000
€13,000 - 19,000

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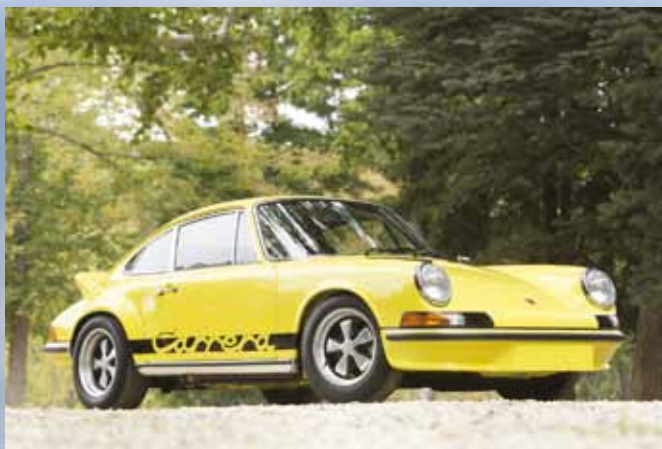
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The ex-Amschel Rothschild, present owner since 1978
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Original Left Hand Drive
1965 ASTON MARTIN DB5 CONVERTIBLE
Chassis DB5/C/1920/L
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1938 LAGONDA LG6 DROPHEAD COUPÉ
€260,000 - 310,000

Formerly the property of Giuseppe Campari
1931 ALFA ROMEO 6C 1750
SUPERCHARGED GRAN SPORT SPIDER
Coachwork by Zagato
€1,800,000 - 2,400,000

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Bonhams

LONDON

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THURSDAY 12 MARCH
Fernandina Beach Golf Club
Fernandina Beach, FL
Consignments now invited

*The ex-EMF Factory Racer,
driven by Jack Tower in 1911
Savannah Grand Prix*
**1911 EMF MODEL 30 RACING
TWO SEATER**

*Photo courtesy of George Eastman House,
International Museum of Photography and Film*

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THE
AMELIA ISLAND
AUCTION



Bonhams

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**Important Sports, Competition
and Collectors' Motor Cars**

Saturday 21 March 2015
Chichester, Sussex

Entries now invited

Bonhams is delighted to announce a new world-class Goodwood Sale for 2015, appearing at the newly established Members' Meeting which plays host to a weekend of sensational motor racing.

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*The ex-Kitty Maurice, 1959 Le Mans
& multiple Goodwood entrant*

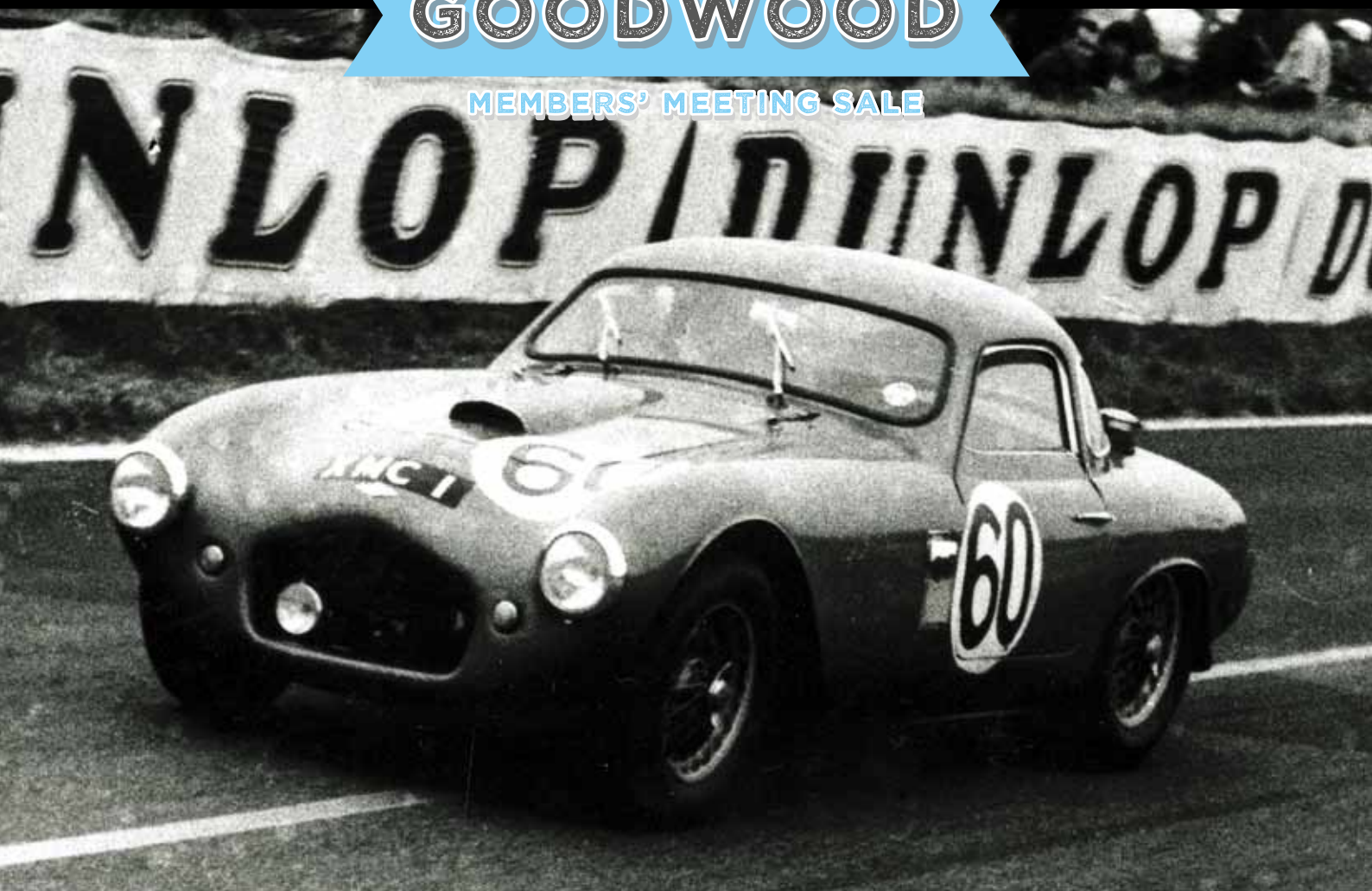
**1955 FRAZER NASH
LE MANS COUPÉ**

Chassis no: 421/200/203
£600,000 - 700,000

73RD

GOODWOOD

MEMBERS' MEETING SALE



Bonhams

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THE LAS VEGAS MOTORCYCLE AUCTION

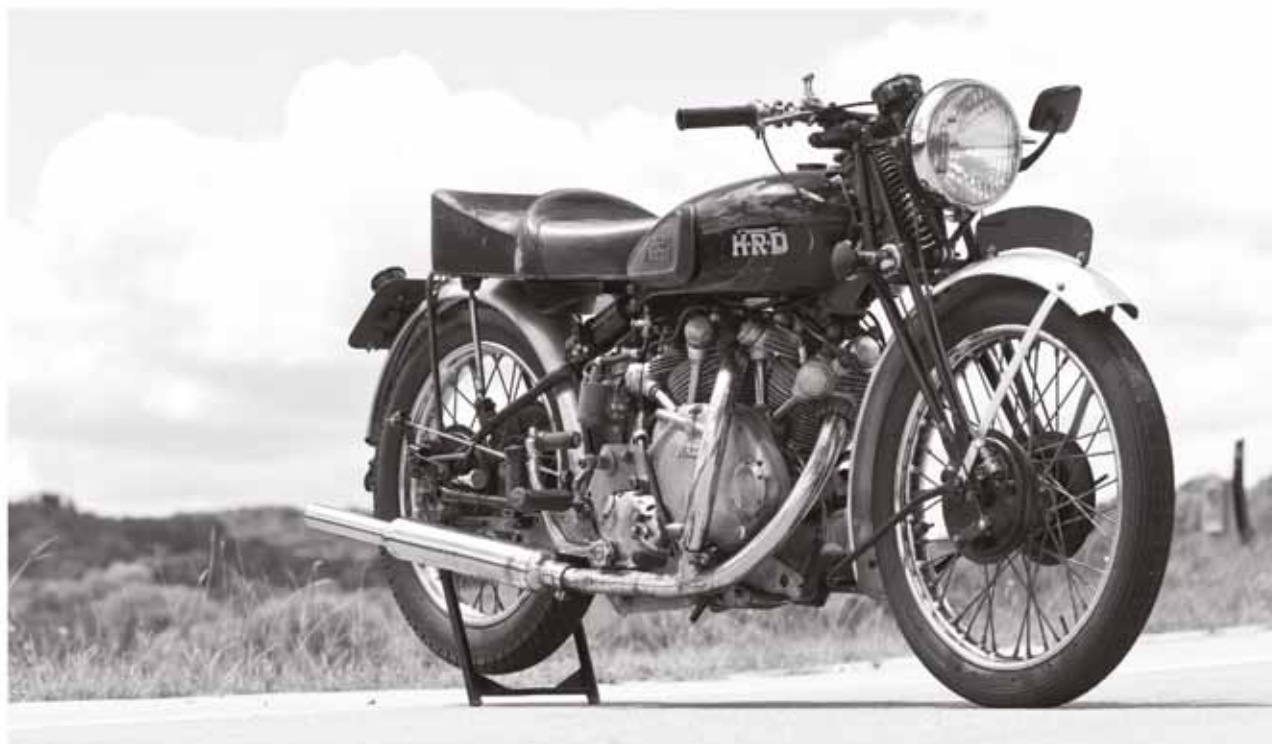
Thursday 8 January, 10am
Bally's Las Vegas Hotel and Casino

Bonhams achieved record-breaking success at The Las Vegas Auction earlier this year, showcasing its expertise in maximizing the value of collectors' motorcycles. 2015 is already destined to be another exceptional auction with many desirable motorcycles consigned.

To secure your place in this landmark sale, please contact the department.

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The Herb Harris Collection of seven legendary motorcycles, including:

**VINCENT X1 RAPIDE
EXPERIMENTAL**

**THE PROTOTYPE VINCENT
BLACK PRINCE**

AJS 7R

**VINCENT RAPIDE WITH
SIDECAR**

And an unrivalled collection of cutaway engines

*Photo Credit:
Cycle World Magazine*



*Ariel Square Four
cutaway engine*



*Earls Court Show BSA Gold Star operational
cutaway complete motorcycle*

Bonhams

bonhams.com/vegas

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**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
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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:

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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



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.

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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 such examinations, investigations or tests have occurred.

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

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

Bidding in person

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

Bidding by telephone

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.
- Φ 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.
		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> .
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.	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> .
				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.
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	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		
		10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express		

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT

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

1 THE CONTRACT

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

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

2 PERFORMANCE OF THE CONTRACT FOR SALE

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

3 PAYMENT

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

4 COLLECTION OF THE LOT

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

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

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

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

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

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

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

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

5 STORING THE LOT

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

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

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.
- 11 MISCELLANEOUS**
- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 11.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

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

Data protection – use of your information

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

Credit and Debit Card Payments

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

Notice to Bidders.

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

If successful

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

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 December Oxford Sale	Sale date: 7 December 2014
Sale no. 21844	Sale venue: Bonhams Oxford
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
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

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334	1960	1960 Bentley S2 Continental Coupé	322	1966	Jaguar Mk2 2.4-Litre Saloon
344	1924	Albion Type 24 30cwt. Delivery Van	305	1963	Jaguar Mk2 3.4-Litre Saloon
311	1972	Alfa Romeo Montreal Coupé	339	1964	Jaguar Mk2 3.8-Litre Saloon
353	1928	Alvis 12/50hp TH "Duck's-Back" Two-Seater	340	1969	Jaguar E-Type Series 2 4.2-Litre Coupé
348	1946	Armstrong Siddeley 16hp Drophead Coupé	325	1969	Jaguar E-Type Series 2 Roadster
330	1959	Aston Martin DB MkIII Sports Saloon Project	308	1987	Jaguar XJ-S V12 HE Lynx Eventer by Paolo Gucci
309	1968	Aston Martin DBS Sports Saloon	365	1939	Lagonda LG6
366	1971	Aston Martin V8 DBS	350	1986	Lamborghini LM 002 '4x4'
338	1958	Austin A35 Saloon	364	1972	Lancia Fulvia 1.3S Coupé
345	1960	Austin FX4 Sedanca Brougham	361	1975	Land Rover 88" SIII Airportal (Lightweight)
342	1965	Austin Mini Competition Saloon to 'Cooper S' spec	349	1986	Lister XJS MKIII Lister
335	1934	Bentley 3½-Litre Tourer	307	1964	Mercedes-Benz 230SL Convertible
332	1963	Bentley S3 Continental 'Flying Spur' Sports Saloon	341	1966	Mercedes-Benz 230SL Convertible with Hardtop
327	1963	Bentley S3 Continental Four-Door Sports Saloon	324	1970	Mercedes Benz 280 Pagoda
360	1999	Bentley Arnage Green Label	356	1997	Mercedes 230 SLK AMG Kompressor Convertible
319	1999	Bentley Continental SC Coupé	316	1933	MG Midget J1 Special Sports
326	1999	Bentley Continental SC Coupé	346	1936	MG Midget PB Supercharged Sports
312	1949	Bristol 400 Sports Saloon	323	1954	MG Midget TF Roadster
337	1963	Bristol 407 Sports Saloon	358	1923	Morris Oxford 11.9hp Van
351	1971	Bristol 411 Phase II Coupé	317	1927	Morris Oxford 13.9HP Saloon
333	1972	Chevron-Ford B20 Racing Single-Seater	367	1959	Morris Mini Minor Deluxe Saloon
363	1952	Cooper Mk6 Formula Junior Single-Seater	314	1927	Oldsmobile Model 30 Series E
355	1962	Daimler Ferret Mk1/2 Armoured Scout Car	357	1985	Porsche 911 Carrera 3.2-Litre Cabriolet
306	1977	Daimler Sovereign 4.2-Litre Coupé	303	1963	Riley Elf 'MkI' Saloon
343	1970	De Tomaso Mangusta Coupé	328	1912	Rolls Royce Silver Ghost Salamanca
315	1919	Diatto Tipo 4DA Sports	329	1922	Rolls Royce Silver Ghost Salamanca
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331	1963	Ford Lotus Cortina MkI Competition Saloon	359	1955	Rolls Royce Silver Wraith Limousine
347	c.1990	Gravetti Cobra 427 Replica Roadster	302	1963	Rover 3-Litre Saloon
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320	1951	Jaguar XK120 Roadster	304	1977	Triumph Spitfire 1500 Roadster
321	1957	Jaguar XK150SE 3.4-Litre Coupé			



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