

THE BEAULIEU SALE

Collectors' Motor Cars and Motorcycles
Saturday 5 September 2015
The National Motor Museum
Beaulieu, Hampshire



Bonhams

THE BEAULIEU SALE

Collectors' Motor Cars and Motorcycles
Saturday 5 September 2015
The National Motor Museum
Beaulieu, Hampshire

VIEWING

Friday 4 September
10:00 to 17:00
Saturday 5 September
09:00 event exhibitors
10am general admission

SALE TIMES

Motorcycles 12:00
Motor Cars 13:00

SALE NUMBER

22724

CATALOGUE

£25.00 + p&p
(admits two)

BIDS

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

Please note that bids should be submitted no later than 16:00 on Friday 4 September. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 8700 270 089 fax or bids@bonhams.com

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

Motorcycles
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 8700 270 090
+44 (0) 8700 270 089 fax

CUSTOMER SERVICES

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

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

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 171
Back cover: Lot 11

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,
Lucinda Bredin, Harvey Cammell, Simon Cottle,
Andrew Currie, Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Miranda Grant,
Richard Harvey, Robin Hereford, Asaph Hyman,
Charles Lanning, Gordon McFarlan,

Andrew McKenzie, Simon Mitchell, Jeff Muse,
Mike Neill, Charlie O'Brien, Giles Peppiatt,
Peter Rees, Iain Rushbrook, John Sandon,
Tim Schofield, Veronique Scorer,
James Stratton, Roger Tappin, Ralph Taylor,
Shahin Virani, David Williams,
Michael Wynnell-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.

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 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.

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 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?

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.

Your contacts for this sale

Motor Car Specialists

Tim Schofield
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tim.schofield@bonhams.com

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Motorcycle Administrator

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Catalogue subscriptions

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

Recommended Transporters

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

Collections

Motor Cars & Motorcycles

Motor Cars must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Monday 7 September.

Motorcycles must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Sunday 6 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

£80 + VAT per motorcycle
£130 + VAT per motorcycle combination
£220 + VAT per motor car

Storage charges

£8.50 + VAT per day
per motorcycle
£13.00 + VAT per day
per motorcycle combination

First 14 days
£15.00 + VAT per day
per motor car

There after
£11.00 + 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).

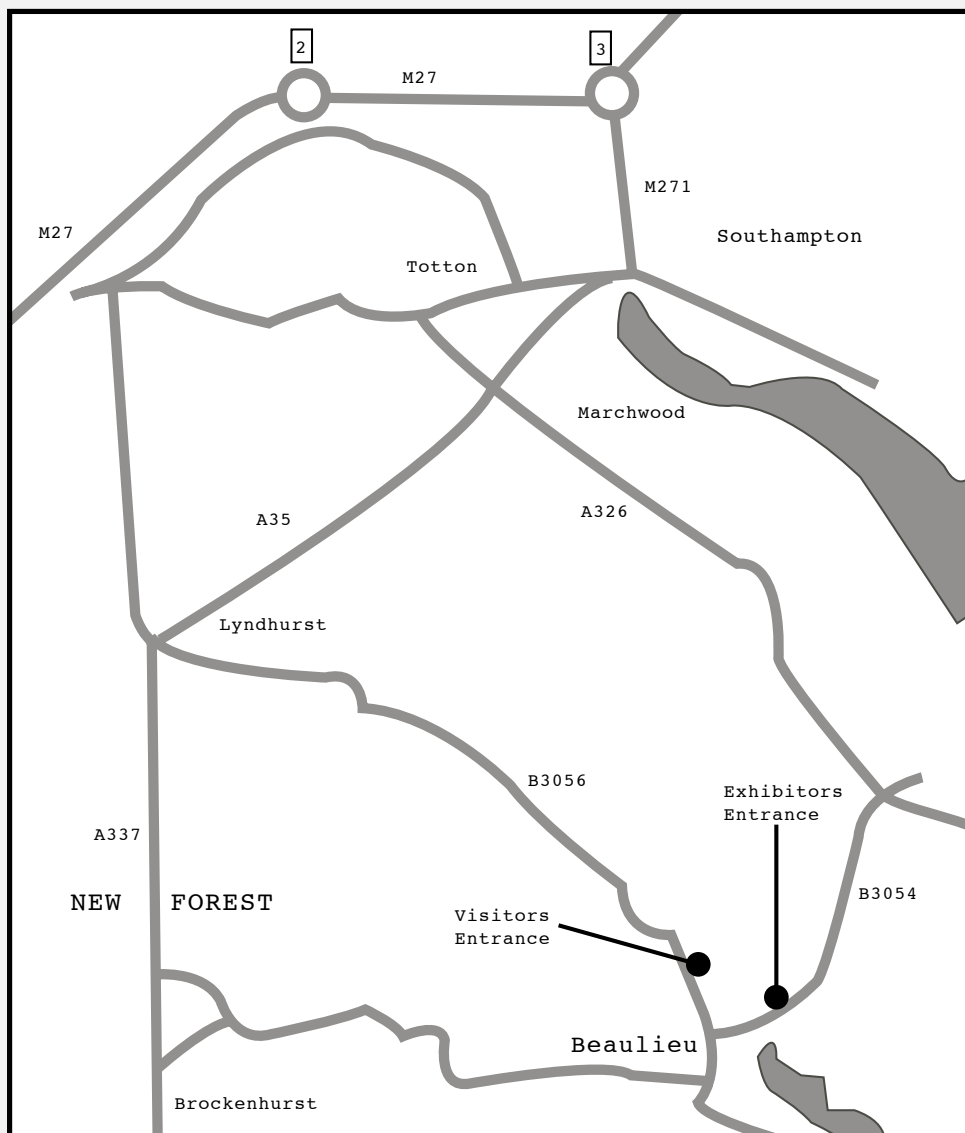
Directions to the National Motor Museum

Sale Admission for Catalogue Holders

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

Bonhams at Beaulieu

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

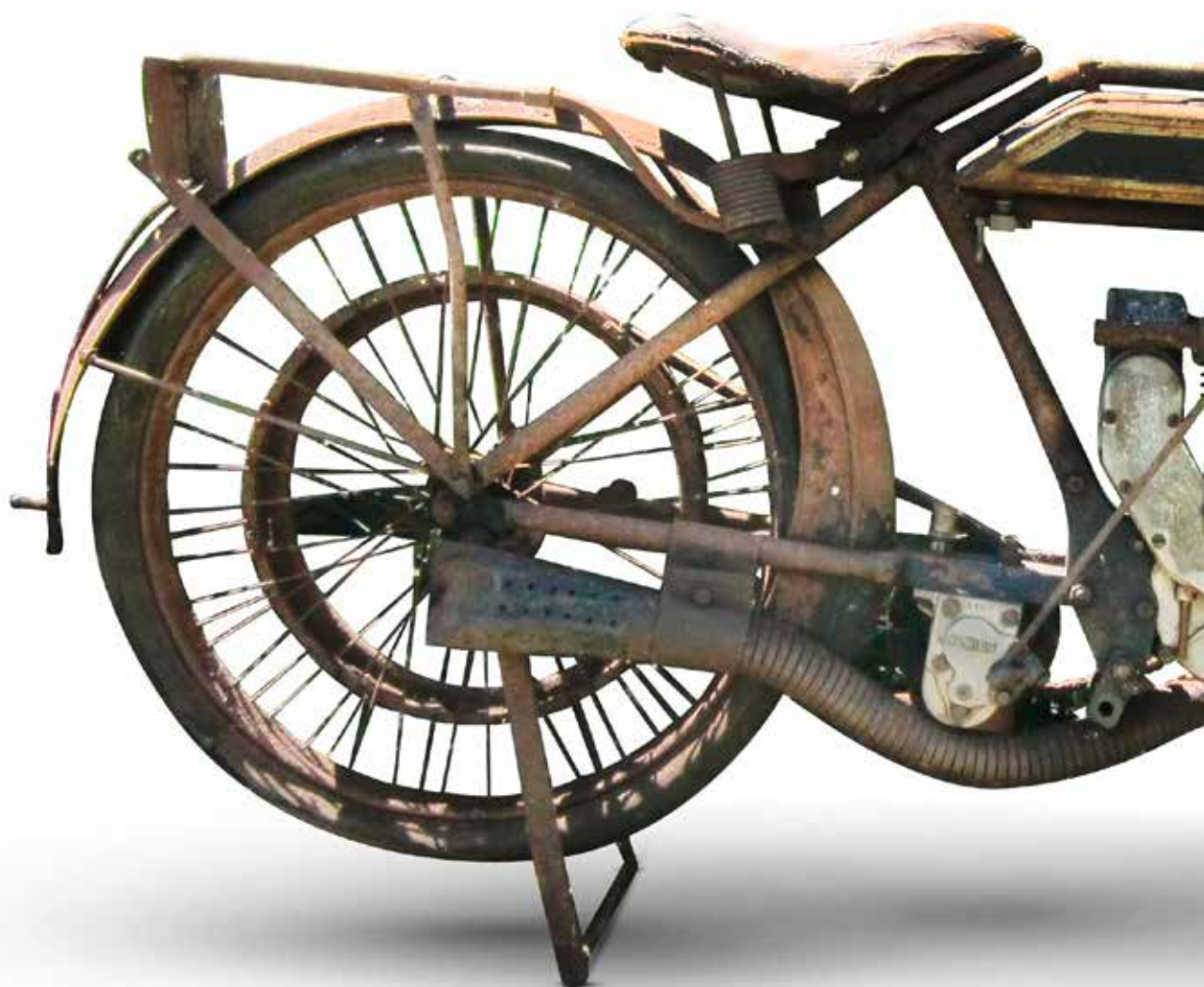


MOTORCYCLES

12.00

Lots 1 - 21

Images of each lot can be found at:
www.bonhams.com/22724





Bidders must satisfy themselves as to the description and condition of each lot prior to bidding. All lots are sold "as is/where is" with all defects and faults.



01



02

01

Property of a deceased's estate

C.1939 EXCELSIOR 98CC AUTOBYK

Registration no. LHX 982 Engine no. XX1197

Like most other pioneers of Britain's motorcycle industry Excelsior fitted European manufacturers' proprietary engines at first before turning to home-produced power plants - mainly Villiers, JAP and Blackburne. Acquired by R Walker & Sons in 1919, Excelsior moved from Coventry to Birmingham. The Walkers believed in the value of racing for development and publicity, and the revitalised company was soon making its mark in competition, early successes including a number of World Records set at Brooklands by Tony Worters on 250cc and 350cc JAP-engined machines in 1926. Excelsior offered an extensive range of machines in numerous different capacities throughout the 1920s and 1930s, the 98cc Villiers-powered Autobyk being the smallest in the range on its introduction for 1938. There are no documents with this partially dismantled and incomplete Autobyk, which is offered for restoration and sold strictly as viewed.

£300 - 400

€430 - 570

No Reserve

02

1939 AJS 348CC MODEL 26 SILVER STREAK PROJECT

Frame no. X2053 Engine no. 39/26SS 8621

Following the 1931 take-over of AJS by rivals Matchless, production was relocated from Wolverhampton to the latter's Woolwich factory. Inevitably, AJS's identity as a separate marque steadily eroded from then onwards as the machines became more like their Matchless counterparts. The Model 26 was one of two new overhead-valve machines introduced for 1935 (the other being the 245cc Model 22) featuring a vertical cylinder, twin-port cylinder head and forward-mounted magneto. Enclosure of the valve gear had arrived by 1936 and a single-port head - standard on the competition version - became available later. New for 1938 was the Silver Streak sports version, which featured a specially tuned engine and copious amounts of chromium plating. Dismantled and incomplete, this rare Silver Streak is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£1,200 - 1,800

€1,700 - 2,600

No Reserve



03



04

03

1963 AJS 250CC MODEL 14 SPORTS PROJECT

Registration no. 952 CBK Frame no. 15080 Engine no. 59/14 3009 (see text) Associated Motor Cycles returned to the 250cc class in 1958 with a brace of all-new models. Shared by the AJS Model 14 and Matchless G2, the overhead-valve engine incorporated its oil tank within the crankcase and appeared to be of unitary construction, although a separate gearbox was retained. Offered here is an example of the reputedly more powerful Sports version, introduced for 1962, which featured semi-drop handlebars and chromed mudguards, fuel tank and chain guard. Offered for restoration, '952 CBK' has been in the current ownership for many years and comes with its original logbook, an old-style V5 registration document and an MoT certificate that expired in 1984, which is almost certainly the last time the machine was used. It should be noted that the engine has been changed.

£800 - 1,200

€1,100 - 1,700

No Reserve

04

1968 AJS 646CC MODEL 31CSR PROJECT

Registration no. JJT 805F Frame no. A88082 Engine no. 31/CSR 10636

When announced in 1948, AMC's new twin-cylinder models, the AJS Model 20 and equivalent Matchless G9, while following the established pattern of British parallel twins, were unusual in having an engine with a third, central, crankshaft main bearing. Progressively developed, the motor underwent a number of capacity increases from the original 498cc, finally arriving at 646cc in the autumn of 1958 with the launch of the AJS Model 31 and Matchless G12. The new range-topping super sports models were typed 'CSR'. Production ceased in 1966. Not first registered until 1968, this Model 31SCR was acquired by the current vendor in 1978 and has been off the road for many years. Offered for restoration, the machine comes with the purchase receipt, an expired MoT (1980) and an old-style V5 document.

£1,200 - 1,600

€1,700 - 2,300

No Reserve



05



07



06

05

C.1951 MATCHLESS 497CC G80 TRIALS MOTORCYCLE COMBINATION PROJECT

Frame no. A65974 Engine no. 51/G80 971C

In the capable hands of works riders Hugh Viney, Artie Ratcliffe and Gordon Jackson, AMC's AJS and Matchless 'heavyweight' singles dominated Britain's national trials scene in the early 1950s and these easily managed and reliable models are much favoured in Pre-'65 events today. In the 1950s most solo riders favoured the 350cc mount for trials, 500cc models such as this one being comparative rarities, though the larger model's extra power endeared it to the sidecar fraternity. Comprising a CSR road frame and a G80 competition engine, this Matchless combination was used in trials for many years by the vendor and his brother. The machine has not been used for some considerable time (it carries a tax disc that expired in 1978) and is offered for restoration. There are no documents with this Lot.

£1,500 - 2,000

€2,100 - 2,800

No Reserve

06

1976 HONDA GL1000 GOLD WING

Registration no. NGO 23P Frame no. GL1-2012443

Engine no. GL1E-2012656

In a world grown accustomed to the excesses of decadence on all fronts, it is hard to imagine the mixture of awe and disbelief that greeted the Honda Gold Wing on its arrival in 1974. Given the mind-boggling specification: 1,000cc flat-four engine, water cooling, belt-driven overhead camshafts, shaft drive, triple disc brakes, etc, it was certainly complex if not, strictly speaking, that advanced. Representing the increasingly collectible GL1000 in its original and purest form, this example was purchased new from Ryes of Fulham by the current owner and comes with the original sales invoice. The machine has been used for long-distance touring in Europe and currently displays a total of 41,149 miles on the odometer. Offered for restoration, it comes with a quantity of expired MoTs and two old-style V5 documents.

£1,500 - 2,000

€2,100 - 2,800

No Reserve



08

07

1984 HONDA C90 'ECONOMY' CUB MOPED

Registration no. B396 AFM Frame no. HA02-1351097

Engine no. HA02-E1351023

Introduced in 1958, Honda's classic Cub 'step-thru' moped gave millions of people the world over their first taste of two-wheeled mobility. Better built, more powerful and more reliable than the majority of contemporary mopeds, while endowed with handling superior to that of the small-wheeled scooter, the Cub family set new sales records for motorcycle production and continues to be immensely popular today. Supplied new via Tommy Robb & Bill Smith Ltd, this C90 has had only one previous owner (now deceased) and is presented in original unmolested condition apart from the addition of a Rickman handlebar fairing, top-box and luggage rack. Currently displaying a total of only 5,406 miles on the odometer, the machine comes with a V5C registration document, MoT to May 2016 and its original service booklet (last stamped in June 2001 at 3,726 miles).

£800 - 1,200

€1,100 - 1,700

No Reserve

08

1964 DUCATI 250CC DAYTONA

Registration no. BFW 639B Frame no. DM 250 80735

Engine no. DM 250 85824

Ducati's first road-going 250, the Diana, arrived in 1961. Developed from a successful production racer, the sporting newcomer was sold as the 'Daytona' in the UK. First registered in the UK in 1999 and acquired by the current vendor in 2002, this Daytona benefits from a long-term restoration completed in 2012 and is presented in generally excellent condition. Upgrades include 12-volt electrics, Lucas RITA ignition, alloy wheel rims, a Mach 1 rev counter, a modern Dell'Orto PHBL24 carburettor and a replica Conti silencer in stainless steel (see invoices on file). The removed original parts, including the Lafranchi silencer, are available if required. The machine is offered with current MoT and V5C registration document. A broken side-stand mount is the only fault notified.

£4,000 - 5,000

€5,700 - 7,100

C.1918 TYLER 2½HP MOTORCYCLE

Registration no. MC 4920 (see text)

Engine no. A1447

- *Rare short-lived marque*
- *Believed the sole survivor*
- *Long-term enthusiast ownership*



'The Tyler Apparatus Co of Gerrard Street, London began by offering their lightweights with a choice of Precision two-stroke or four-stroke engines, both in a form of unit construction with their two-speed gearbox. Under this name they had limited sales but on changing to the Metro engine were more successful as Metro-Tyler.' - Bacon & Hallworth, *'The British Motorcycle Directory'*.

This motorcycle was manufactured by the Tyler Apparatus Co of London. The firm originally built theatre organs but began offering lightweight motorcycles with a choice of engines from 1913. Between 1913 and 1918 they produced two models powered by either a 198cc sidevalve four-stroke or a 269cc two-stroke engine. After WWI Tyler took over the Metropolitan Manufacturing Co, which had been making Metro motorcycles, and between 1919 and 1924 they produced motorcycles with the name Metro-Tyler. For 1923, the final year of production, the firm listed three models: a brace of 2½hp two-strokes and a 4hp (697cc) four-stroke v-twin.

This particular Tyler has a JAP 299cc engine with Albion gearbox and chain-cum-belt drive. Discovered in the 1980s, the machine has been in the late owner's collection for some 30 years, having been acquired from the uncle of a friend. The owner was an avid collector of classic motorcycles and one of the founding members of the AJS & Matchless Owners' Club.

The Tyler had not been ridden since WW2 and there were no papers with it. The registration number 'MC 4920' has now lapsed. Over the years the late owner carried out extensive research into the Tyler's history, consulting both the VMCC and Michael Worthington-Williams (documents on file). It is believed that only four Metro-Tyler machines have survived and it seems likely that this motorcycle is the only one of the earlier Tyler marque still surviving. Offered for restoration and sold strictly as viewed, it comes with a box of additional parts.

£2,500 - 3,500**€3,600 - 5,000****No Reserve**

10

Property of a deceased's estate

1919 TRIUMPH 550CC MODEL H MOTORCYCLE COMBINATION PROJECT

Registration no. LY 2094

Frame no. 305486

Engine no. 65811 DTO

- Long-term enthusiast ownership
- Last ridden circa 1980
- Restoration project



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

Triumph's 3½hp model had first appeared in 1907. Originally of 453cc, its sidevalve engine was enlarged to 476cc in 1908 and finally to 499cc in 1910 before being superseded by the 550cc 4hp model in 1914. Equipped with three-speed Sturmey-Archer gearbox, it was this revised 4hp - the Model H - that did such sterling service in WWI, some 30,000 'Trusty Triumphs' seeing action with British and Allied forces.

This Triumph Model H was manufactured in 1919 and first registered in 1921 in the Norwich area. The former owner was Mr John Porter, a fellow member of the Brooklands Section of the VMCC. An avid collector of classic motorcycles, the late owner purchased the Triumph from Mr Porter in June 1972 and kept it in his private collection for 43 years. 'LY 2094' was last ridden circa 1980 when it took part in a VMCC run, completing a total round trip of 100 miles, as documented in a copy of the AJS & MOC's 'Jampot' magazine on file.

It has not been possible to identify the maker of the sidecar, which comes with its part dismantled chassis, original canopy and leather interior. Offered for restoration and sold strictly as viewed, the motorcycle comes with a box of parts, V5C registration document, older style registration document, buff logbook, MoT certificates for 1973 and 1981, a 1973 tax disc and some Polaroid photographs from 1972.

£3,000 - 4,000

€4,300 - 5,700

No Reserve

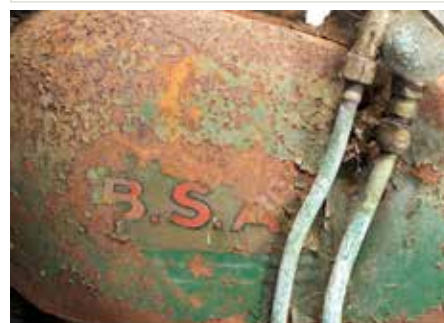
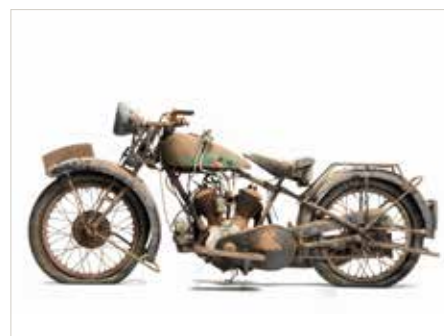
Property of a deceased's estate

1930 BSA 770CC MODEL E

Registration no. TP 9352

Engine no. XY862

- 'Barn find' condition
- Offered for restoration
- No documents



Originally established in 1861 as an armaments manufacturer, The Birmingham Small Arms Company switched to making components for the bicycle industry in 1878 following a Government-induced downturn in the arms market. Within a few years the firm had moved on to offering complete bicycles and tricycles distinguished by its famous 'Piled Arms' emblem, only to abandon the cycle business in 1888 when the War Office decided to re-equip the British Army with new rifles. BSA was back as a supplier of bicycle components in 1892 and even built a small quantity of internal combustion engines to order; but then came the Boer War and the firm once again reverted to the production of weapons. When it next returned to two-wheeled transport, in 1902, BSA would be there to stay.

BSA first experimented with powered two-wheelers in 1905 using a standard-type bicycle. This first motorcycle made by BSA used a proprietary engine - probably the Belgian Minerva - clipped to the front down-tube, but it was not until 1910 that the firm introduced a model entirely of its own design and manufacture. This was produced, not at the famous Small Heath works in Birmingham, but at the old Eadie Manufacturing Company factory in Redditch.

The acquisition of Eadie in 1908 had brought with it considerable experience in the manufacture of bicycle hub brakes as well as the services of Albert Eadie, who, together with ex-James Cycle Company works manager, Charles Hyde and engine designer, F E Baker, would be responsible for establishing BSA as a motorcycle manufacturer.

Displayed at the 1910 Olympia Show, the first series-production motorcycle to feature the marque's distinctive green and cream tank colours was a 499cc (3½hp) sidevalve single, which was soon complemented by a 557cc long-stroke version. The firm's first v-twin - the 770cc (6/7hp) Model E - appeared late in 1919 and would prove the forerunner of a long line of rugged and dependable 'sidecar tugs'. A larger, 986cc version debuted as the Model F in 1922 and would continue in production as the Model G, regularly revised and updated, until 1940.

Sadly, nothing is known of the history of this 'barn find' Model E, which is offered for restoration and sold strictly as viewed. There are no documents with this Lot.

£4,000 - 6,000

€5,700 - 8,500

No Reserve

1932 JAMES 499CC MODEL D2

Registration no. YVL 971

Frame no. P3388

Engine no. D2/428

- *Rare v-twin model*
- *One of the last James four-strokes*
- *Fully restored*



Like so many famous and not so famous motorcycle firms, that founded by Harry James in 1880 started out as a bicycle manufacturer. Based initially at Sparkbrook and then Greet in Birmingham, the James Cycle Company built its first motorcycle in 1902. From the mid-1930s onwards James began concentrating on the lightweight two-stroke models for which it is best remembered, but before then the top-of-the-range 499cc v-twin was being built in sidevalve and overhead-valve forms, and there was even a speedway version of the latter. For 1931 these were typed C1 (OHV) and C2 (sidevalve) with the names 'Flying Ace' and 'Grey Ghost' respectively. They were re-designated D1 and D2 the following year. Renamed 'Flying Ghost', the sidevalve v-twin was the last to go, disappearing from the range at the end of 1935.

This Model D2 was purchased by the immediately preceding owner's late father some 38 years ago. It would appear that the machine had remained as it was found in the late 1970s and no attempt was made to restore it. The James was offered as an incomplete restoration project at Bonhams Beaulieu sale in September 2012 (Lot 514) where it was purchased by the current vendor.

It is offered fresh from restoration, works carried out having included all the usual stripping, repainting and replacement of bearing, chains, brake linings, fastenings, battery, etc.

The girder forks were stripped, cleaned and repaired where necessary, then reassembled with new adjustment nuts and grease nipples, etc., while the wheels were rebuilt with stainless steel rims and spokes. The fuel tank was rust-proofed and sealed with ethanol-resistant sealer, then re-sprayed and lacquered. 'YVL 971' also features new Feked silencers and custom-made stainless steel exhaust pipes.

Both cylinders were re-bored and fitted with new pistons and rings, while the obsolete valves with 1/4" diameter stems were replaced with Triumph valves with larger-diameter stems and collets. The valve seats were re-cut and the oil pump refurbished by Pete Rosenthal. A reconditioned dynamo and new electronic charging regulator were fitted and the ignition system upgraded to electronic. This new system comprises two pick-ups in the magneto housing (retaining the manual advance/retard mechanism); two trigger units mounted under the fuel tank; two coils under the seat; and an on/off switch on the battery box.

The machine is offered with all receipts; dating certificate; starting instructions; V5C registration document; copies of contemporary road tests, reports and catalogues; and the supplying dealer's brass plate, which was discovered beneath layers of paint on the rear mudguard.

£7,000 - 9,000
€10,000 - 13,000

1921 HARLEY-DAVIDSON MODEL F MOTORCYCLE COMBINATION PROJECT

Registration no. DH 2608

Frame no. 20F 21613

Engine no. 20T 21883

- Off the road for many years
- Engine, magneto and gearbox rebuilt
- Comes with replica sidecar body



This Harley-Davidson Model F combination was purchased 30 years ago from John Diamond of Birmingham, who had acquired the machine in Walsall from the estate of a local policeman, who had bought it new in 1921. The machine retains its original registration, 'DH 2608'. It had seen little use but the shed it was in had deteriorated to a state of collapse and the machine was heavily rusted with the tanks corroded through and general pitting elsewhere.

John bought the Harley as a project but had done little to it: it was one of those that began but was never finished. The machine has now been disassembled to component parts but is complete with all the removed nuts, bolts and fittings, with the exception of the handlebar brake lever, which had rusted away. There is enough of the original finish and lining to exactly reproduce the fuel tank.

The machine comes with some extra components such as an un-pitted second pair of tanks and a set of new 28x3 Dunlop BE tyres. A file of notes and photographs of the machine on acquisition is supplied. The engine, magneto and gearbox have been fully rebuilt by Bill Healing; Bill was asked to make any minor internal modifications he would do were it his own machine; intending for distance work, it therefore has improved oil porting and other details. The odometer reads circa 1,800 miles and Bill thought that this was commensurate with the internal wear ('running in only'). Since then these components have been on display in a private house and therefore have not deteriorated since rebuilding. The sidecar was seriously rotted and the original body has since collapsed; however, it was reproduced to pattern by E Mould of Chesterfield and the replacement body is supplied, together with all metalwork, remains of the fly-screen and so on, plus a second chassis.

Sold strictly as viewed, this exciting restoration project is offered with sundry invoices, some photocopied literature and a V5C registration document.

£5,000 - 8,000

€7,100 - 11,000

1954 ARIEL 499CC HS5 MK1

Registration no. 667 YUL

Frame no. KSS 277

Engine no. PS 259

- *Delivered new to the USA*
- *Matching frame/engine numbers*
- *professionally rebuilt engine*



By the mid-1950s the swinging-arm frame's superiority had begun to be recognised in the scrambles and trials worlds, overturning the conventional view that a rigid frame gave better grip. Ariel was one of the last manufacturers to introduce a frame with rear suspension, the prototype of what would become the HS5 first appearing in works development chief Clive Bennett's hands in 1952. By the time the production HS5 arrived for 1954, many competitors, including some Ariel works riders, had switched to rival makes.

The new HS5 enjoyed some high-profile successes but by then it was too late. There was an abortive Earles-fork Mk2 version that never made it into production and also the Mk3 (the original being re-designated Mk1) a 'street scrambler' that was built in a softer state of tune, making it road useable. The newcomer was aimed squarely at the US leisure market but unlike the Trophy and Gold Star on/off-riders produced by partners Triumph and BSA respectively, was not listed for the UK, though it is believed that a tiny handful were sold new in this country. A magdyno, lighting set and lower exhaust system with silencer were the major additions to the basic scrambler specification. Sadly, after little more than two years in production, the HS5 MkIII went the same way as Ariel's other four-strokes, being dropped in 1959.

This Mk1 example of one of Ariel's rarest post-war models was despatched in August 1954 to Johnson Motors Inc of Pasadena, California, USA (see dating certificate on file). It is not known when it returned to the UK but at some time during the late 1980s/early 1990s seems plausible as there is a purchase receipt dated July 1991 in the history file together with a quantity of bills for parts from marque specialists Draganfly Motorcycles dating from this period. The owner at that time was one M Ramsay of Foulton, Berwick-upon-Tweed.

The current vendor bought the Ariel around five years ago, since when the engine has been rebuilt with the assistance of his father, a respected professional engineer. Works included re-lining and re-boring the cylinder barrel and fitting a new piston/rings, a new exhaust valve and new valve springs, the latter being specially made. Other noteworthy features include a new, correct Amal Monobloc carburettor; re-conditioned oil pump; new wheel bearings where necessary; and new stainless steel rims and spokes. Presented in generally very good condition, the machine is offered with an expired MoT (November 2013) V5C registration document and a most substantial history file of bills, price lists, technical literature, etc (inspection recommended).

£5,000 - 6,000
€7,100 - 8,500



15

1937 OK-SUPREME 245CC FLYING CLOUD

Registration no. DXL 374

Frame no. 22799

Engine no. PO/G63681/S (see text)

OK - the 'Supreme' came later - was founded by bicycle manufacturer Humphries & Dawes, of Birmingham. The company experimented with powered two-wheelers in the 20th Century's early years before exhibiting a Precision-engined range in 1911. When Charles Dawes and Ernie Humphries split in 1926, the latter continued motorcycle production using the name 'OK-Supreme'. The majority of OK's 1930s range was JAP-powered, the exception being the overhead-camshaft models which used the inclined 'lighthouse' engine at first and a more conventional OHC design from 1935. OK Supreme first used the 'Flying Cloud' name for its overhead-valve JAP-powered '250' in 1933 and the model in various forms would remain a fixture of the range until WW2. Featured in Motorcycle Sport magazine (April 1976 edition), this Flying Cloud has been in the same family ownership from new, seeing only limited use before being placed on display in a museum until today. 'DXL 374' comes with an old-style continuation logbook, current V5C and an expired MoT certificate dated 30th June 1975 recording an '00002' mileage reading. The machine has been started but not ridden and its mechanical condition is not known. It should be noted that the engine has been changed.

£3,500 - 4,500

€5,000 - 6,400



16 N

1939 TRIUMPH 343CC 3HW

Registration no. to be advised

Engine no. 3HW 46708

When war broke out in September 1939, Triumph's entire stock of completed civilian machines was requisitioned by the War Office. The Coventry firm went on to develop a 350cc twin-cylinder model – the 3TW – specifically for military use, only for the destruction of its factory in an air raid in November 1940 to scupper the project. Installed in new premises at Meriden, Warwickshire, Triumph recommenced production of the single-cylinder sidevalve 3SW and overhead-valve 3HW models. The latter was based on the pre-war Tiger 80 sports roadster, the engine of which was modified to incorporate rocker boxes cast integrally with the cast-iron cylinder head, aluminium alloy being in short supply. Triumph's single-cylinder models were used mainly by the Royal Navy for despatch duties and general liaison, with the less-powerful 3SW reserved for the WRNS. This 3HW has recently returned to the UK from an elderly gentleman's private collection near Lake Como in northern Italy, where it has been for the last 50 years. The accompanying Italian registration document shows that the Triumph was registered in Vicenza on 22nd June 1950. An older restoration, the machine features an upswept exhaust system, alloy wheel rims and chromed mudguards. Re-commissioned and run several times, it has not been ridden and will require the customary safety checks before returning to the road.

£3,000 - 4,000

€4,300 - 5,700



17

1956 MOTO GUZZI 250CC AIRONE TURISMO

Registration no. 395 UYL

Frame no. MCL 73

Engine no. MCL 91

Carlo Guzzi's very first prototype motorcycle of 1919 was unconventional in so far as its 500cc single-cylinder engine was installed horizontally and built in unit with the gearbox, and although the company would eventually turn to other engine layouts, the 'flat single' had established itself as a Guzzi hallmark by the end of the 1930s. Guzzi recommenced production post-WW2 with range of updated pre-war designs, which in the case of the 250cc Airone (heron), first introduced in 1939, meant it gained a telescopic front fork, larger diameter brakes and an aluminium-alloy cylinder barrel and 'head'. The Airone offered a 70mph top speed and the ability to cruise at 60-plus all day, and remained a top-seller well into the 1950s. Dating from the penultimate year of production, the Turismo (Touring) model offered here has recently arrived in the UK having previously been registered in Germany. Although it is not longer a requirement, the machine has been MoT'd for safety reasons; it has been started but not ridden and would benefit from thorough re-commissioning before returning to the road. Accompanying documentation consists of German registration papers, MoT to April 2016 and a V5C registration document.

£3,500 - 4,500

€5,000 - 6,400



18

1964 HARLEY-DAVIDSON (AERMACCHI) 250CC

SPRINT H STREET SCRAMBLER

Registration no. SRH 107B

Frame no. 64H2897

Engine no. 64H2897

In 1960, an unlikely alliance between the Italian Aermacchi concern and Harley-Davidson resulted in the former's lightweight motorcycles being sold in the USA alongside H-D's traditional v-twins. Marketed as Harley-Davidsons in the USA and as Aermacchi-Harley-Davidsons elsewhere, the first models offered were re-badged versions of Aermacchi's 250 and 350cc four-stroke singles. In recent years there has been an upsurge in interest in these Italian-built Harleys, some 50,000 of which were sold in the USA during the two firms' 14-year association. This 'street scrambler' version of the Sprint - the Sprint H - has been imported from the USA and in April of this year was registered in the UK on an age-related plate following the payment of all duties. Some 1,550 examples of this model were sold in the USA in 1964, making it by far the most popular of the Italian-built Harleys. Although the machine has been started and MoT'd, it has not been ridden and would benefit from a thorough safety check before returning to the road. It is rare to find one of these Sprints in such original and unmolested condition, particularly on this side of the Atlantic. Accompanying paperwork consists of a State of Washington Certificate of Title, MoT to April 2016 and a V5C registration document.

£2,500 - 3,500

€3,600 - 5,000

No Reserve





19

1970 BENELLI 125CC SPORT SPECIAL

Registration no. LWU 143H

Frame no. 438520

Engine no. 8492

Italy's oldest surviving motorcycle manufacturer, Benelli was founded in 1911 by the six Benelli brothers, the oldest of whom, Giuseppe, left in 1949 to found his own company – Moto 'B' Pesaro, later Motobi. The firm's first design was a 98cc single-cylinder two-stroke lightweight with horizontal engine, a layout that would characterise its offerings from then onwards. In the early 1950s a new range of all-aluminium engines was introduced, whose profile resembled that of an egg or rugby ball, and this style was deliberately retained when Motobi switched to overhead-valve four-strokes towards the decade's end. Six years after Giuseppe's death in 1957, Motobi merged with Benelli and its models continued to be manufactured, although now with 'Benelli' on the tank. This well presented example of a Benelli-badged Motobi has spent most of its life in a private museum in Hungary and was first registered in the UK in April of this year. The machine has been MoT'd for safety reasons but nevertheless would benefit from a thorough re-commissioning before returning to the road. Accompanying documentation consists of a history file, current MoT and a V5C registration document.

£2,500 - 3,500

€3,600 - 5,000

No Reserve



20 N

1930 NEW HUDSON 500CC

Frame no. LL0663

Engine no. LS0670

The Birmingham firm of New Hudson started out as a bicycle manufacturer. Their first powered machine of 1903 used a clip-on Minerva engine, and this was followed by the first proper motorcycle in 1910. New Hudson made its Isle of Man TT debut in 1911, but major competition success eluded the Birmingham firm until Bert Le Vack took over racing development in 1927, becoming the first man to lap Brooklands at over 100mph on a 500 that same year. Le Vack's mount was powered by a development of New Hudson's own overhead-valve engine that had first appeared at the TT in 1924, and this handsome power unit was also used by the factory team in the 'Island' in 1927, works rider Jimmy Guthrie finishing the Senior race in second place. New Hudson announced a new range for 1931, but the onset of economic depression did little to encourage sales and in 1933 the company, by then manufacturers of Girling automotive components, ceased to build motorcycles. There was a brief return in 1940 with the New Hudson Autocycle, later built by BSA. This handsome 500cc New Hudson was restored in 2013 and is offered from an Italian private collection. There are no documents with this Lot.

£6,500 - 8,500

€9,200 - 12,000

1991 AUSTEL PULLMAN 1300 MOTORCYCLE COMBINATION

Registration no. Q233 AAN

Frame no. AUS85/010P91

Engine no. DBL10E59089

- One of only 11 production models made
- Unique specification
- Recent extensive refurbishment



According to the London Motorcycle Museum, this Austel Pullman 1300 is the last one built before its designer's death. Austel motorcycles were produced by Austel Engineering of Maidenhead, Berkshire between 1985 and 1991. Engineer/designer Chris Castell used an Austin Mini engine to power a durable, economical and easily serviced motorcycle. The Austel name was derived from the first letters of Austin and the last letters of Castell, dropping the second 'l'. The Austel 1000 Mark 1 prototype was built in 1981 for Chris's own use and was closely followed by the Mark 2. These bikes had foot-operated automatic gearboxes, side-mounted radiators, chain drive, alloy wheels and Austel leading link forks, and were named 'Lotec' due to their simplicity.

The natural progression from the Lotec was the Pullman motorcycle combination, the prototype of which appeared in 1987. Production models had a full duplex frame with box-section swinging arm, 1,300cc engine, twin front disc brakes, single rear disc and a front mounted radiator, while attaching the sidecar made it possible to use a manual gearbox with hand change. The choice of sidecar was down to the customer, and design developments and customer requirements meant that no two Austels were identical. Excluding prototypes, it is estimated that 11 production Austels were made, ten before Castell's death and one after. There is an Austel Lotec on display at the London Motorcycle Museum.

First registered in December 1991, 'Q233 AAN' has had four former keepers, the last of whom owned the machine from February 2007 until October 2014 when it was purchased by the current vendor. This Austel is powered by an Austin Metro engine fitted with AE slipper pistons, Kent 256 camshaft and a 44mm SU carburettor, while other noteworthy features include a Reliant Robin rear axle, 25-litre fuel tank (in sidecar boot), Austel forks and wheels, and Hagon shock absorbers. The sidecar is a Kent 'adult and child' manufactured by Martello Plastics Ltd of Folkestone, Kent, which is fitted with the rare removal sunroof option while the child's area houses the long-range fuel tank and provides extra luggage capacity.

Recent works carried out included refurbishing the wheels; removal and repainting all motorcycle and sidecar glassfibre parts; fabrication of new sidecar bumper and side-impact bar; new air scoop, wing mirror, cockpit and boot carpets; new bespoke Hagon shock absorbers; and blasting and repainting the exhaust manifold. This ultra-rare machine comes with a ring binder containing magazine articles, V5C registration document, MoT to July 2016, miscellaneous papers and receipts for work carried out.

£5,000 - 7,000
£7,100 - 10,000

MOTOR CARS

13.00

Lots 101 - 189

Images of each lot can be found at:
www.bonhams.com/22724







101

1968 TRIUMPH TR5 ROADSTER PROJECT

Registration no. NUF 51G
Chassis no. CP26320
Engine no. CP2339E

Similar to the preceding TR4A - the first TR with independent rear suspension - but with Triumph's 2.5-litre, six-cylinder engine installed in place of the old 2.1-litre four, the TR5 was produced during the 1968 model year only (October 1967 to November 1968) pending the arrival of the restyled TR6. The bulk of production was built in TR250 export trim, with twin Stromberg carburettors to meet US emissions requirements and a reduced power output of 105bhp; UK models though, came with Lucas mechanical fuel injection and 150 horsepower. Good enough for a top speed of around 120mph, the TR5 (along with the early-model TR6) is the fastest of the six-cylinder TRs, its combination of traditional styling, superb performance and comparative rarity making the model highly sought after today. First owned by the Lyndale Development Company of Brighton, this TR5 was acquired by the current vendor in 1976 and was last on the road circa 1990. Fitted with a 'Stage 3' cylinder head and a replacement gearbox, it achieved a staggering 42mpg on an economy run in 1985 (press cutting on file). Offered for restoration and sold strictly as viewed, the car comes with an old-style logbook and V5 registration document.

£5,000 - 8,000
€7,100 - 11,000
No Reserve



102

C.1919 FORD MODEL T LANDUALETTE RESTORATION PROJECT

Registration no. KN 7774
Chassis no. 3740805

After spending his formative years as a motor manufacturer experimenting with a variety of models, Henry Ford pared the company's range down to just one - the legendary Model T - destined to become the world's first truly mass-produced automobile. Introduced in October 1908, the Model T boasted a simple 100"-wheelbase chassis that contrived to be both lightweight and durable thanks to the pioneering use of vanadium steel. The chassis' track width of 56" was the same as that of a horse-drawn wagon, thereby enabling the Model T safely to negotiate rutted dirt roads. The engine was a 20hp four-cylinder sidevalve displacing 2,896cc and the transmission a simple-to-use two-speed planetary unit. This example carries landauette coachwork, believed made at Ford's plant in Manchester, and during the 1920s served as a taxicab in Whitstable, Kent. The vendor's family has owned the car since the early 1960s when it was swapped by dealer/collector the late Louis Holland for a quantity of badges, lamps, horns, etc. Restoration work was started in the late 1970s, the chassis being stripped and painted, and the wheel bearings replaced. In 1980 the car was moved into the barn where it sat on blocks for the next 35 years until its recent extraction. The body was kept in another barn which blew down in the hurricane of 1987, damaging it. It was quickly dispatched to Lambournes of Farningham to be repaired and to await the restoration's completion. Sadly, other cars and projects meant this one was sidelined and never completed. Offered for restoration and sold strictly as viewed, the car comes with a V5 registration document. A most worthwhile car for restoration.

£4,000 - 5,000
€5,700 - 7,100
No Reserve



103

1932 AUSTIN SEVEN RN SALOON PROJECT

Registration no. KJ 5272

Chassis no. 149732

Engine no. M150067

A huge success from the moment deliveries commenced in January 1923, the Austin Seven remained in production until 1939. Ruggedly built, economical and easily maintained by the home mechanic, the Seven brought motoring within the financial reach of the man in the street, who hitherto would probably have settled for a motorcycle combination. Its introduction helped save the ailing Austin concern and by the mid-1920s the Seven dominated the light car market in Britain. The sole version available when production commenced was the 'Chummy' tourer, but by 1927 saloon, fabric saloon and coupé versions were on offer. A stronger, lengthened chassis of 81" wheelbase was standardised from 1932 and the Seven range received a much-needed four-speed gearbox the following year, a rear-mounted fuel tank and mechanical pump being adopted at the same time. This 'barn find' Seven has been in the same ownership since the early 1960s, sharing its accommodation with the Napier and Bentley 4½-Litre in this sale (Lot 104 and 171 respectively). The car is finished in black with red vinyl door cards and grey fabric seats, the latter non-original. Largely complete, it should be a relatively straightforward restoration project.

£2,000 - 3,000

€2,800 - 4,300

No Reserve



104

1912 NAPIER 15HP TOURER PROJECT

Registration no. LM 9313

Chassis no. 7759 (see text)

Engine no. 17586

Napier turned to automobile manufacture at the turn of the 19th Century, swiftly forging a formidable reputation. The company manufactured a diverse range of engine types before introducing the world's first commercially successful six in 1904 and moving into the luxury car market. Developed from an earlier 15hp model launched in 1907 as a more affordable foil to the huge sixes that had established Napier's reputation, the four-cylinder 15hp introduced at Olympia in 1910 was the company's most successful model. 'A sturdy car without frills,' it cost £350 in chassis form, to which Napier's own four-seater bodywork added an extra £80 (plus an extra £7 for the windscreen). The 15hp Colonial model was produced especially for those countries where rough roads prevailed, featuring raised suspension, larger wheels and an engine installed 'back to front' so that the large flywheel was protected by the front axle. As the flywheel rotated in the opposite direction to other Napiers, it was dubbed the 'anti-clockwise' model. Little is known of the history of this particular Napier, which carried a van body after WWI before (it is believed) having the original body reinstated in the 1930s. The car is believed to have been in the same ownership since the 1930s and has been off the road since 1980. We are advised that the engine and gearbox numbers match and that both would have left the factory in chassis number '7759'. However, at time of cataloguing a chassis plate or number stamping had not been found. Chassis records suggest that this car is in the first 500 of the 3,274 15hp models built between 1909 and 1914. Bonhams would like to thank Napier Power Heritage of their assistance with records and identification. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£5,000 - 8,000

€7,100 - 11,000

No Reserve



105 N

1939 STUDEBAKER CHAMPION DELUXE COUPÉ

Chassis no. 636480

Engine no. 41198

- Left-hand drive
- Six cylinder engine
- Older restored example



In receivership in 1933, Studebaker had been revitalised by the time of the Champion's introduction in 1939 and this new medium-sized model would prove an outstanding success, re-emerging after WW2. The Champion was powered by a 164.3ci (2.7-litre) sidevalve six producing 78hp, which drove via a three-speed synchromesh gearbox with column shift.

Other noteworthy features included Planar independent front suspension, variable ratio steering and Houde shock absorbers, while the Deluxe models came with dual windscreen wipers, front door armrests, sun visors, dual tail lights and a host of other 'extras'. The 'turret top' styling was up-to-the-minute, and the Champion's frontal aspect with its horizontal radiator grille bars flanked by vertical bars on each side was undeniably handsome.

This Studebaker Champion Deluxe Coupé was imported new into Portugal in 1939 and has carried the registration 'BC-10-G8' ever since. The car was fully restored in Oporto by J. Barquinha in the late 1990s, the colour being changed from the original green to the present beige (another alternative in 1939) and in April 2007 was featured in a six-page article in *Motor Classico* magazine.

Described by the vendor as in generally very good condition, it comes with an Automóvel Club de Portugal 'Historic Interest Certificate' mentioning its 'excellent restoration work' and is certified by the Clube Português de Automóveis Antigos. The tyres are new.

£18,500 - 21,500

€26,000 - 31,000

1931 RILEY 9HP WD TOURER

Registration no. HX 6507

Chassis no. 6014408

Engine no. 32788

- Rare WD model
- Believed the Cape Town-Johannesburg record-breaker
- An older restoration, recently re-commissioned
- Present family ownership since 1976



'First of the superlative type of 9hp car, firmly established, regularly improved and as yet scarcely challenged in its class, the Riley Nine has a very definite appeal to those who can appreciate performance, safety, comfort and an appearance out of the ruck.' - *Autocar*, 16th October 1931.

Introduced in 1926, Percy Riley's 9hp, 1,087cc twin-camshaft 'four' was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry manufacturer's pre-war offerings were among the world's finest small-capacity sporting cars. Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit, and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. The success of their racer led to a production version, the Speed Model, which soon became known as the Brooklands Nine.

At the other end of the scale was the military four-seat tourer, known as the 'WD' (War Department) Nine, which featured a functional canvas hood with roll-up rear window and was painted in 'War Office Green'. Its specification also included larger wheels, a lower axle ratio and a stronger chassis with increased ground clearance, making it ideal for use in Britain's colonial territories.

This WD Nine is believed to be that which set a new record for the 953-mile journey from Cape Town to Johannesburg in May 1932, averaging 45mph to knock 1 hour 28 minutes off the previous best. This publicity stunt was dreamt up by D Stewart Fraser, Riley's Export Manager, who recruited local ex-racing motorcyclist and established long-distance record-breaker Gordon Collins as driver, who would be assisted by a factory mechanic named Brown. The pair had already broken the Durban-Johannesburg record in a Nine Sports before their successful assault on the Cape Town-Johannesburg mark using the WD.

From 1957-1967, the WD was owned by Riley Register co-founder Steve Smyth before being purchased in June 1976 by the vendor's late father, Maurice Griffiths. The car required restoration, which was undertaken by Ron Laws of Nottingham in 1993, including an interior re-trim by David Beswick of Derby. Used regularly until laid up 1995, 'HX 6507' was re-commissioned in 2014, including a re-spray, and still presents very well. This rare WD Riley is offered with an old-style logbook, V5C registration document and a photographic record of the 1993 restoration.

£22,000 - 28,000
£31,000 - 40,000

Present family ownership since 1964

1935 RILEY 9HP IMP SPORTS TWO-SEATER

Registration no. OW 7859

Chassis no. 6027359

Engine no. 55514 (see below)

- *Pre-War competition success*
- *51 years in family ownership*
- *Substantially original and complete*



Development work on a standard Riley chassis by engineers/drivers J G Parry Thomas and Reid Railton so inspired the Riley Board that they sanctioned the designing and building of a two-seater sports car, designated the 'Brooklands'. It featured the well tried and tested four-cylinder, pushrod-operated, twin camshaft engine, displacing 1,087cc, and a lowered chassis and was to dominate the 1100cc class in international competition in the late 1920s and into the next decade. It was from this competition experience that the design of Riley's sporting two-seater Imp, launched in 1933, was developed, a light sports car built on a shortened 7ft 6in wheelbase chassis with appealing styling from every aspect.

This Imp, was first registered with Southampton County Borough Council on 7th November 1935 and, although its very early history is not recorded, it is known to have been trialled pre-war by one J.P.Hill.

John Gathercole's standard work, '*The Riley Imp*,' illustrates OW 7859 tackling the Adderstone Hairpin on the London-Edinburgh Trial of 1938 and a letter from A.H.Hill in the *Riley Register* magazine in 1988 refers to the car being "*well and truly tested in MCC events*" in 1938, taking part in the London-Edinburgh, Lands End and Exeter Trials, being campaigned at Donington, Prescott and Wetherby, and winning the prestigious RMC Ski Lady Trophy that year.

In 1959 it was owned by D.Webster of Lytham St.Annes and in 1964 it was bought by Professor L.R.Moore for his son, in whose ownership it remained until his recent death. In 1964 the recorded mileage was 54,000 miles A letter from D.Webster in 1964 records all work undertaken and refers to the fitting of Girling mechanical brakes.



In 1964 this car was selected by *Model Cars Magazine* for their Prototype Parade Plan no. 146 which featured a fine line drawing by A. Russell Black. This drawing clearly shows the MPH style spare wheel cover which the car retains, a feature which Imp historian Gathercole states is common to only two other recorded Imps.

This wonderful restoration project, in the present family ownership for 51 years, has been off the road for many years and has been the subject of a long, ongoing, but never completed restoration. It appears to be substantially original and complete in all major respects although it should be noted that the original engine (No. 55514) has at some stage been replaced with a Riley 9hp engine of similar vintage – perhaps the outcome of enthusiastic trialling pre-war. The mechanical condition of this manual gearbox car is unknown. The car comes with a good history file including an old buff logbook and Swansea V5C document, maintenance and instruction books, various correspondence and other related literature.

£40,000 - 60,000

€57,000 - 85,000



1934 MORGAN SPORTS

Registration no. AHW 77

Chassis no. N119

Engine no. MX192

- *Three-speed model*
- *Present ownership for 55 years*
- *Restored in the 1990s*
- *Off the road for ten years*



Its superior power-to-weight ratio enabled H. F. S. Morgan's humble, three-wheeled cyclecar to outperform many a larger engined four-wheeler, and its maker was not slow to capitalise on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cyclecar race at Brooklands the following year, Harry Martin taking the chequered flag three minutes ahead of the field. Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914. The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI.

Subsequent technological developments included the fitting of front brakes, operated by hand lever, from 1924 and the adoption of a new chassis - the M-type - on the new Super Sports model in 1928. This new chassis was some 2½" lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cyclecar Club's meeting at Brooklands later that year.

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

This three-speed Morgan Sports has the 990cc sidevalve water-cooled engine, supplied exclusively to Morgan by Matchless. 'AHW 77' was purchased by the current vendor in 1960 and used with much enjoyment for several years before being restored in the 1990s. The engine was rebuilt and the crankcase rear main bearing modified for clutch thrust, while the braking system was up-rated by adopting Morris Minor hydraulic brakes at the front, operated via a Morris Marina master cylinder. Much bodywork was renewed, the interior re-upholstered and the electrics converted to 12 volts. The ignition uses a Citroën coil. We are advised that 'AHW 77' starts and runs but has not been used for ten years; careful re-commissioning is advised before returning it to the road. Accompanying paperwork consists of an old-style logbook and V5 registration document.

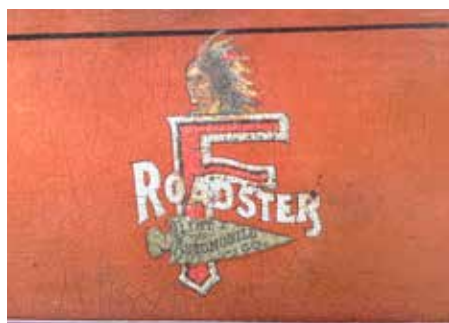
£20,000 - 25,000

£28,000 - 36,000

109 N

1902/3 FLINT ROADSTER PROJECT

- *Ultra-rare American Veteran*
- *One of only 52 built*
- *Left- or right-hand drive*
- *Offered for restoration*



The Flint Roadster was the brainchild of Alexander Hardy, formerly with the Durant-Dort Carriage Company of Flint, Michigan. His former associates had not been convinced of the horseless carriage's future, so the far-sighted Hardy decided to go it alone, launching the Flint roadster towards the end of 1902. Priced at \$850, the 'Touring Car For Two' was a tiller-steered runabout of 72" wheelbase powered by a 142.6ci (2.3-litre) single-cylinder engine rated at 8½hp.

Descriptions of the Flint first appeared in 'The Horseless Age' magazine of 24th December 1902 followed by 'The Automobile' on 21st February 1903, though technical details and illustrations varied from publication to publication. Hardy then fell foul of the infamous 'Selden Patent', granted in 1895 to George Selden for an internal combustion powered carriage, which severely hampered the development of the US auto industry prior to WWI. Hardy was sued by the Association of Licensed Automobile Manufacturers, and although he won the resulting court case, ceased manufacture of the Flint Roadster in 1904 after 52 examples had been built. He returned to Durant-Dort, which had acquired the fledgling Buick concern, and would later serve as general manager of both Marquette and Chevrolet.

This rare American Veteran is believed to have spent much of its life in storage in New York and comes with a 1904 licensing receipt and a letter from the original owner stating that while in storage the engine was used to power a mill. The car is offered for restoration. It retains its original paintwork and the engine turns freely, while the steering may be installed for either left- or right-hand drive. A radiator, gearbox and driving chains come with it also, though it should be noted that the carburettor, ignition system and wings are missing.

Nevertheless, restoration should be relatively straightforward and not too expensive. The Flint was acquired by the vendor in its current state in 2010 and has carefully conserved to retain its original patina. A potentially most rewarding project. Sold strictly as viewed.

£22,000 - 25,000

€31,000 - 36,000

110

Originally the property of HRH The Duke of York, later King George VI

**1929 ARMSTRONG SIDDELEY 30HP
MARK II SHOOTING BRAKE**

Registration no. UL 10

Chassis no. 12567

Engine no. 15270

- *Originally the property of HRH King George VI*
- *Rare Shooting Brake*
- *Offered from long term titled family ownership*



The Duke of York at a shooting party in 1922
© Getty images

This Armstrong Siddeley shooting brake was ordered new by HRH The Duke of York, later King George VI, a devotee of the Coventry marque since its earliest days. The Duke had first visited the Parkside factory in 1920 while on an official visit to Coventry; he was shown around by John Siddeley and ordered a 30hp model, which was followed by two further 18hp cars in 1922. Built in 1928 and delivered in January 1929, 'UL 10' was taken to the Duke and Duchess's Scottish home, Birkhall on the Balmoral estate, where it was used for three years.

Armstrong Siddeley had been created in 1919 by the fusion of the mighty Armstrong Whitworth engineering combine and the Coventry based Siddeley-Deasy Motor Manufacturing Company. Managing director John Siddeley's son Ernest had toured various car factories in the USA in 1919 and the first Armstrong Siddeley model - the 30hp - benefited from the knowledge he had acquired. Indeed, the fledgling firm even went so far as to acquire Marmon Series 34 for evaluation. Although quite different from the Marmon engine in detail, the six-cylinder Armstrong Siddeley power unit had a lengthy stroke and overhead valves like its American counterpart.



The car's distinctive V-shaped radiator was the work of renowned motoring artist, Frederick Gordon Crosby, while its Sphinx mascot was a carry-over from Siddeley-Deasy, one of whose Knight sleeve valve-engined models had been described as 'silent as the Sphinx'. As one would expect of a company pre-eminent in the field of aero engine manufacture, Armstrong Siddeley built cars to the highest standards and soon gained a reputation for quality, its advertisements proudly declaring: 'You cannot buy a better car'. Its Royal patronage was well deserved.

Introduced for 1925, the 30hp Mark II was a development of the original 30hp model of 1919, inheriting a heavily revised version of its predecessor's 4,960cc six-cylinder engine while at the same time gaining four-wheel brakes. A favourite of the carriage trade, the 30hp remained in production until 1931, by which time some 2,700 had been made.

Its original logbook shows that this car was first registered to 'HRH Duke of York', whose address is given as '145 Piccadilly, W1'. The type of body is recorded as 'shooting brake', indicating that the car was delivered in this configuration and is not a later conversion. The second owner (from 1932) is listed as one George Balfour of Chiselhurst, Kent and then Dunalastair, Perthshire.

'UL 10' came into the current titled vendor's family's ownership in 1936 when it passed to the third owner, Sir Aymer Maxwell, the 8th Baronet of Monteith (his youngest brother was Gavin Maxwell, author of *'Ring of Bright Water'*). Their nephew, Sir Michael Maxwell, 9th Baronet of Monteith, is the current owner. Sir Aymer found the car for sale in a Glasgow garage and used it until 1939 when a universal joint broke. 'UL 10' was then laid up in a barn on the estate until Sir Michael, the current vendor, disinterred it in the mid-1960s and got it running again.

In the early 1990s the Armstrong Siddeley was loaned to the famous historic racer and car collector, Neil Corner for use on his grouse moor. Neil totally refurbished the car, stripping and rebuilding the engine with new bearings, piston rings, etc and renewing the brake linings, tyres, radiator, upholstery and so on. The owner has described its performance as 'exhilarating and exciting rather than competitive', continuing: *'I do not think anyone has dared to try going over 60mph but it will hold eight in the back and two up front. The top gear performance is really very good.'*

For many years this historic motor car was loaned to HM The Queen's Sandringham Motor Museum on the Royal Estate in Norfolk where it was one of the most popular exhibits (see correspondence on file). Its current mechanical condition is not known and thus careful re-commissioning is advised before returning it to the road.

£60,000 - 80,000

1950 BRISTOL 402 DROPHEAD COUPÉ PROJECT

Registration no. UML 534

Chassis no. 402/718

Engine no. 100A-3107

- One of only 20-or-so made
- The first soft-top Bristol
- Current ownership for 46 years
- Offered for restoration



In 1946 the Bristol Aeroplane Company, finding itself with surplus capacity and skills, embarked on the manufacture of luxury cars. With the introduction in 1948 of the 401 - the first of its exquisitely styled aerodynes - Bristol began to move away from the pre-war design the company had inherited from BMW. Carrozzeria Touring provided the Superleggera method of body construction that overlaid alloy panels on a lightweight tubular-steel framework, while the low-drag shape was achieved after hours of experimentation in Bristol's wind tunnel.

The 401, and its soft-top sister car, the 402, continued to use the preceding 400 model's running gear and BMW-based, 2-litre, six-cylinder engine with its ingeniously arranged, pushrod-operated, inclined valves. The gearbox remained a manual four-speed unit with first-gear freewheel. Aircraft-industry standards of construction did not come cheap however - at £2,270 the 401 cost as much as an Aston Martin DB2 - and fewer than 700 found customers.

The 402 Drophead Coupé was even more exclusive, a mere 20-or-so being delivered between 1949 and 1950. Tony Crook, a highly successful racing driver during the 1940s and '50s had been involved with Bristol's car division from the outset and would become Chairman and Managing Director of Bristol Cars Limited in 1973.

Crook won the first motor race to be held in the UK after the war driving a Type 328 Frazer Nash-BMW, a victory witnessed by one of his biggest fans: Stewart Granger. Granger bought a similar car, asked Crook to maintain it and so began a long friendship between the two men. Crook recalled: *'Granger owned a string of exotic cars and said to me he wished there was a convertible Bristol, certain that it would go down well in California. We, at Bristol Cars, had already decided to make a small run of convertibles based on the 401, and Granger was very excited about this. He and his future wife Jean Simmons were about to star together in the film Adam and Evelyn and Granger was keen to have "his and hers" identical Bristol cars.'*



When 402 production began, two of the first cars built were sold to Granger: registered 'NPF 1' for himself and 'NPF 2' for Jean Simmons. The cars were handed over at Anthony Crook Motors in Caterham, surrounded by crowds of fans and photographers. *'We had police cordons to control the whole of Caterham,'* said Crook, *'but they were more interested in getting autographs.'*

This Bristol 402 was purchased by the current deceased owner in 1969, by which time it had been upgraded with the more powerful 100A engine by Bristol cars in Filton during the 1950s. The original exterior colour was mid-green a shade known by Bristol as Cambridge Grey, it is believed that this car was originally fitted with a detachable hard-top which is thought to still exist fitted to another 402. 'UML 534' has effectively been laid up since 1971, though it has been used occasionally since then. Offered for restoration and sold strictly as viewed, it comes with an old-style logbook, V5 registration document, sundry invoices and a brochure for the model. A wonderful opportunity to acquire one of the rarest and most exclusive of Bristol motor cars.

£30,000 - 50,000
€43,000 - 71,000



1952 CITROËN 'LIGHT 15' SALOON

Registration no. NOC 686

Chassis no. 9/521175

Engine no. AA/18672

- *Revolutionary 'Traction' model*
- *Right-hand drive*
- *In storage for many years*
- *Recently re-commissioned*



A curious mixture of romantic visionary and practical businessman, André Citroën was determined that economic depression and a contracting car market would not prevent him introducing a revolutionary new model, which he was convinced would ensure the future of his company. It did just that, but not until after Citroën had lost control of his empire when a minor creditor commenced legal proceedings against him. Within two years, new owner Michelin had paid off all of Citroën's debts.

Citroën's brainchild, the 7C 'Traction Avant', broke new ground in almost every aspect of production car engineering on its launch in 1934. Unitary construction of the body/chassis, front wheel drive, all-independent suspension sprung by torsion bars, hydraulic brakes, synchromesh transmission and a four-cylinder, overhead-valve, wet-liner engine were all incorporated in the new car at a time when the majority of its rivals employed a separate chassis, cart springs, sidevalve engines and mechanical brakes. This ground-breaking specification would have counted for little had the result not worked in practice, but the Traction soon gained a well deserved reputation for exceptional stability and exemplary handling that endures to this day.

The 1.3-litre original was soon superseded by larger-engined versions, the 1.9-litre 11 Légère model being known in Britain from 1938 as the 'Light Fifteen'. Production resumed after WW2 and lasted until 1957, when the Traction Avant was replaced by the equally revolutionary DS.

The right-hand drive Citroën Traction's accompanying old-style logbook lists only four owners, the last of whom - a Mr Loboda - is recorded as keeper on the V5C. Some years ago Mr Loboda went to live in South Africa and intended to have the car shipped out but never got around to it. It stood in his garage for several years before his son was asked to sell it on his behalf. In 2014 the Traction was sold and partly re-commissioned (see bills on file). Fitted with new brake master cylinder, wheel cylinders, brake shoes, water hoses and fuel/carburettor kits, the car is described as in generally very good condition, running and driving well.

£12,000 - 15,000

€17,000 - 21,000

114

1973 CITROËN DS 2.0-LITRE SALOON

Registration no. OGO 404L

Chassis no. 4532928

Engine no. 0652009487

- One of the most iconic motor cars of all time
- Right-hand drive
- Replacement engine and gearbox
- Recently re-commissioned



Just as it had done 21 years previously with the revolutionary '*Traction Avant*', Citroën stunned the world again in 1955 with the launch of the futuristically styled 'DS'. Beneath the shark-like newcomer's aerodynamically efficient, low-drag bodyshell there was all-independent, self-levelling, hydro-pneumatic suspension; plus power-operated brakes, clutch and steering. No European car would match the DS's ride quality for several years, the fundamental soundness of Citroën's ahead-of-its-time hydro-pneumatic suspension being demonstrated by its survival in present-day top-of-the-range models. The DS's original 1,911cc, overhead-valve, long-stroke engine was replaced in 1966 by a short-stroke 1,985cc unit, also available in 2,175cc and 2,347cc versions, while other DS developments included swivelling headlights, fuel injection and a five-speed manual gearbox.

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron. Right-hand drive versions were assembled in England at Citroën's Slough factory up to 1966, whereupon manufacture of all RHD models reverted to France. By the time production ceased in April 1975, more than 1.3 million of these wonderfully idiosyncratic cars had been built.

This right-hand drive DS20 was purchased new by one J F Bidgood, an officer serving with the British Army in Germany, and would have been first registered on either German or BAOR plates. Its owner used the DS to travel between the UK and Germany for many years, and when the bodywork needed repair in the mid-1990s the work was carried out in Germany. Subsequently, the car suffered an engine failure and was consigned to storage in the UK. In 2014 it was re-commissioned and the original 2.1-litre engine and five-speed gearbox replaced by a 1,985cc unit and four-speed 'box. During re-commissioning, the cylinder head removed, skimmed, pressure tested and re-fitted with a new gasket. In addition, a new fuel tank, boot lining kit, carpet set, hydraulic pressure valve and four new suspension spheres were fitted.

Described as in generally very good condition, totally reliable and rust free, this beautiful example of one of the 20th Century's most enduring automotive style icons is offered with sundry invoices, MoT to September 2016 and a V5C registration document. The original engine and gearbox are available if required.

£12,000 - 15,000

£17,000 - 21,000

115

Property of the late Lord Attenborough

1984 ROLLS-ROYCE CORNICHE

Registration no. RA 111

Chassis no. CRH0050654

Engine no. 50654

- *Property of the late Lord Attenborough*
- *Rare coachbuilt two-door model*
- *Maintained by H R Owen*
- *In need of re-commissioning*



This Rolls-Royce Corniche was ordered in 1980 via Rolls-Royce Motors International of Switzerland by a Mrs Karani (invoice on file). However, we are advised that it was delivered to the UK and first registered in this country in 1984. Sir Richard Attenborough (later Lord Attenborough) part-exchanged his previous Corniche for this car, which was delivered new to him in the UK in July 1984. However, the colour scheme of Athenian Blue with beige Everflex roof and beige leather interior were deemed unsatisfactory, so the car was immediately returned to Jack Barclay Ltd where it was refinished as per his previous (part-exchanged) Corniche.

These changes included coachwork in Special Green (ICI 062-5095); West of England cloth upholstery; chrome badge bar for five badges; lowered driver's seat; chrome 'GB' plate; and Goodyear whitewall tyres. In addition, a Pye telephone and a cassette player were to be fitted, and the headrests and driver's door mirror removed.

When the Corniche was delivered in 1984, Sir Richard, as he then was, was still basking in the glow of success conferred by the receipt of two Academy Awards (Oscars) for his epic motion picture Gandhi (Best Director and, as the film's producer, Best Picture) which had been released in 1982.

The car has been maintained from new by H R Owen, The London Service Centre, there being extensive service, maintenance and repair records on file dating from the 1990s. There are also a number of expired MoT certificates, showing the recorded mileage increasing from 106,833 in April 1999 to 142,867 in May 2003. The car was then SORN'd from 1st June 2011 to 31st May 2013. The current odometer reading is 177,220 miles. Sold strictly as viewed, the car is - we are advised - not in a condition to drive and thus will require re-commissioning before it returns to the road.

£12,000 - 15,000

€17,000 - 21,000

116

1981 VOLKSWAGEN GOLF GTI 'MARK 1' HATCHBACK

Registration no. TUR 110W

Chassis no. 17BW535827

Engine no. EG310260

- *Iconic early 'Hot Hatch'*
- *65,000 miles from new*
- *Fully restored in 2006*
- *Restoration bills and photographs available*



Launched in 1974, the Golf represented a complete break with Volkswagen tradition, yet would prove as big a sales success as its Beetle predecessor. In GTi form the Golf has become one of the great icons of modern motoring, giving rise to an entirely new class of sporting saloon - the 'hot hatch' - in the process. First seen at the Frankfurt Show in September 1975, the GTi came with a 1.6-litre, fuel-injected, 110bhp engine which, in a car weighing a mere 846 kilos (1,861lbs) made for a performance package of a type not seen since the demise of the Mini Cooper 1275 S.

Increasing competition from rival manufacturers prompted the introduction of a 1.8-litre GTi in 1982, and although maximum power increased only slightly to 114bhp, there was a considerable improvement in mid-range acceleration. The Golf emerged in restyled Mark 2 form for 1984 and the GTi gained an alternative engine the following year when a 1.8-litre, 139bhp, 16-valve unit becoming available alongside the existing 8-valve.

A rare survivor of the iconic Golf GTi in its earliest, purest form, this highly original example of one of the most collectible of modern classics was purchased by the current owner in 1985 with 14,000 miles recorded on the odometer. The Golf was used as an everyday driver up to 2006 and has now covered some 65,000 miles.

In 2006 the car was totally rebuilt, including a full engine and gearbox rebuild and rewiring of the electrical system. The original perfect interior was retained, merely requiring a clean, as was the original metal sunroof. All tyres, brakes and fluids were replaced less than 500 miles ago and the car is described as in superb condition. The stereo head unit is the only notified deviation from factory specification. Without doubt one of the finest early Golf GTi models currently available, the car is offered with all MoT certificates from new, restoration bills and photographs, V5C registration document and MoT to May 2016.

£15,000 - 20,000

€21,000 - 28,000

1937 SS JAGUAR 2½-LITRE ROADSTER

Registration no. YXG 173

Chassis no. 12538

Engine no. L1612E

- Originally a saloon
- Re-bodied circa 40 years ago
- Chassis unmodified
- Aluminium coachwork



'SS' originally stood for the Swallow Sidecar & Coachbuilding Company, which had been founded in Blackpool, England by William Walmsley. The company branched out into motor manufacture in 1926, its first major success being an attractive sports saloon on the Austin Seven chassis, the design being the work of Walmsley's partner, one William Lyons.

Relocation to Coventry followed and the Swallow range expanded to include models on Morris Cowley, Wolseley Hornet and Standard Sixteen chassis. Marque status arrived in October 1931 with the launch of the SS1. Based on that of the 16hp Ensign, the SS1's chassis was supplied exclusively to Swallow by Standard, who also provided the six-cylinder sidevalve engine and four-speed gearbox. Although unspectacular in performance, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price. Indeed, so successful was Lyons' new venture that production of Swallow-bodied cars ceased altogether in 1933 and SS Cars Limited was formed, initially as a subsidiary of the Swallow sidecar-building business.

By the time the SS90 sports car arrived in 1935, William Heynes had joined as Chief Engineer. Based on a shortened SS1 chassis, re-engineered by Heynes, the SS90 again demonstrated Lyons' consummate skill as a stylist, its long bonnet, smoothly flowing wings, cut-away doors and truncated tail making it every inch the epitome of the 1930s sports car. Although undeniably handsome and good for 90mph, the SS90 was handicapped by the limitations of its sidevalve engine, a deficiency that would soon be rectified by another of Lyons' new recruits, gas-flow consultant Harry Weslake.

In 1936 the new Weslake-developed overhead-valve 2,663cc power unit appeared in two new models: the 2½-Litre saloon and SS100 sports car. The introduction of the OHV engine was considered to justify the adoption of a new name for the series, SS Cars boss William Lyons later recalling that 'I immediately pounced on Jaguar as it had an exciting sound to me.' ('Jaguar' would be adopted as the marque name in 1943, 'SS' having by then acquired a somewhat tarnished reputation.) With 104bhp on tap from the twin-carburettor 'six', the newcomers' performance at last matched the style that had already become a company hallmark.



This SS Jaguar was delivered on 1st January 1937 to the distributor P J Evans of Birmingham and sold new to a Mr Beavon Clayton. It was originally delivered with engine number '252253'. The original four-door saloon the body was removed approximately 40 years ago and this stylish roadster body built and fitted to the original un-shortened chassis, thus retaining the longer frame's excellent handling characteristics. The steering column was extended to facilitate the creation of a long bonnet and a beautiful flowing wing line, while the body is coach built in the traditional manner, consisting of aluminium panels on a timber frame. The exterior is polished rather than painted, and the interior is trimmed in black leather.

All mechanicals are said to be in good order. The engine emits a delightful Vintage-style deep burble from its 3" exhaust pipe and the SS is said to be very exciting to drive. The car is supplied with a fold-flat windscreen that can be easily refitted if required. The history file contains a V5C registration document, Jaguar Heritage Certificate, recent restoration invoices and an MoT certificate valid until August 2016.

£50,000 - 70,000
€71,000 - 100,000



1964 SUNBEAM TIGER MARK I ROADSTER

Registration no. SRH 112B
Chassis no. B9470404LRXFE
Engine no. 1484 L2KA

- *Rare Anglo-American sports car*
- *Delivered new to the USA*
- *Left-hand drive*
- *Recently re-commissioned*



Inspired by Carroll Shelby's success in shoe-horning a Ford V8 into the AC Ace to create the Cobra, Rootes asked Shelby to perform the same trick with its Sunbeam Alpine sports car. The project was instigated by the company's West Coast, USA distributor, Rootes American Motors Inc, which was located not far from Shelby American. Ford's 260ci (4.2-litre) 'Windsor' V8 was chosen, and even though this had 'only' 164bhp on tap it was approaching double the output of the contemporary Alpine's 1.6-litre four. The transplant radically transformed the character of the car.

Code-named 'Thunderbolt', the Tiger was developed without the knowledge of Lord Rootes, who was said to be 'very grumpy' when he found out. Nevertheless, he had the good sense to get a prototype shipped to Coventry and was deeply impressed with the car when he drove it. Assembled by Jensen Motors and introduced in 1964, the Tiger kept the Alpine's basic layout but featured a stronger gearbox and rear axle plus rack-and-pinion steering. Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under ten seconds and peaked at around 120mph. Tigers would go on to enjoy success in both racing and rallying over the years. Sadly, the model was killed off by Rootes' new owner Chrysler shortly after the revised Tiger II was introduced in 1967. A little over 7,000 Sunbeam Tigers were eventually produced, including 571 of the now very rare 4.7-litre Mark II. The final cars rolled off the production line in 1968.

This superb example dates from the first year of production and was built in left-hand drive configuration for shipment to the USA. In 1984 it was acquired by Mr K Harvey, a senior manager at the Dupont Paint Finishing Company. He was to own it for the next 30 years, treating his straight and original example to a top-class re-spray a number of years ago. Reputed to have been fitted with a high-ratio final drive, it was upgraded with an Edelbrock inlet manifold and Holley carburettor before being repatriated to the UK late last year.

The car has since been treated to a thorough re-commissioning; a stainless exhaust, new hood, new brake master cylinder and fresh battery being added. All duties have been paid and it now carries the age-related registration 'SRH 112B'. The car is MoT'd to April 2016 and comes with a V5C registration document. The sight of the mighty Le Mans Coupé at the front of the grid at recent Goodwood events has helped raise the Tiger's profile of late, adding to the huge increase in interest and respect for the model seen over the last few years.

£30,000 - 35,000

€43,000 - 50,000

1970 FORD MUSTANG FASTBACK COUPÉ

Registration no. ABW 80H

Chassis no. 0T02H162781

Engine no. 162781

- *Iconic American classic*
- *UK registered since 1990*
- *Restored between 1990 and 1996*
- *Recently re-commissioned*



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

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

The secret of the Mustang's success was a broad appeal that extended beyond the target market thanks to a great value-for-money package combining sporty looks, decent economy and brisk performance. Mustangs could be ordered in specifications ranging from six-cylinder 'economy' to V8-powered luxury, while customers could choose from an extensive range of factory options, with the result that seldom are two Mustangs identical. The Mustang was enlarged and restyled for 1969 and again for 1971.

First registered in the UK in 1990, this particular Mustang has the 351ci (5.7-litre) 250bhp V8 engine and automatic transmission combination. Restored between approximately 1990 and 1996, 'ABW 80H' has recently been re-commissioned, having spent the last eight-or-so years in a private collection, and is described by the private (lady) vendor as in generally very good condition. The car is offered with restoration invoices, MoT to August 2016 and a V5C registration document. A Mallory distributor cap, rev counter and a stainless steel exhaust are the only notified deviations from factory specification.

£18,000 - 22,000

£28,000 - 35,000

120

1990 BENTLEY CONTINENTAL CONVERTIBLE

Coachwork by Mulliner Park Ward

Registration no. G24 BJN

Chassis no. SCBZD00A7LCH30100

Engine no. 70598L410/NEL

- *Iconic Bentley model*
- *Only circa 61,000 miles recorded*
- *Current ownership for the last 15 years*
- *Recent extensive refurbishment*



The incomparable Bentley 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. This magnificent tradition seemed to have ended with the demise in 1965 of the successor S-Type Continental, only to re-emerge triumphantly in 1984 with the introduction of the T-Series Continental.

Flagship of the range, the new Continental was a worthy scion of this noble British family, impeccably engineered and hand-built in the time-honoured manner by Mulliner Park Ward Limited's peerless craftsmen. Like its illustrious forebears, the modern Continental represented the ultimate in bespoke coachbuilt motoring, designed to appeal to those discerning - and necessarily very wealthy - clients with the most refined of tastes, a well developed appreciation for the finer things of life and a refusal to accept anything less than the very best.



Far from being an outmoded concept, this uncompromising approach was so successful, and demand for the exclusive Continental so sustained, that it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995, by which time the UK price had risen to well in excess of £100,000.

The essence of Continental ownership was most aptly summed up by *Autosport's* inimitable John Bolster. Writing in 1958, Bolster noted that the Continental was a classical design that achieved a high degree of excellence by sheer quality of construction: 'In doing so, it develops an individuality, a character, call it what you will, that makes it entirely different from any other marque. The man who drives a Continental lives in an enchanted world, for everybody calls him 'sir' and he may park where other lesser cars may never tread.' Despite the passage of more than 50 years, Bolster's words ring every bit as true today as they did then.

The current vendor purchased this Continental Convertible from Jack Barclay in 2000, at which time the odometer reading stood at approximately 40,000 miles, to which he has added a further 21,000 or so. The car was serviced initially by a classic car specialist in Taunton and more recently has been looked after by an independent engineer in Porlock. Recent works, carried out in 2013, have included a full repaint, new mohair hood, re-Connollising the interior leather, re-lacquering the interior woodwork and refurbishing the road wheels.

Admired by all, the car has given its owner great pleasure over the last 15 years and runs faultlessly, recently completing a run from Porlock to Yorkshire and back. Sold reluctantly on account of the owner's advancing years, this beautiful Bentley Continental is offered with sundry bills, current MoT certificate and a V5C registration document.

£40,000 - 50,000
€57,000 - 71,000

121

1932 ROLLS-ROYCE 20/25HP SPORTSMAN'S COUPÉ

Coachwork by William Arnold, Manchester

Registration no. XJ 811

Chassis no. GFT68

- Unique coachwork by William Arnold
- Last (lady) owner for 37 years
- Original and un-restored
- In need of refurbishment



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

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unitary construction of the engine and gearbox, the latter featuring the modern innovation of a central ball change, together with a 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc.

Favourably received as the Twenty was, its three-speed transmission's central gearchange was not to everyone's taste, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder. The Twenty's introduction enabled its makers to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon.

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



William Arnold Ltd., of Manchester started building motor car bodies about 1910 and mounted some 50 to 60 bodies on Rolls-Royce between 1919 and 1936. Coachbuilding ceased in 1948 and today the company are Volkswagen Distributors.



The Rolls-Royce 20/25hp was, of course, exclusively a coachbuilt automobile and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. This example, 'GFT68', carries two-door Sportsman's Coupé coachwork by William Arnold of Manchester and is featured in Lawrence Dalton's *'Those Elegant Rolls-Royce'* (page 267 reproduced above).

There is an interesting hand written letter on file from Dalton stating that he contacted the then owner in 1966 enquiring if the 20/25 could be used in his publication. A thriving motor dealership, Arnold bodied cars as a sideline but its work was of the highest quality and throughout the 1920s always on the best chassis, though it seems that the firm did not body a Rolls-Royce until 1931. In the 1930s Arnold widened its appeal, adding the Standard and Humber makes to its portfolio, but after WW2 concentrated on the dealership side of its business.

First registered to Hartley & Sons, the Rolls-Royce was purchased at the Beaulieu auction in July 1978 by Mrs K Morley, its last owner (letter in history file). The car comes with MoT certificates dating back to the 1970s, a 1971 tax disc, an old-style logbook, a V5 registration document and correspondence with Rolls-Royce Motor Cars of Crewe, Cheshire. It also comes with copies of the original build sheets and appears to have only had six owners in its 83 years.

Also present in the comprehensive history file, which contains material dating back some 60-plus years, is a letter confirming that the Rolls-Royce was laid up for five years during the war, from January 1940 until December 1944. Its engine running sweetly and its chassis apparently sound, 'GFT68' represents a rare opportunity to acquire a genuine unmolested Rolls-Royce 20/25hp, which would benefit from a new hands-on enthusiastic owner to return it to former glory.

£20,000 - 30,000

€28,000 - 43,000

122

51 Years in present family ownership

1933 LAGONDA 3-LITRE SILENT TRAVEL SALOON

Registration no. APC 101

Chassis no. Z10271

Engine no. Z2043

- 'Lost' Lagonda
- Superb project
- 51 years in storage



Lagonda launched its new 3-litre model in September 1928, powered by a six cylinder in line, overhead valve engine of 2,931cc. The ZMBSST 24 model, as offered here, was a development of that car known as the Selector because of its pre-selector gearbox. By 1933 engine size had increased to 3,181cc, giving a top speed of about 85mph. The Silent Travel Saloon (ST24) was introduced for this chassis and featured four door pillarless coachwork, with rear hinged rear doors and a boot. The 'ski' running boards were a feature of this comprehensively equipped luxury saloon.

A dashboard plaque indicates that this car was supplied by Caffin, Wilkinson & Co.Ltd. of Hanover Square, London, and it was first registered with Surrey County Council on 10th February 1933. Its early history is unknown although there is some conjecture as to why it should have a gun holster by the driver's foot well! Lagonda Club records show that in 1954 it belonged to a Mr. Jackson of New Barn, Kent, later passing to Donald Stubbs of Billingham, Co. Durham, in 1959. In 1963 it passed to a John Michael Collins of Seaton Carew who sold it to vintage dealers Claude Allison and Jimmy Goddard of Marske-by-the Sea, who traded as Longbeck Sports Cars (a mecca for real car enthusiasts fifty years ago). The car's recently deceased enthusiast owner bought the car from Longbeck in August 1964 for £150 – the receipt is on file.

It is thought that he did little more than drive it into his garage, which it shared with his 1930s Austin 12; he reputedly had the cylinder block repaired and planned to get round to restoration "in due course". Sadly "in due course" never happened and the car has remained in store under cover for 51 years. The ravages of time have caught up with the car, however it remains eminently restorable, being complete in all major respects. Careful conservation should see the original interior furnishings come up well and although some re-timbering of the original coachwork will be required, that too should be saveable. Mechanical condition is unknown, although we understand it drove into its garage 51 years ago. The repairs to the aforementioned cylinder block look at best fragile and the car is sold as viewed.

This most exciting 'barn discovery', lost to the Lagonda Club since 1959, comes with old buff log book from 1961, a Swansea V5C registration document, its last MoT certificate from 1963, the purchase receipt from 1964 and an original instruction book.

£10,000 - 20,000

€14,000 - 28,000

No Reserve

123

1931 MG F-TYPE MAGNA TOURER

Registration no. WYJ 529

Chassis no. F0353

Engine no. 677AF

- *Refined six-cylinder MG*
- *In the present ownership since 1997*
- *Fully rebuilt engine*
- *Used regularly in summer months*



General Manager of Oxford-based Morris Garages, Cecil Kimber brought sports car motoring within the financial reach of the man in the street with a succession of affordable MGs. Broadly similar to the four-cylinder D-Type and introduced simultaneously in 1931 was the six-cylinder F-Type Magna which, like its equally new stablemate, used a development of the under-slung chassis first seen on the racing C-Type Midget, but of longer wheelbase.

Wolseley, like MG owned by William Morris, contributed the 12hp, 1,271cc, six-cylinder form that powered the Magna. The latter looked every inch a proper MG but possessed greater refinement than the fours thanks to its smoother, torquier and relatively vibration-free six-cylinder engine. Introduced in 1932, the F2 version boasted 12" brakes (replacing the original 8" drums) and Midget two-seater coachwork, while the mechanically similar F3 was a four-seater tourer.

Chassis number '353' was first registered on 31st December 1931 and was acquired by the current vendor in July 1997, having previously belonged to one Terence Wilson of Branton, Doncaster. The owner has driven the MG every year in the summer and has only recently stopped submitting it for the MoT test as this is no longer a requirement.

In early 2004 the engine was completely rebuilt by Vintage & Sports Car Services of Chard, Somerset, whose detailed invoice is on file. The rear axle has new planet gears, and new drive/half shafts have been fitted also. The cable brakes have been regularly maintained with grease points greased and adjustments when needed. An alternator has been fitted next to the gearbox and is driven via a pulley wheel on the prop shaft, thus charging the battery when the car is in motion. The hood and window frames are original, as are the seat frames, while the seats were recovered in white leather and a new canvas hood fitted about 15 years ago. The chassis is said to be in excellent condition. Presented in running order, this charming little MG sports car is offered with aforementioned invoices and a V5 registration document.

£18,000 - 22,000

€26,000 - 31,000

1919 SUNBEAM 16HP TOURER

Registration no. CJ 2740

Chassis no. 5030/19

Engine no. 16/E5031/19

- *Earliest known post-Great War Sunbeam*
- *Driving beautifully*
- *Rare and imposing*



Founded by John Marston, a God-fearing Victorian industrialist who foresaw the growth in demand for private transport, Sunbeam was first associated with beautifully made, though expensive, bicycles. Although comparative latecomers to motor car manufacture, the Wolverhampton-based Sunbeam factory quickly established a fine reputation alongside Lanchester, Wolseley, Austin and Daimler at the heart of the expanding Midlands motor industry. Apart from the curious Sunbeam-Mabley cycle car, Sunbeam's production centred mainly around four-cylinder models, which have survived in greater numbers than any of its aforementioned contemporaries.

The company's first conventional car was largely conceived by T C Pullinger, who persuaded Marston to purchase a complete chassis from the French Berliet concern. Exhibited at the Crystal Palace in November 1902, it was marketed as the Sunbeam 10/12, 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 from Hillman in 1909 of influential designer Louis Coatalen and the pursuit of an effective competitions programme enabled the marque 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.

By the outbreak of WWI, the Sunbeam range consisted of four-cylinder 12/16hp and 16/20hp models plus the 25/30hp. Civilian production recommenced in 1919 with 16hp and 24hp models, the former, also produced by Rover during the hostilities, being little changed from pre-war days. Thus it continued to be powered by a 3.0-litre sidevalve engine driving the separate four-speed gearbox via a cone clutch, while other chassis details included a rear-wheels-only handbrake and transmission foot brake. Standard equipment now included electric starting and lighting, but the price had risen dramatically by some £200 over 1915 levels, the five-seater tourer (as offered here) now costing £790.

Dating from 1919, this highly original 16hp tourer is the earliest known post-Great War Sunbeam. The accompanying old-style logbook (issued 1958) records the date of original registration as 25th January 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing).



During the 1960s the Sunbeam was displayed at the National Motor Museum, Beaulieu. Correspondence on file from the NMM's Michael Sedgwick (dated June 1970 and addressed to the car's then owner, Mr Albert Ward of Turvey, Bedfordshire) states that the Museum acquired it from a garage clearance sale in Herefordshire in 1957. Apparently, the Sunbeam had been abandoned because its original owner, a British Army officer, had disappeared on India's Northwest Frontier and several years had elapsed before he could be presumed dead. According to Michael Sedgwick: 'It had certainly been off the road since 1928, and no modifications had been carried out at Beaulieu.'

There is a photograph on file of a 16hp Sunbeam taken at the REME barracks in Colchester, almost certainly at some time during the 1950s, which shows marks on the radiator core (since replaced) identifying it as this very car. The attendant squaddies are smiling proudly, possibly because they had restored it as a training exercise. Did it, perhaps, belong to their commanding officer? Whatever the case, it certainly looks very smart.

Post-NMM, the next owner listed in the logbook is one Roger Gates of Harrow-on-the-Hill, Middlesex, who acquired the car in December 1968. Acquired by the aforementioned Albert Ward in June 1970, the Sunbeam was restored by him to a very high standard, its non-standard water pump being replaced in the process with a new item to original pattern.

Used infrequently by Albert Ward, the Sunbeam was acquired from him in May 2006 by the next owner, only its third since 1968. Various minor issues were addressed to bring the car up to his exacting standards, including regrounding the valves, checking and correctly setting the valve timing, and overhauling and tuning the carburettor. In addition, a new set of wheels was made and shod with fresh rubber.

The current owner acquired the Sunbeam at Bonhams' Oxford Sale in December 2013 (Lot 319) and advises us that it drives superbly, the powerful 3-litre engine enabling it to keep up with modern traffic. This can be confirmed after our recent test drive to photograph the Sunbeam. The car boasts many sought after period features such as an Auster screen, Esso spare fuel can, fire extinguisher and charming original brass fittings. Complementing the two-tone paintwork beautifully, the interior features deep-buttoned beige hide seats, while the mohair hood and tonneau cover are new. The original dashboard clock runs perfectly, keeping time to the minute.

An immensely desirable and rare motor car, this wonderful early Sunbeam is running beautifully and ready for a wealth of motoring events. It is offered with a substantial history file containing assorted correspondence; numerous invoices; photocopied literature, instruction manuals and spare parts lists; copy V5 and current V5C documents; and a quantity of old MoTs.

£35,000 - 45,000
£50,000 - 64,000

125

1920 VAUXHALL 30-98 E-TYPE TOURER

Coachwork by Damyon Brothers, Melbourne

Registration no. VM 387

Chassis no. E267

Engine no. E256

- *1 of only 287 produced*
- *A true motoring great*
- *Ready for a host of events*

Offered here is a very well known example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Vauxhall 30-98 adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before the Great War) had produced a car that could run rings around 3-Litre Bentleys on cross-country journeys.

The 'big engine/lightweight car' formula has been repeated to good effect many times throughout the history of the sporting motor car, and Vauxhall's famous 30-98 was one of its earliest successful applications. As has so often been the case, the spur behind this particular combination was the desire for competition success; the first 30-98 being constructed at the behest of car dealer and motor sport competitor, Joseph Higginson, in 1913. Higginson's first objective was victory in the Shelsley Walsh hill-climb in June of that year, and the Laurence Pomeroy-designed 30-98 duly obliged, setting a hill record in the process which was to stand for fifteen years.





Laurence Pomeroy's tenure as Vauxhall's Chief Engineer saw the Luton-based concern produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger version of the Prince Henry's four-cylinder side-valve engine was developed for its successor, the D-Type, which, with some 70bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork.

Pomeroy's 30-98 was powered by a 4.5-litre, four-cylinder, side-valve engine - in effect a stretched version of the Prince Henry/D-Type's - mounted in a conventional but lightweight chassis; suspension being by beam axle at the front and live axle at the rear, with semi-elliptic springs all round. Power was transmitted via a multi-plate clutch to a robust four-speed gearbox, and thence via a short prop-shaft to the straight-cut bevel rear axle. The braking system consisted of a foot-operated transmission brake and a handbrake operating on the two rear drums, the front wheels being un-braked.

At first glance this unremarkable specification seems an unlikely one for a performance car - even an Edwardian example - but the 30-98's 90bhp-plus power output, combined with a weight of only 24cwt (with the factory-built, four-seater 'Velox' tourer coachwork) gave it a formidable power-to-weight ratio for the time. A fully road-equipped 30-98 was capable of around 85mph, and when stripped for racing the company guaranteed a top-speed in excess of 100mph for the later overhead-valve models, a capability demonstrated at Brooklands on numerous occasions.

Only a handful of cars were sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-Type' - its Prince Henry predecessor having been the 'C' and the 25hp Tourer the 'D'. Manufacture of the E-type ceased in September 1922 after 287 cars had been constructed, there then being a slight hiatus in production before its successor, the overhead-valve 'OE', commenced delivery to customers in early 1923.



Despite a reduction in capacity to 4.2-litres, the power of the OHV motor went up to 110bhp-plus, although this increase made little difference to the car's performance.

The OE was not to gain front-wheel brakes until late 1923, when a cable system was introduced. This was operated, along with the transmission brake, by the foot pedal, with the linkages and compensating mechanism - the inaccurately-termed 'kidney box' - mounted somewhat untidily in front of the radiator. Hydraulic actuation of the front-wheel and transmission brakes was adopted in 1926. By the time the final batch of OE chassis had been completed in early 1927, there were few customers for the 30-98, the antiquity of the design telling against it when compared to the more refined competition from Bentley and Sunbeam. Total production of OEs numbered 312 cars.

This particular E-Type was despatched new from the Luton factory in rolling chassis form to Australia, where the big Vauxhall was deservedly popular. Its owner there for many years, Roy Gaudion wrote: *'these cars were imported as bare chassis with only radiator, aluminium bonnet, scuttle and lighting equipment.'*

On arrival in Australia, the Vauxhall was bodied in Melbourne by Damyon Brothers, a respected family firm founded in 1885 by three siblings: Joseph, Charles and John, who looked after body making, painting and smithing respectively. Damyons bodied numerous cars of quality including those of Rolls-Royce and Bugatti, but ceased trading in 1937.

The Damyons' body for 'E267' was an attractive design in the factory's Velox style but panelled in steel to withstand the stresses and strains of motoring on Australia's mainly unmade roads. This original coachwork was restored during the late 1960s by the car's then owner, Ron Gaudion, who made a new wooden framework using the old timbers as patterns and repaired much of the body's original steel skin.

The car's ownership is unknown prior to 1945 when it was recorded as belonging to John Calvert of Victoria, a tobacco farmer who purchased it on leaving the Army at the end of the war. Calvert drove the 30-98 for the next nine or so years before consigning it to a barn.



The car was got running again in 1959 for its sale to Ron Gaudion, who did not get around to commencing its complete 'body off' restoration until 1966. 'E267' was finished in time for Sydney's 1st International Rally, held in 1970, during which it averaged 103.5mph over a four-mile course (an achievement Ron Gaudion later recorded in writing).

After almost 30 years of ownership, Ron Gaudion sold the Vauxhall in 1988 and the car returned to the UK. Issued with the age-related registration 'VM 387', the car then passed via a motor dealer to one John Day. In June 1994 the Vauxhall was purchased by the Hon G H Wilson, who in turn sold it to Quentin Chases in November 2002.

The 30-98 was acquired by the current vendor in 2012, it had at that time undergone a photographically documented bare metal re-spray. Renowned Vauxhall historian Nic Portway believes this to be one of the few remaining cars to retain its original Australian coachwork. It is also worthwhile noting that the gryphon mascot is an original and not a replica, unlike those on many other Vauxhalls today. Other noteworthy features include correct instrumentation, full weather equipment, a luggage grid and an original Auster screen.

The previous owner had spent a considerable amount of money on 'E267' during his ownership, benefiting among other things from fully rewired electrics. This is in addition to the circa £42,000 estimated billed by marque specialist Arthur Archer to the Hon G H Wilson for a mechanical overhaul, while a further £9,000 appears to have been spent during the period 1991 to 2003 for various works including a new radiator.

When the car was recently photographed the owner confirms that the car started readily and ran beautifully and describes the car as in 'excellent working order'.

Described by Nic Portway as 'having a high-on continuous history and being a well known genuine car,' this highly original example of Vauxhall's definitive sports car of the early Vintage period is offered with a V5C registration document and an extensive history file dating back to Ron Gaudion's ownership in Australia.

£180,000 - 220,000

€250,000 - 310,000

126

1934 LAGONDA 4½-LITRE M45 SPORTS

Registration no. LV 9072

Chassis no. Z10606

Engine no. M45/63 2355

- One of the fastest British sports cars of its era
- Fox & Nichol team car replica
- Current family ownership since 1976
- Recently re-commissioned

'Lagonda cars have always upheld a reputation for effortless fast touring and the pride of ownership which fine detail work and distinguished coachbuilding can give. The 4½-Litre model retains these characteristics, but scores considerably over its forebears by its high power-to-weight ratio. The chassis is no bigger than the three litre car, and there is no suggestion of clumsiness, heavy steering or the other drawbacks which often accompany the large engined car.' - *Motor Sport*, January 1934.

The 4½-Litre Lagonda was one of the most accomplished sports cars of the 1930s, as a succession of high-profile race wins, culminating in victory at Le Mans in 1935, amply demonstrates. In 1934 a team of three specially prepared short-chassis cars (effectively the soon-to-be-announced M45 Rapide) prepared by Lagonda main agents Fox & Nicholl performed creditably at the RAC Tourist Trophy at Ards, and the following year one of these TT cars driven by John Hindmarsh and Luis Fontes won the Le Mans 24-Hour endurance classic outright.

The Lagonda car company was founded in 1906 in Staines, Middlesex by the American Wilbur Gunn (1859-1920) who named it after a river near his home town of Springfield, Ohio. Gunn had started out building motorcycles in the garden of his house in Staines with some success, including winning the 1905 London to Edinburgh Trial. In 1907 he launched his first car and in 1910 won the Moscow to St Petersburg Trial driving a 16/18hp model. Having established its reputation, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60.

This four-cylinder, 2.0-litre model was joined in 1929 by the first of Lagonda's own sixes - the 3-Litre - but by the mid-1930s the Meadows-engined cars were seen as the way forward. Introduced at the 1933 Olympia Show and based on the preceding ZM 3-Litre model, the M45 deployed Meadows' 4½-litre, twin-plug six to good effect, saloons being capable of reaching 90mph and tourers 'the ton' under favourable conditions.





'A short run on one of the first of the 4½-Litre Lagonda models, with an open four-seater body, left a vivid impression not only of brilliant acceleration and sheer performance, but of a car delightfully silent and easy running in a way that can be achieved to the fullest extent only by a big-engined machine working well inside its limits,' reported The Autocar in 1933. As the foregoing contemporary quote clearly demonstrates, these exceptionally handsome big-engined Lagondas created a considerable impression when new.

Carrying saloon coachwork finished in black, 'LV 9072' was originally registered in Liverpool on 13th June 1934 to Central Motor Co Ltd, who sold the car to Hugh Reid of Liverpool later that same year. In 1941 ownership passed to The Bee Cycle & Motor Co in Liverpool, then to Geoffrey Fawcett of Preston in March 1948. In 1953 the Lagonda was sold to Ronald Hayman in Bognor Regis. Eric Reginald Mitchell bought 'LV 9072' in 1954 and sold it in 1959 to Joseph Arthur Hind of Newark. It is not known when one David Brandon of Eastbourne purchased the Lagonda, but it was described in a note on file as having been stored for 20 years. He carried out a complete rebuild in the style of a Fox & Nichol team car.

There are many bills on file relating to the works, all dated 1973, which are detailed in a typed data sheet. The works included a complete strip of all components back to the bare chassis. The engine was rebored and rebuilt with new pistons etc. Gearbox and axles restored, steering box rebuilt etc. The body professionally made in seasoned ash, clad in aluminium then padded fabric covering.

The Lagonda was then purchased in May 1974 by Dr Mervyn Busson of West Haddon, Northants, who had Aston Service Dorset provide some additional items to finish the project. After completing a mere 100 miles in two years, he sold the Lagonda to the vendor's father (now deceased) in July 1976. Since then the car has formed part of a private collection and has been used sparingly, covering only some 280 miles to the present day. It was re-commissioned in 2015 and thoroughly serviced, and is now driving very well, ready to enjoy. Accompanying documentation consists of the aforementioned bills; original and continuation logbooks; MoT to October 2016; and old/current V5/V5C documents. The car also comes with an instruction book, original sales brochure and a reprint of 'Lagonda in the 30s'.

£70,000 - 90,000
€100,000 - 128,000

127

1922 ROLLS-ROYCE 40/50HP SILVER GHOST SALAMANCA TOWN CAR

Coachwork by Willoughby

Registration no. SV 9385

Chassis no. 111 BG

Engine no. 20H252

- *Powerful vintage touring car*
- *Recent servicing works*
- *Film car provenance*

01

'111BG' on the set at Pinewood Studios

02

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

(Images part of lot)



01



02

'*The Great Gatsby*', F Scott Fitzgerald's best known novel, concerns the lives and doomed ambitions of a cast of characters drawn from the upper echelons of American society. Set in 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. The first and original Salamanca body that is currently on chassis 111BG was crafted in 1927 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.

Reputedly delivered new to beer tycoon August Busch, its owner was E Andrew Mowbray, an avid collector of antiques and antique automobiles, including several Rolls-Royces and Bentleys. He was a long-time member of the USA's Rolls-Royce Owner's Club. In collaboration with Arthur Souter, Mowbray published '*The American Rolls-Royce; A Comprehensive History of Rolls-Royce in America*' in 1976, in which the car is illustrated. A copy of the book is included with the lot.

Mr Mowbray's Rolls-Royce was selected by the Gatsby producers to be the car belonging to young socialite Daisy Buchanan (played by 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 Mowbray himself duly 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. A DVD of the film with the car on screen is also included.



The Mowbrays lived in Hearthside House, Lincoln, Rhode Island. Their residence, a museum since Mr Mowbray's death in 1996, hosted the 'Gatsby Revisited' event in 2013, celebrating the 40th anniversary of filming. By then, this Gatsby Ghost had completed the RREC and SGA organised 2003 Alpine Tour in celebration of the 40-50hp's success in the 1913 Austrian Alpine Trial (with the documents is a plaque engraved with '111BG' recording the car's event participation).

In recent years, the car has been UK resident and registered, and was only acquired in 2014 by the vendor, whose ill health and disability now sadly prevents him from able to drive it. The previously repainted body is finished in green with black wings and has a demountable vinyl roof covering open drive front seats upholstered in black leather.

The owners and guests quarters in the rear, supplemented by a pair of occasional seats, are trimmed in grey fabric. An RREC reprinted handbook for the 40/50hp is included, as is a V5C, and there is an invoice from earlier in the year on file recording re-commissioning and servicing work, including adjusting valve clearances, cleaning out the carburettor, changing the engine oil and greasing all points prior to a test drive.

£100,000 - 120,000

€140,000 - 170,000



128

1926 OM 2.0-LITRE TYPE 665 S3 SUPERBA SPORTS

Coachwork by Short Brothers, Rochester

Registration no. YR 88

Chassis no. 25892

Engine no. 665 0080

- *Rare Vintage-era Italian sports car*
- *Very rare coachwork*
- *Rich sporting pedigree*
- *An older restoration*

From 1933, when they became part of FIAT, OM produced commercial vehicles, but in the 1920s and early 1930s OM sports cars competed with outstanding success against the more illustrious Bugatti and Alfa Romeo marques in the major continental long distance events. The OM (Officine Meccaniche - Mechanical Workshops) company came into being in 1899 as a result of the merger of Miani, Silvestri & Co with Grondona, Comi & Co, both firms being active in the production of railway locomotives and rolling stock.

OM's involvement with car manufacturing began in 1917 when it bought the Roberto Züst factory in Brescia and the first OM car, closely resembling a Züst, appeared in 1918.

Designed by the Austrian-born engineer Lucien Barratouch and introduced in 1920, the first model of wholly OM design - the Type 465 - was powered by a four-cylinder 1,325cc sidevalve engine. This was followed by two more four-cylinder models, the Types 467 and 469 (OM type nomenclature being the number of cylinders followed by the bore dimension in millimetres).

The firm's most noteworthy competition successes came in the 1927 Mille Miglia, when Ferdinando Minoia and Giuseppe Morandi headed an OM '1, 2, 3', and the 1928 race when an OM finished in 2nd place overall. That car also won the 2-litre class, in which category OM's filled the next seven places! These were six-cylinder Type 665 cars but the earlier four-cylinder models won their share of honours too, with many 1,500cc class wins in the early 1920s.





OM also took the team prize in the 1928 Coppa delle Alpi. The make was imported into Britain by the concessionaires, L C Rawlence & Co of Sackville Street, London W1, whose development engineer and driver, R E Oats, raced OMs to numerous victories at Brooklands.

In the mid-1920s OM obtained a licence to build the Swiss firm Saurer's diesel engines, a move that facilitated its diversification into commercial vehicle manufacture. The car side of the business had already been sold off when FIAT acquired OM, which continued as a truck and bus manufacturer until the mid-1970s when FIAT's commercial vehicles division was reconstituted as IVECO.

This OM 665 S3 carries two-seat open sports coachwork by Short Brothers of Rochester, Kent, better known as manufacturers of seaplanes. Diversifying into coachbuilding after WWI, Short had the contract to provide bodies for the Salmson 10 and was also engaged in building bus bodies, which it would eventually concentrate on. Built in 1925 and first registered in 1926, 'YR 88' has no surviving historical documentation prior to 1941, when the earliest of the accompanying old-style logbooks was issued. Records show that in 1950 the engine and gearbox were replaced with units dating from 1928 or later. From 1978 the car was owned by John Anthony Knight, who in 1988 sold it to Maxwell Booth. The current vendor bought the car from Mr Booth in 2009.

It is understood that Mr Knight, an engineer, was a keen OM enthusiast. He carried out a comprehensive restoration of 'YR 88' (and another OM) during his ownership, including an engine rebuild, new radiator core and overhauled chassis, brakes, axles, springs, steering, wheels, electrics, instruments, fuel tank, windscreen, etc. In addition, the body and wings were repaired and the car re-sprayed (bills and photographs on file).

The next owner, Mr Booth, was another OM aficionado, collecting much of the general marque history, photographs and drawings that come with the car. According to Mr Booth's own restorer, Larry Rose, Mr Booth continued to improve the OM during his ownership, having new seats made, the interior re-trimmed throughout, the wheels rebuilt and a new cylinder block installed (in 1990). Described by the private vendor as in generally good condition, running well, this rare Italian thoroughbred is offered with the aforementioned logbooks, OM UK Register, current MoT, V5 registration document, sundry restoration invoices, parts diagrams, engineering drawings, copy instruction manuals and a most substantial quantity of marque-related literature and photographs.

£120,000 - 150,000
£170,000 - 210,000

129 N

1937 BENTLEY 4¼-LITRE SPORTS SALOON

Coachwork by Hooper & Co

Registration no. ELE 88

Chassis no. B44LS

Engine no. H5BF

- One of the final generation of 'Derby Bentleys'
- Distinguished coachbuilder
- Present family ownership since 1967
- Registered in Germany



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

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

The car offered here, chassis number 'B44LS', is recorded in Bernard L King's book 'The Derby Built Bentleys' as delivered in December 1937 to one Gilbert Davis and owned subsequently (in 1964) by someone called Marston. It carries four-door sports saloon coachwork (design number '6858') by Hooper & Co, London-based carriage makers to Queen Victoria and King Edward VII and arguably the finest of all British coachbuilders. The car has formed part of the vendor's father's collection in Germany since 1967 and was on the road between '67 and 2004, always TÜV-approved (MoT'd). In 1970 the interior was re-trimmed while more recently (in 2009) the electrical system was checked and serviced by Bosch. We are advised that the Bentley is in good, original and un-restored condition, fully working, but since 2004 has been used very rarely and therefore is now put up for sale. Accompanying documentation consists of an expired MoT certificate (1966) and German registration papers.

Featuring coachwork by one of the most exceptional coachbuilders, 'B44LS' remains a rare and significant representative of one of most exclusive and desirable of all Post-Vintage British Thoroughbreds: The Derby Bentley.

£50,000 - 60,000

€71,000 - 85,000

129A

1967 JAGUAR MK2 3.4-LITRE SALOON

Registration no. LKE 85E

Chassis no. 181435DN

- *Delivered new to Holland*
- *Left-hand drive*
- *Overdrive transmission*
- *Sliding steel sunroof*



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/overdrive transmission model delivered new to The Hague, Holland, this left-hand drive 3.4-litre was purchased by the last owner at an auction in Monaco in 2006 and first registered in the UK later that same year. Used by its owner from European tours and excursions, the Jaguar has been maintained by marque specialists since importation. Works carried out have included a cylinder head overhaul, reconditioning the overdrive, rebuilding the front suspension, and fitting new wheels and shock absorbers. Finished in Opalescent Grey with black leather interior, 'LKE 85E' is described by the vendor as reliable and in good working order, the engine being strong and smooth, and the overdrive operational. The car is offered with Jaguar/Daimler Heritage Certificate, service history file, current MoT certificate and a V5C registration document.

£20,000 - 24,000

€28,000 - 34,000

130

1936 RILEY SPRITE SPORTS RE-CREATION

Registration no. CVX 849

Chassis no. 46A2596

- Accurate re-creation of iconic 1930s sports car
- Offered from the estate of a highly respected Riley collector
- Restored 1998-2000
- Well known in VSCC and Riley circles

'The best of the series was the Sprite, which... had a distinctly lively performance up to its maximum of nearly 90mph...'

– John Stamford, *'The Sports Car'*, Batsford 1957.



'CVX 849' Competing on the 2002 VSCC Measham Rally
© Steve Welsh

Introduced in 1926, Percy Riley's 9hp, 1,087cc twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars.

Percy Riley's proven twin-camshaft layout was retained for the new Hugh Rose-designed 1½-litre four introduced in September 1934. The Falcon saloon made its debut on this new 12hp chassis, which was also available with the familiar Kestrel saloon and Lynx tourer coachwork. The following year the range was augmented by the Sprite two-seater sports and three more saloons: the Adelphi and six-light Kestrel on the 112.5" long-wheelbase chassis and the shorter-wheelbase (106") all-steel Merlin.

In Standard trim the 1.5-litre 12/4 engine produced 45/46bhp with single Zenith carburettor. The Special Series came with twin SUs and 52bhp while at the top of the range was the 59/61bhp Sprite specification engine that added £48 to the car's purchase price.





In its 'TT' guise the new Sprite more than upheld Riley's sporting traditions, winning the Ulster Tourist Trophy in both 1935 and 1936 with the legendary Freddie Dixon at the wheel, while there were numerous privateer successes at Brooklands and elsewhere. Dixon's winning car formed the basis for the production Sprite two-seater introduced at the 1935 Motor Show. Clearly related to that of the existing Imp and MPH sports cars, the Sprite's handsome streamlined bodywork was distinguished by a 'fencer's mask' front grille. The chassis was MPH based and under-slung at the rear, while there was a choice of either manual or Wilson pre-selector transmissions. The Sprite was priced at £425 when launched and continued in production until 1938.

This wonderful re-creation of one of the rarest and most sought after of 1930s British sports cars is offered from the estate of a highly respected Riley collector, owner of an MPH, Sprite, etc. 'CVX 849' evokes the spirit of the successfully trialled cars of the mid-1930s and combines the best attributes of the Riley Sprite and MPH sports cars. Originally a short-chassis Adelphi 6/15 saloon registered in January 1936, it was acquired by the late owner in 1998 before being extensively restored over a period of two years, with most of the work being carried out by Allen Clear of West Chincock, Somerset as evidenced by bills from him and various other specialists on file (inspection recommended).

The rebuild included extensive works to the engine, including fitting a rev counter drive; overhauling the bronze-bodied carburetors; stripping, repairing and repainting the chassis; re-spraying the body and wings; re-trimming the interior in leather; making a new double duck hood; and much more besides.

Noteworthy features include a chassis shortened to Sprite dimensions (8' 1½" wheelbase), standard six-cylinder engine, pre-selector gearbox, 15" rod-operated racing brakes with magnesium drums, plus a 15-gallon fuel tank. Cycle wings add a degree of practicality and precision to the driving experience.

This car has competed in numerous events organised by the Vintage Sports Car Club, successfully completing the 2002 night-time Measham Rally, which was held in the Forest of Bowland. Its versatility as a fully-trimmed road car has been further demonstrated during VSCC tours of the East of England and Exmoor (see photograph). Accompanying paperwork consists of the aforementioned invoices, VSCC Eligibility Document, current MoT certificate and a V5 registration document.

£80,000 - 120,000
€110,000 - 170,000

1909 BELSIZE 14/16HP 'ROI DES BELGES' TOURER

Registration no. BT 493

Engine no. G78

- *Rare English Marque*
- *Only 12 surviving*
- *Impressive Edwardian Touring car*



The Belsize Motor & Engineering Company was founded in Manchester in 1902, though the first cars to bear the name had appeared the preceding year, built by Marshall & Company, also of Manchester. Modern in conception, the first Belsize featured shaft drive and a twin-cylinder Buchet engine equipped with mechanical inlet valves at a time when many of its rivals relied on the inefficient 'atmospheric' type. A larger three-cylinder 20hp model was offered at this time and then in 1906 an overhead-valve 'six' was announced.

However, it was Belsize's more modest smaller cars that established its reputation. These were powered by conventional four-cylinder sidevalve engines built in unit with the transmission, and had shaft final drive. Larger models continued to be catalogued after WWI and then in 1921 a true light car was added to the range, powered by a 1.1-litre 'oil-cooled' v-twin engine designed by Granville Bradshaw.

Despite the lack of success of this first Belsize-Bradshaw, that name came to be applied to models by 1924. Sadly, the marque did not survive the post-war economic downturn and was gone by 1926.

Registered as 'BT 493', this particular Belsize is, as far as known, the oldest four-cylinder model out of the few (approximately 12) cars that have survived. The Belsize was purchased new by a motor engineering company in Driffield, East Yorkshire and used for business purposes until they thought it was too old, at which time it was parked in a corner of their garage. It lay there until 1951 when Mr David Milnes of Kirkella, Humberside, heard about it and purchased the car (see press cuttings on file). He restored the upholstery and paintwork, although the car was in substantially good and original condition. During his ownership the Belsize was entered in various classic car events all over the country, amassing a large collection of awards, and on one occasion entered it in a Veteran and Vintage rally in Dieppe.



The car was owned by Mr Milnes until his death and then sold via a Leeds auction in 1984, being purchased there by Mr Bob Wilson, an antique collector. The next owner, Mr Tim Scott, purchased the car in 1986 from Mr Wilson and used it for approximately 18 months before decided to totally restore it, with special attention being paid to retaining originality. The vendor advises us that it is still roadworthy, benefiting from new tyres and inner tubes fitted less than 50 miles ago.

There is a large history file containing the aforementioned containing press cuttings, Belsize factory history, photographs of the 1986/87 restoration, VCC dating certificate, V5C registration document, copies of *The Autocar* articles from 1909, copy owner's manual and a quantity of expired MoT certificates.

£45,000 - 55,000

€64,000 - 78,000



132

1932 FRAZER NASH COLMORE SPORTS

Coachwork by Elkington

Registration no. MV 1678

Chassis no. 10246

Engine no. 71113

- Desirable 'Chain Gang' model
- Gough engine and four-speed bevel box (factory upgrades)
- Long-term, single-family ownership





Frazer Nash was founded in 1922 by Captain Archibald Frazer-Nash, who in partnership with H R Godfrey had been producing the GN cyclecar. Designed by Godfrey and Frazer-Nash, the GN was Britain's first and best-known cyclecar. The two young engineers set up shop initially in Hendon, North London from whence the first GN emerged in December 1910. An unusually large proportion of the car was manufactured in house and GN used proprietary JAP and Peugeot v-twin engines before commencing production of their own in 1911. The chassis was a simple ash framework in which the engine was mounted fore-and-aft, driving via a belt-drive transmission system that would continue on the later Frazer Nash. By the outbreak of The Great War, GN had sold approximately 200 cars.

After the war, GN was bought by the British Gregoire Company and production moved to larger premises in Wandsworth, South West London in 1919. A steel chassis was adopted and belt final drive replaced by chains, and for the next few years the little GNs sold well. In 1922 both Frazer-Nash and Godfrey left the firm, the former to set up under his own name while the latter went on to co-found HRG.

Between 1924 and 1954, when production effectively ceased, approximately 450 Frazer Nash cars were produced, of which 350 were pre-war 'Chain Gang' models. Of these, 85 had the most popular TT Replica style of bodywork, which was offered between March 1932 and 1939. Frazer Nash used a number of different proprietary engines, the TT Replica, for example, being fitted with the 1½-litre, four-cylinder, overhead-valve Meadows engine; the 1,660cc six-cylinder, twin-overhead-camshaft Blackburne engine; and the 1½-litre, four-cylinder, single-overhead-camshaft Gough engine. However, it should be noted that the factory undertook the manufacture of individual cars to order and various combinations of engine and chassis were produced.

Although the chain drive is highly unusual, for a motor car of the period, a chain is more efficient than almost any other form of power transmission and the Frazer Nash system was one of the best. References at the time to 'smoking or red-hot chains lying on the road' after the rare breakage were mistaken. The reason they were handled with care was because they were dirty, and many chains lasted over 40,000 miles. With their unique form of drive, Frazer Nashes over-steered dramatically under power and it was said at the time that 'Frazer Nashes never go round corners, they merely change direction.'



Offered here is an example of the Colmore, which was named, like many Frazer Nash models of this period, after a popular sporting trial. 'MV 1678' carries 3/4-seater coachwork by the London-based coachbuilder, Elkington, which held the contract to body Frazer Nash cars during the early 1930s. In 1934 this car was upgraded by the factory, which installed a Gough engine and a four-speed bevel box. It also incorporates the popular upgrade to Triumph Gloria hydraulic brakes, including back-plates and drums; fitment of which is believed to have been during John Malyan's ownership in the 1970s.

A continuation buff log book details 10246's ownership dating back to 1950. One Alec Walker Stafford kept the car from 1950 until he sold it to Roy Davies in June 1964. It is thought that Davies carried out a restoration of the car, prior to selling to VSCC stalwart John Malyan in 1971. 10246 was kept in Malyan's stable and used at countless events across England before being purchased by the lady vendor's father in 1981.

The family has always referred to this car as the 'Chain Gang' in order to distinguish it from her father's other Frazer Nash, a Le Mans Coupé. The 'Chain Gang' was much enjoyed and used by her father, Roger Joice, who is believed to have raced it on occasion. In 1983 Roger Joice was sadly killed in a motor racing accident at Silverstone, and over the next few years the Frazer Nash was little used. The vendor's brother drove the car occasionally, using its 'pulling power' to impress the girls, and it was also used for family weddings more than once.

In 1992 the Frazer Nash came into the lady vendor's ownership. It has seen very little use since then apart from the odd family wedding and school sports days, but has always been maintained and given a run out every year.

Inspected by a marque specialist at VSCC Prescott this year, the chassis was found to bear all the hallmarks of an original. A continuous-history Frazer Nash, offered from long-term family ownership, the car is offered with an old-style continuation logbook (issued 1952) and a V5C registration document. Bonhams would like to thank Winston Teague and Simon Blakeney-Edwards for their assistance with the car's history.

£180,000 - 220,000
€260,000 - 310,000



1910 STAR 15HP TOURER

Registration no. LL 776

Chassis no. 2471

Engine no. 521P

- *Rare British make*
- *Formerly part of the Smith Collection*
- *Restored in the mid-1980s*
- *In good running order*



One of Britain's top six motor manufacturers prior to WWI, the Wolverhampton-based Star Motor Company produced its first automobile in 1898. A close neighbour of Sunbeam, the company had been founded by Edward Lisle Sr, proprietor of the Star Cycle Company that would later build its own Starling cars under the guidance of his son, Edward Jr. Progressing from that first single-cylinder Benz-based design, the firm added twin- and four-cylinder cars to a diverse and expanding range and built its first six in 1907. Although technically unadventurous in its early years, Star built up a deserved reputation for building luxuriously appointed and well constructed cars, aided by the fact that it made most of its parts, chassis frames excepted, in house.

One of Star's most successful models of the late Edwardian period was the four-cylinder Fifteen, which was made with in variety of engine capacities of around 3-3½ litres between 1909 and 1916. In its later configuration the Fifteen's engine was rated at 15.9hp and in this form the model resumed production after WWI. Guy Motors acquired Star in 1927 and the firm changed hands again in 1932, but by then the ongoing economic downturn was hitting luxury car manufacturers hard and by 1935 Star was gone.

This 15hp Star was purchased in un-restored condition at the Smith Collection auction in 1968 but was not restored until the mid-1980s. Scarcely used after its acquisition by the immediately preceding owner in 2007, the car had been fitted with new piston rings and gearbox pinions shortly before its purchase by the current vendor at Bonhams' Beaulieu sale in September 2012 (Lot 610).

Since acquisition the Star has been fitted with period P&H acetylene and oil lamps, and is described by the current vendor as in generally good running order. Finished in maroon/black with black interior, this handsome Edwardian tourer from an historic yet seldom encountered marque is offered with old-style logbook, sundry bills, VCC dating certificate and V5C registration document. A Dyna Start and the aforementioned lighting are the only notified deviations from factory specification.

£35,000 - 40,000

€50,000 - 57,000

134

1929 LEA FRANCIS 12/40HP P-TYPE ROADSTER

Coachwork by Cross & Ellis

Registration no. KX 4497

Chassis no. 13953

Engine no. 9982

- Extensive history file
- Modified engine and close-ratio gear box
- Enhanced performance
- Well preserved Vintage sports car



Already established as a maker of bicycles of the finest quality, Coventry-based Lea-Francis turned to motorcycle manufacture in 1911, proving equally successful in this new enterprise. The company's first venture into motor manufacturing though, was a relative failure, but in 1922 Lea-Francis exhibited a light car powered by an 8.9hp Coventry Simplex sidevalve engine, and this C-type model would be the first produced in significant numbers. The Coventry Simplex was soon replaced by a 1,247cc overhead-valve Meadows unit (on the D-type) while two 12/40hp models powered by Meadows' famous 1,496cc 4ED engine were additions to the range for 1926. More powerful than its predecessors, the 4ED necessitated the introduction of a redesigned chassis, which was longer, wider and equipped with semi-elliptic springing all round, and a stronger, spiral bevel rear axle, both of which arrived in 1927 on the P-type. The result was one of the finest small sporting cars of the late Vintage period - Kaye Don won the 1928 Tourist Trophy race driving a supercharged Hyper Sports model - and the model continues to be raced at VSCC events. With a membership of around 350, the Lea-Francis Owners' Club (LFOC) actively promotes the marque, which is still supported by specialist engineers and parts manufacturers.

The P-type offered here has the popular two-seater-plus-dickey body by Coventry-based Cross & Ellis, who also produced similar coachwork for Alvis. Unusually, this car has the optional close-ratio gearbox, a lightened flywheel and an oversized SU carburettor, providing surprising performance for an 86 year-old. Perhaps to emphasise this, a previous owner fitted the louvred valence that covers the front dumb-irons - a feature normally seen only on the 'Hyper'.

The vendor purchased the car at Beaulieu 28 years ago, and included in the sale is a detailed history file going back nearly 40 years. In 1980, a major restoration was carried out by LFOC member David Smith (who still runs a P-type). During his ownership, the cylinder block was slightly bored out to accommodate new Austin 12/4 pistons; the engine rebuilt and a special (Frazer-Nash design) three-branch exhaust manifold fitted. The clutch, radiator, fuel tank, magneto and other parts were overhauled, a new hood fitted and the body painted in its current British Racing Green. From 1980 to date, the car has covered approximately 15,000 miles.

While in the vendor's ownership, the steering gear and prop-shaft have been overhauled, a new silencer fitted and the wings rebuilt and painted black. In 2009, the engine block and cylinder head were crack tested and marque specialist Lea-Francis Cars Limited repaired the head. The vendor has used the car for an average of around 50 miles per year. Regularly maintained and kept in a dehumidified garage, it is in remarkable condition for its age and has five good tyres. The car comes with a V5C document and passed its final MoT in November 2013, since when it has only covered 15 miles, while a full set of side screens, a hood bag, various spare parts, an instruction book, numerous copies of the LFOC magazine and detailed driving and maintenance guides are included in the sale.

'KX 4497' is a very original Vintage sports car, with engine modifications that, while in no way diminishing its Vintage appeal, have added considerably to its performance.

£14,000 - 18,000
€20,000 - 26,000

135

1909 LION-PEUGEOT RACING VOITURETTE

Registration no. BS 9527

Chassis no. 2711

Engine no. 24067

- Rolling chassis discovered in France
- Rebuilt 2000-2002
- Replica of the 1909 Brooklands car
- VSCC race winner



'The Peugeot is the French car that still maintains its excellence and is the only firm of long-standing repute still manufacturing two-cylinder engined cars and with a range of models from 8 hp to 50 hp ... it is made apparent that the Peugeot cars are fully worthy of the high place they have taken in the motor world.' - Max Pemberton. *'The Amateur Motorist'*, 1907.

Formerly producers of tools, coffee mills, umbrella spikes and corsetry, Peugeot commenced its long-standing connection with transport in 1885 when it added cycle manufacture to its portfolio. Amongst the world's oldest surviving motor manufacturers, the company commenced car production in 1889 with a steam-powered tri-car but soon abandoned steam in favour of the internal combustion engine, building a succession of ever larger automobiles before introducing the first of its famous Bébé light cars in 1900. Step by step Peugeot modernised its designs, adopting the steering wheel in 1901 on the Type 36 and front-mounted engines on all its new models in 1902.



From that time forward Peugeot unashamedly copied the Mercedes style in miniature, adopting square-cut honeycomb radiators and reinforced timber chassis; even the twin-cylinder 9hp had mechanically-operated inlet valves in a pair-cast 'T-head' engine. Other advanced features of this particular model were shaft drive (new in mid-1904) and an unusual overhung crankshaft to give maximum spacing between the cylinders, while the Le Rhone carburettor incorporated an ingenious precursor of the automatic choke, in which a spring-loaded slotted choke tube richened the mixture at low speeds. Peugeot produced singles, twins and four-cylinder cars at this time, some with chain and others with shaft drive, the latter becoming universal after 1909.

In 1905 Eugène Peugeot persuaded his brother Armand, the company founder, to permit the production of economy cars under the 'Lion-Peugeot' name, the lion being the company's emblem. Eugène's sons, Jules, Pierre and Robert, were already producing motorcycles under the Peugeot name and were impatient to diversify into cars. They paid Armand a levy of one million Francs annually for the privilege.

In 1912 the automobile branch of the brothers' company, Les Fils de Peugeot Frères merged with the Société des Automobiles et Cycles Peugeot and within a few years the Lion-Peugeot marque had been phased out. Before their demise, Lion-Peugeot had been highly successful in voiturette (light car) racing with drivers such as Georges Boillot and Jules Goux, and this experience would stand the factory in good stead when it moved up to the top tier of Grand Prix racing, at that time dominated by FIAT.

This Lion-Peugeot was discovered in rolling chassis form in a vineyard in France circa 2000 and then stripped and restored to racing voiturette specification by the owner over the next two years. It is a replica of the 1909 Brooklands car and is fitted with a 2.7-litre single-cylinder De Dion engine featuring a four-valve cylinder head. Racing regulations of that time limited the bore but not the stroke, leading to some excessively 'under-square' engines, with Lion-Peugeot at the forefront of their development. A race-winner in the VSCC's Edwardian race at Mallory Park 2012, with Mike New at the wheel, this car has also toured France and is said to be great fun to drive. This unique Lion-Peugeot racer is offered with sundry restoration invoices and a V5C registration document.

£30,000 - 40,000
€42,000 - 57,000

136

1909 ARIÈS 3-TONNE LORRY

Registration no. BF 5018

Chassis no. 23585262

Engine no. 47KW100206

- *Quality French make*
- *Right-hand drive*
- *Fully restored*



Ariès of Villeneuve-la-Garenne was founded in 1903 by Baron Charles Petiet, who would remain in charge of the company until it ceased operations in 1938. The company's first offerings were powered by engines supplied by the nearby Aster factory and the two firms would enjoy close links for many years. Smaller models used De Dion axles, larger ones chain drive up to 1912, and Ariès offered a variety of engine configurations prior to WWI including a V4, a V6 and a Knight sleeve valve type. The company opened an additional factory at Courbevoie, Seine dedicated to the manufacture of commercial vehicles, which soon outstripped that of cars. Like most motor manufacturers, Ariès prospered during WWI, securing a large contract for the supply of lorries to the French military and making Hispano-Suiza aero engines under license.

Ariès offered a wide variety of models during the 1920s and also competed at Le Mans and other endurance races with a team of 3.0-litre six-cylinder cars fitted with overhead-camshaft engines of their own make. Aster continued to supply engines for the commercial vehicles.

The passenger car side of Ariès business remained relatively small and its products were necessarily more expensive than those of the mass-market manufacturers, which no doubt precipitated the firm's decline throughout the 1930s.

This Ariès lorry is powered by a four-cylinder engine believed to displace around 5.0-litres. We are advised that the vehicle was stripped down and completely rebuilt over a five-year period by previous owner Geroge Webb with no expense spared. The vehicle has been fitted with coil ignition (routed through the magneto) and is said to be easy to start using the handle and a joy to drive. Described by the private vendor as in generally very good/excellent condition, the vehicle comes with a V5C registration document.

£16,000 - 20,000

€23,000 - 28,000

137

1917 SAURER LORRY

Registration no. SV 9136

Chassis no. 8383

- *Rare Swiss commercial vehicle*
- *Right-hand drive*
- *Restored to the highest standard*



Seeking an alternative to water power for driving his textile factory's machinery, Swiss industrialist Adolph Saurer developed a stationary internal combustion engine, which was installed in 1888. Improved versions followed and in 1896 Saurer used one of these to power his first automobile. That first Saurer had a 5hp twin-cylinder engine and was also produced under licence in France by the Koch company. Saurer's next car of 1903 was more advanced. Designed by his son Hippolyt, a qualified engineer, it featured a 4.4-litre four-cylinder sidevalve engine, four-speed gearbox and chain final drive. One of Saurer's patents was for a compressed-air starter, and this ingenious device was adopted by Brasier, Panhard-Levassor and Renault.

Saurer soon switched to shaft drive and enlarged the engine to 5.3 litres. It then added a 50/60hp luxury model to the range, powered by a 9.2-litre development of the same engine. A Swiss rival for the Rolls-Royce Silver Ghost, the luxurious 50/60hp Saurer was necessarily very expensive and built in limited numbers, with only 96 being produced by 1911.

By this time Saurer had entered the commercial vehicle market, and this side of its business would become more profitable than making passenger cars, which were dropped after 1917. A pioneer of the diesel engine for road use, Saurer was for many years Switzerland's largest manufacturer of commercial vehicles. The company was taken over by Daimler-Benz in 1982 and within a few years this once famous name had disappeared.

This Saurer lorry is powered by a four-cylinder engine believed to displace around 5.0-litres. We are advised that the vehicle was stripped down and completely rebuilt over a number of years by previous owner George Webb. This remarkable restoration was carried out to the highest standards with no expense spared. More recently, in February 2014, the crankshaft was re-ground, the big-end bearings re-metalled, and new (ball) main bearings installed. The vehicle has also been fitted with an electric starter. Described by the private vendor as in generally excellent condition mechanically with very good bodywork, paint and interior, this rare Swiss commercial comes with a V5C registration document.

£16,000 - 20,000

€23,000 - 28,000

1934 SUNBEAM 25HP TOURER

Registration no. JT 769

Chassis no. 81495

Engine no. 81335

- *Premier British make*
- *Known history*
- *An older restoration*
- *Re-commissioned during this ownership*



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, and the pursuit of an effective competition programme, enabled the marque 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. A Sunbeam was the first British car to win a Grand Prix and the company went to set many land speed records.

Introduced in 1933 and produced for only a couple of seasons, the 'Twenty-Five' used the 3,317cc seven-main-bearing engine of the later 'Twenty', being in effect an upgraded version of the latter. It was produced on two wheelbase lengths - 130" and 136" - and was among the finest of contemporary sporting motor cars, possessing exemplary steering, brakes and gear change. This particular 'Twenty-Five' was supplied new by Edward & Co of Bournemouth to Admiral Cecil Raikes of Wimborne, Dorset in March 1934. Given over to the war effort and used in the London area, the Sunbeam was returned to Admiral Raikes after the war and remained in his ownership until 1957.

The next significant event in this Sunbeam's history is a well documented 'last nut and bolt' restoration, which was carried out in 1975 by the then owner Stuart Wayland Peck, a former employee of the coachbuilder Mulliners of Birmingham. There is a photographic record on file showing the Sunbeam's restoration from a rolling chassis to a finished vehicle, a process that was completed in July 1979.

In 1992 Mr Peck sold the Sunbeam to Mr Owen Rich of Bath, who kept detailed diaries recording his on-going maintenance. During his ownership, in July 1993, the Sunbeam underwent a colour change from brown/cream to red/black. Mr Rich owned 'JT 769' for some 19 years before selling it to the present owner in 2011, by which time he had covered only 1,713 miles in the car.

The Sunbeam was still in excellent condition but needed re-commissioning for road use. The present owner has carried out a full overhaul of the hydraulic braking system; all wheel cylinders have been honed and new rubbers fitted, and the master cylinder rubbers replaced. A new digital SU pump has been fitted to increase delivery pressure, and all rubber fuel hoses have been replaced.



The Sunbeam has been stored in a heated/dehumidified garage and used in the summer months for many pleasurable outings. It has been well received on the Mendip Tour on numerous occasions, winning 'The car the sponsors would most like to take home' award in 2013. 'JT 769' has a commanding presence when being driven or on display at shows, and is offered for sale only because the present owner has decided to downsize his collection.

The car is offered with an old-style logbook, V5 registration document, current MoT certificate and a substantial quantity of photographs and documents including MoT certificates dating back to 1979. Also included is a hood bag, tonneau cover and side weather windows.

£25,000 - 30,000

€36,000 - 43,000



139

1927 VOISIN C12 TOURER

Coachwork by R Duvivier

Registration no. ALW 723

Chassis no. 30032

Engine no. M12/1/39

- *Premier French make*
- *One of only 60 built*
- *The sole roadworthy survivor*
- *Fully restored to original specification*





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

After experimenting with motorised bicycles and a light two-seater economy car, Voisin decided to produce an automobile that would be unrivalled for prestige, comfort and speed. The resulting Knight sleeve valve-engined 4.0-litre Voisin M1 appeared in 1919. It was one of the first truly modern cars to be delivered after the Armistice and in 1920 was re-designated 'C1' in honour of Gabriel Voisin's dead brother Charles, though the mechanical specification remained the same. Voisin kept faith with the smooth and silent sleeve valve engine and gradually extended its use to the smaller models in the range.

In 1927 Voisin introduced his first six-cylinder car, the C11, which was powered by a 2,326cc sleeve valve engine driving via a three-speed manual gearbox. Voisin's most successful model, the C11 and its derivatives remained in production until 1936; one such was the C12, which was powered by a 4½-litre sleeve valve six.

Produced between 1926 and 1933, this top-of-the-range model was initially available only as a rolling chassis for bodying by independent coachbuilders. Factory bodied examples soon followed. Only some 60 C12s were built of which only three survive: this car and two bare chassis.

A unique survivor of a marque that created some of the most original cars of all time, this C12 was originally commissioned by a Parisian lady. It carries extra-large fuel tanks and an additional spare wheel to ensure journeys were undertaken with minimal disruption.



The Voisin found its way to the UK in 1933 and languished in a barn in Essex for many years before eventually coming to the Channel Islands in the early 1980s. It lay un-restored in a local collection for many years until the current owner, a highly skilled engineer, acquired the car and set about a careful and sympathetic 'body off' restoration to original specification, including the exterior colour.

The restoration was undertaken with utmost consideration towards preservation, and the car still has the original exhaust in good serviceable condition, which is not so surprising considering how well it is engineered. When the rebuilt engine is running one has to listen hard to hear it.

Similarly well engineered, the open tourer coachwork is by R Duvivier of Levallois-Peret, Seine, France, a company specialising in high-quality bodies on upmarket chassis. We are advised that the hood and side windows pack away neatly, and that the original leather upholstery is in very good order. Some 6ft in height with the hood up and 18ft long, this imposing car is very big indeed and certainly possesses a formidable presence on the road. It has now covered some 2,000 miles since the restoration's completion in 2004, including a tour of the South of France in 2014.

An engineering marvel, this very special Vintage motor car is fully restored, comes with an old-style logbook and is ready to tour. One for the connoisseur.

£200,000 - 250,000

€280,000 - 360,000



01
Exposed sleeve valves of the C12 engine

02
As discovered in the Essex barn, Circa 1980

03
The interior was complete requiring careful preservation



02



03



Offered from a Private Collection

140

1972 TRIUMPH STAG CONVERTIBLE

Registration no. TTC 860L

Chassis no. LO135170

Engine no. LF29618HE (see text)

- *Elegant Italian styling*
- *Desirable manual/overdrive model*
- *Restored in 2005*



'The great feature of most V8 engines is the inherent flexibility, and the Triumph engine is no exception, pulling from less than 20mph in overdrive top with no shudder or transmission grab... It is... an attempt to enter the highly competitive luxury grand touring class of motoring. We hope it succeeds.' - *Motor Sport*, July 1970.

Stylish, fast and practical, the Stag began life as a Triumph 2000-based styling exercise by Italian carrossier Giovanni Michelotti. A 2+2 convertible, Michelotti's design featured a quad-lamp grille and sculpted front and rear ends, the latter destined to appear on many future Triumphs. By the time production commenced in 1970, the 2000's six-cylinder engine had been replaced by a 3.0-litre V8 based on an overhead-camshaft four - later to power the Dolomite range - already being produced by Triumph for SAAB. A padded, 'T'-shaped roll bar bracing the door pillars and windscreen was one of the Stag's most distinctive features, and the model could be had in soft-top, hardtop, or soft-with-hardtop forms.

Motor Sport described the Stag's interior as, *'well appointed, having all the usual instrumentation one would expect in a high performance car.'*

One of the final 'Mk1' models produced, this Stag convertible has the desirable manual/overdrive transmission. 'TTC 860L' was restored by the previous owner in 2005, including a bare metal re-spray, new roof, engine rebuild and a new interior. The car was purchased by the current vendor in 2010, since when a cylinder head rebuild has been carried out. Serviced and MoT'd annually by Malmesbury Specialist Cars, the Stag has been used to attend local classic vehicle shows and has been much enjoyed by the vendor. The car drove very well when inspected by Bonhams and is only offered for sale because of the owner's ill health. It is described as in generally good condition and comes with a V5C registration document. Although not original to this car, the engine is a standard Stag unit, number 'LF29618HE'.

£8,000 - 12,000
€11,000 - 17,000

1966 DAIMLER V8 250 SPORTS SALOON

Registration no. GAD 363D

Chassis no. 1A9706BW

- Automatic transmission
- Only 67,000 miles from new
- Benefiting from recent extensive refurbishment



Jaguar's principal motive in purchasing Coventry neighbours Daimler had been the acquisition of much needed production capacity without the expense of constructing on a distant 'green field' site. The fact that the purchase also included Daimler's splendid lightweight V8 engines was entirely incidental from Jaguar's standpoint, yet would result in the creation of one of the finest sports saloons of the 1960s.

First seen in the rapid, if controversially styled, SP250 sports car, the 2.5-litre version was judged superior to Jaguar's 2.4-litre XK six and so the opportunity arose to create a medium sized, upmarket model based on the Mk2 saloon, something Daimler's leading distributor, Stratstone, had been crying out for. The job was made relatively easy by the V8's compact nature and the generously sized Jaguar engine bay. Launched in 1962 as the '2½-Litre V8' (later 'V8 250'), the new Daimler came with Borg Warner automatic transmission as standard. More refined than the equivalent Jaguar, the Daimler turned out to be a fine performer to boot, its 110mph top speed exceeding that of an overdrive-equipped, 2.4-litre Mk2 by a wide margin. Not surprisingly, the V8 was soon outselling its Jaguar rival and in due course became the most successful Daimler of all time with more than 17,600 sold up to the end of production in 1969.

Finished in Navy Blue with red leather interior, this automatic-transmission example was purchased new by one Neville Singleton of Gloucester, as confirmed by his letter on file dated October 1977 stating that the odometer reading (then 37,000 miles) was genuine. In February 1986, Michael Savidge of Hucclecote, Gloucestershire bought the Daimler from a Mr Taylor, at which time the mileage total stood at 56,000. In 1987 Mr Savidge sold the car to one Ronald Drysdale, from whom it was purchased by the current vendor in 2003. We are advised that the current recorded mileage of 67,000 is genuine.

The car has been repainted at some time but the interior remains original. Many thousands of pounds have been spent on the Daimler since its acquisition. Works carried out include fitting new jacking points, sills, suspension bushes, hubs, brakes and four new whitewall tyres. Related maintenance bills from Auto Classico of Bristol and Malmesbury Specialist Cars are on file together with the aforementioned correspondence, MoT to December 2015 and a V5C registration document. Cosmetically improvable but running and driving well, this low-mileage Daimler V8 is only sold because of its owner's ill health.

£8,000 - 12,000
£11,000 - 17,000

1968 ROLLS-ROYCE SILVER SHADOW CONVERTIBLE

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. CBY 338G

Chassis no. CRH5023

Engine no. 5023

- *Rare coachbuilt Silver Shadow variant*
- *One of 109 right-hand drive 'Shadow I' convertibles made*
- *Benefiting from recent mechanical and other works*



The motor industry's almost wholesale switch to unitary construction and, in particular, Rolls-Royce's adoption of the method for building its new Silver Shadow, meant that by the mid-1960s the market for traditional coachbuilt automobiles had been severely curtailed. Of the many hundreds of firms trading pre-war, just two - James Young and the now combined firm of H J Mulliner, Park Ward Ltd - were left to meet the demand for a coachbuilt Rolls-Royce or Bentley, though these might be more accurately termed conversions rather than 100 percent bespoke creations.

Recalling its glamorous Grandes Routières of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder H J Mulliner, Park Ward - were limited to just two, a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year.

The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hide and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow's. Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadow was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971.

This early Silver Shadow Convertible was supplied new via Mann Egerton Ltd, Norwich to L A Trafford Esq of Mulbarton Lodge, Norfolk. The registration number was 'GCL 11'.



In September 2002 the Rolls-Royce was registered in Ireland, passing in 2006 to Robert Archibald of County Carlow. The immediately preceding owner had all the interior woodwork restored by A J Hickman of Lichfield in 2013 (bill on file) and then commissioned a mechanical refresh to include a brake service by PJG Autos of Bristol, which included new callipers, new master cylinder, new discs, etc. The steering box seals were replaced at the same time.

The current vendor purchased the Shadow in August 2014, since when marque specialist Phil Murray of Devises has fitted new window seals, adjusted the wheel bearings, fitted new drive shaft universal joints, installed new carpets and made all the windows function properly. Finished in Regal Red with matching mohair hood and beige leather interior, 'CBY 338G' is described as in generally good condition and driving well, though the interior hood lining would benefit from a clean or possibly replacement. sold only because of the vendor's ill health, this rare coachbuilt soft-top Rolls-Royce sundry restoration invoices, MoT to June 2016 and a V5C registration document.

£30,000 - 40,000
€42,000 - 57,000



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1936 ALVIS SILVER EAGLE DROPHEAD COUPÉ

Coachwork by Cross & Ellis

Registration no. CXE 184

Chassis no. 13520

Engine no. 13190

- Fitted with a 2½-litre Speed Twenty engine
- Overdrive transmission
- Current ownership since 2008
- Benefiting from considerable expenditure



Despite the somewhat conservative image Alvis has today, T G John Ltd produced some technically innovative cars in the inter-war period, pioneering front-wheel drive technology and championing small-capacity, high-performance engines. Engineer T G John had founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons – 'Alvis'. The first Alvis car - the 10/30hp - appeared in 1920.

'Well equipped, beautifully finished and of up-to-date design, the price of £595 is moderate considering the quality of the chassis and coachwork,' was how *Motor* magazine summed up the new 16hp Alvis Silver Eagle saloon in April 1934.

First introduced in 1929, the Silver Eagle had been revamped for '34, gaining a stronger X-braced frame and a new all-synchromesh four-speed gearbox. The sturdy and reliable Alvis six-cylinder engine was available in either 2,148cc or 2,362cc capacities and produced 60-70bhp, which was good enough for a top speed of around 75mph and comfortable cruising at 60.

The Silver Eagle offered here features well-proportioned drophead coupé coachwork by Alvis' Coventry neighbours Cross & Ellis, and has been fitted with a 2½-litre engine from an Alvis Speed Twenty. Chassis number '13520' was dispatched to Messrs Follett Ltd of London on the 6th April 1936. Little is known about its early history, though five previous owners are listed in accompanying documentation and it is understood that the Alvis was driven by the incomparable Joanna Lumley in an episode of the *'Miss Marple'* television series (*'The Body in the Library'*) screened in the late 1990s.



The current vendor has owned and enjoyed this Silver Eagle since November 2008 and has undertaken comprehensive works on the brakes, engine and suspension. Numerous bills are available with the car, detailing work undertaken by marque specialists Red Triangle. An overdrive has been added by Auto Classico of Bristol, the brakes been renewed and sundry other mechanical works undertaken, including fitting electronic ignition, the total cost the foregoing being circa £18,000-19,000.

Within the last three years, the wings and running boards have been repainted by Auto Classico and the water pump renewed by Red Triangle (see bill for £1,700 dated June 2015). Lucas P100 headlamps have been fitted (re-chromed and re-slivered) and the car also comes with its 10" originals.

The result is a very handsome motorcar with many beneficial features such as the larger engine, up-rated brakes, synchromesh gearbox and overdrive, making it a very practical post-Vintage tourer. It ran beautifully and drove very well when inspected by Bonhams, and is only offered for sale because of the vendor's ill health.

Finished in Forest Green with fawn leather interior, this delightful 1930s sporting thoroughbred is offered with an extensive history file containing sundry restoration and maintenance invoices, Alvis Limited Car Record (copy) and V5C registration document.

£40,000 - 50,000

€57,000 - 71,000

End of Collection

1955 JAGUAR XK140 COUPÉ

Registration no. OSL 436

Chassis no. 804065

Engine no. G2907-8

- Right-hand drive, delivered in the UK
- Last owner for 45 years
- Believed genuine 74,178 miles recorded



'For 1955, Jaguar present a range of models incorporating not only added refinements, but mechanical advances directly derived from their many outstanding successes in international competitive events. All the wealth of experience gained on the race-tracks of the world and in record-breaking speed and endurance tests is built into every Jaguar to provide for discriminating motorists the highest degree of efficient performance allied to comfort and safety.' - Jaguar Cars Ltd.

Launched in 1954, the Jaguar XK140 was broadly similar to, though more refined than, its sensational XK120 predecessor, major engineering changes being confined to the repositioning of the engine 3" further forward and the adoption of rack-and-pinion steering as used on the racing C-Type. The suspension and brakes remained much as before, though with stiffer torsion bars at the front and telescopic shock absorbers replacing the previous lever type at the rear.

Like its forbear, the XK140 was built in three model types: roadster, coupé and drophead coupé, the latter two offering usefully increased cabin space and occasional rear seats. Outwardly the newcomer was distinguishable by its revised radiator grille, rear lights incorporating flashing indicators, and larger bumpers - the latter adopted to withstand the cut and thrust of urban parking.

The power unit remained Jaguar's well-tried, 3.4-litre, twin-cam six, which now produced 190bhp in standard trim thanks to higher-lift camshafts and revised porting. To ensure reliability, steel bearing caps replaced the previous cast-iron type. A close-ratio gearbox enabled better use to be made of the increased performance while Laycock-de Normanville overdrive became an option for the first time. Special Equipment (SE) XK140s came with wire wheels and Lucas fog lamps, and could be ordered with an engine developing 210bhp courtesy of the 'C'-type cylinder head.



XK140 performance was well up to the standards set by its exemplary predecessor, contemporary magazine road-tests regularly recording top speed figures in excess of 120mph. Tested by *Road & Track* magazine, a USA-specification XK140MC (as the 'C'-type head-equipped SE version was known there) recorded a 0-60mph time of 8.4 seconds on the way to a top speed of 121.1mph.

Writing in *Autosport*, John Bolster had this to say: *'The Jaguar XK140 is a very high class machine that has more delightful qualities than almost any other car on the market. I have long ago given up wondering how they make them for the money; for sheer value there is nothing to compare with them in the high-performance field.'*

One of only 843 right-hand drive XK140 fixed-head coupés made, this example was supplied new via Jaguar dealer P J Evans of Birmingham. The car was in the last owner's possession for a remarkable 45 years and has covered a believed genuine 74,178 miles from new.

'OSL 436' is described by the vendor as un-restored and in generally good condition, with excellent engine and transmission. Finished in Maroon with biscuit leather interior, the car is offered with an old-style buff logbook, MoT to August 2016 and a V5 registration document.

£45,000 - 50,000

€64,000 - 71,000

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1969 ASTON MARTIN DB6 VANTAGE SALOON

Registration no. NBK 132G

Chassis no. DB6/3585/R

Engine no. 400/4034/VC

- Matching chassis and engine numbers
- Present ownership for 40 years
- In dry storage for most of its life
- Offered for restoration

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the *Carrozzeria* Touring-developed Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels.

Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

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

Autocar magazine found much to commend in the DB6 Vantage, remarking on the car's much improved handling, outstanding adhesion and exceptionally good braking figures. A mean maximum speed of 148mph was achieved, while the standing quarter-mile time of 14.5 seconds was the fastest the magazine had recorded for a four-seater. At 120mph the Aston was as effortlessly relaxed as other powerful cars at 80. 'For high-speed open-road touring this Vantage DB6 is practically ideal,' enthused *Autocar's* scribe, and few would disagree.





Its accompanying copy order form reveals that this matching-numbers DB6 was manufactured with the Vantage engine and ZF five-speed manual gearbox, while other items of non-standard equipment include chrome road wheels, heated rear screen, three-ear hubcaps, power operated aerial, front seat belts and power assisted steering. The original colour scheme was Fiesta (red) with black Connolly hide interior trim. Originally registered 'AGF 8G', the Aston was first owned by a Mr Whiteside of Viscount House, Horley, Surrey.

The AA Technical Services report on file (undertaken at Hat Pins, Chichester) was compiled prior to the car's transfer of ownership from Mr N J Pine of Selby-Pine Construction Ltd, Chichester to the current vendor in April 1975 at 51,265 miles (purchase receipt on file). Other documentation includes an MoT certificate dated September 1979 issued by R G Luther & Sons, Bournemouth at 69,435 miles; Aston Service Dorset's invoice for a major service in October 1979; and a V5 registration document dated 12/11/1979.

The Aston was dry stored from 1979 to 1991 when it was sent to bodywork specialist Jack Wasling who replaced the sills, jacking point, coil platforms, door bottoms and any other parts showing signs of deterioration. All cavities were Waxoyled; the floor pan treated with metal preservative; new wire wheels and tyres purchased; and a new fuel pump installed. Photographs of the work are on file together with a full list of replacement parts purchased.

The intended restoration proceeded no further and in November 1991 the car was MoT'd at Sandy Point Service Station, Hayling Island, the mileage being recorded as 69,604, after which it was driven back to dry storage and given another preserving coat of Waxoyl. The mileage total then was 69,653, the same as it is today. We are advised that the engine has been turned over or started and the car run on blocks every 3-5 months. Oil pressure (cold) is over 100psi. In June 2015 a rear quarter-light was replaced at Aston Service Dorset (invoice on file). Offered for restoration and sold strictly as viewed, 'NBK 132G' represents a wonderful opportunity for the dedicated Aston Martin enthusiast to bring a desirable DB6 Vantage back to life.

£150,000 - 200,000
€210,000 - 280,000

146

1987 PEUGEOT 205 GTI HATCHBACK

Registration no. D377 RWJ

Chassis no. VF3741C6607679505

Engine no. 1CT62024200

- One owner from new
- 19,051 miles from new
- Dry stored most of its life
- Outstandingly original



'Having just completed a comparison test on (the) 205 GTi and the Fiat Uno Turbo, let us say that the Peugeot is, quite simply, the finest-handling front-drive sports hatchback we have ever driven. It has exceptional manoeuvrability and response, a lovely steering and chassis sharpness, and, now that the dampers have been changed, a competent ride.

Although lacking the overall engine flexibility of the 1.8-litre Golf GTi, it is not far behind and compensates for slightly inferior urge by being substantially lighter. Overall, the 205 GTi is probably the Golf's equal, but the fact that, in this country, the Peugeot sells for more than £1000 less, must make it a better buy.' - Car magazine, December 1985.

Although Volkswagen can claim to have created the 'Hot Hatch' category with the Golf GTi of 1975 - though there had been a few earlier variations on the theme - by the early 1980s almost every major European manufacturer had one in their range. Peugeot were relative latecomers to this emerging market sector, introducing the 205 GTi in 1984. At first the 1.6-litre made do with a relatively modest 105bhp, though this was increased to 115bhp in 1986 with 130 horsepower available in the 1.9-litre model, introduced at the same time. Top speed of the '1.6' was around 122mph, with 0-100km/h (62mph) achievable in 9.1 seconds.

Purchased new on 7th March 1987 by the current owner, this 1.6-litre 205 GTi has covered only 19,000 miles of summer use followed by light use only after three years. During the first winter of ownership, the vendor was offered a FIAT 500 for just £175, so bought the FIAT and used that instead, commencing the practice of storing the Peugeot and not using it as an everyday car. It was last taxed in 1993 and has not run for eight years because of a defective fuel pump.

Kept in storage for most of its life, 'D377 RWJ' is outstandingly original. It received a new cam belt, water pump, fuel pump and new batteries 25 years ago but otherwise is as it left the factory. The underside was coated with Waxoyl when new and the spare wheel - wrapped in plastic 28 years ago - has never been used. The interior has not been cleaned for 25 years but is almost dust and dirt free; it even has the original paper carpet protectors still in place. Dry stored and kept covered, the car is dusty and dirty externally, just as one would expect of a 'barn find'. Accompanying documentation consists of the original New Vehicle Order Form; sundry invoices; a quantity of expired MoT certificates and tax discs; the original V5 and subsequent V5C registration documents; and the vendor's personal logbook of mileage covered and fuel bought.

Surviving 'Hot Hatches' of the 1970s and 1980s are both rare and highly collectible; this remarkable Peugeot 205 GTi represents a possibly once-in-a-lifetime opportunity to acquire a low-mileage one-owner example preserved in outstandingly original condition.

£10,000 - 15,000
£14,000 - 21,000

147

1962 TRIUMPH TR4 RALLY CAR

Registration no. 885 XUT

Chassis no. CT86530

Engine no. CT10901E

- Proven historic rally winner
- Restored and converted in the mid-1990s
- Recent full suspension rebuild



First step in the TR's transition from uncomplicated, rugged sports car to something altogether more refined, the TR4 had been introduced in 1961. Italian designer Giovanni Michelotti's new bodyshell brought the styling bang up to date while beneath the skin there numerous chassis changes. Rack-and-pinion steering, widened front and rear track, and an all-synchromesh gearbox contributed to improved driveability, while wind-up windows were a big advance on the preceding TR3's primitive side screens. The standard engine was the 2,138cc four-cylinder overhead-valve unit first offered on the TR3A, and when equipped with the optional overdrive the TR4 was good for a top speed of almost 110mph, as was its successor, the TR4A. Today, the four-cylinder TRs are among the easiest of post-war classic sports cars to own and maintain, being supported by a multitude of component suppliers and other specialists.

Between 1962 and 1964 the TR4 was one of the models used in the factory's rallying programme, though having to compete with the larger-engined Austin-Healey 3000 meant that outright successes were hard to come by in period. Nevertheless, that apparent handicap did not deter previous owner Robert Leech, who restored and converted this example for historic rallying in the mid-1990s.

First registered '668 GBL', the Triumph was owned by Robert Leech's brother Donald from 1984 onwards and passed into Robert's ownership in 1994. In Robert's hands the TR won the Scottish Historic Championship in 1996, '97 and '98; the Scottish Historic Road Championship in 1998; the Jim Clark Memorial Trophy in 1997 and 2000; and the Berwick Classic in 2003. Its most recent result was a class win in the Belgian Tulpen Rally in 2008.

The car's next owner, Alan Pettit, acquired it in 2008 (the registration changing to '885 XUT') and carried out further restoration. Recent works include a full suspension rebuild, Salisbury differential service, new ammeter, new carpets and new trim items. The car is described as in generally good condition, the engine showing good oil pressure and with no cooling issues, while there are no gear selection problems and the overdrive works on all gears. Accompanying paperwork consists of an old-style logbook, all expired MoT certificates, historic rally documents, sundry restoration invoices, and old/current V5/V5C registration documents.

£18,000 - 20,000

€26,000 - 28,000

1972 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. EOE 946K

Chassis no. 1S20537BW

Engine no. 7S6418SB

- *V12 engine*
- *Well maintained example*
- *Much recent expenditure*



When unveiled at the Geneva Salon in 1961 the first of the new generation 'E'-Type Jaguars stole the show. The sensational styling of the two-seater roadster made its XK150 predecessor suddenly look very old fashioned and from the driver's seat the long sweeping bonnet appeared endless. A fixed head coupé was soon to be added to the range and the engine was developed from 3.8-litres to 4.2-litres. Just ten years after the introduction of the first six-cylinder 'E'-Type, Jaguar launched the sensational V12, 5.3 litre model, aimed directly at the Ferrari marketplace and retailing at a fraction of the price. The smooth V12 engine developed 272bhp and the longer wheelbase created more passenger comfort for both roadster and coupé versions. The Series III E-type remained in production until 1975, some 7,990 roadsters leaving the production line, the greater proportion feeding the enthusiastic export market.

This automatic transmission example was despatched new to the USA in June 1972. It was repatriated to the UK some 25 years ago and converted then to right hand drive.

In 2005, with a recorded mileage of 49,227 miles, the car had a major service and suspension overhaul at Stratstone Jaguar at which time, following a thorough examination of all mechanical elements, the then owner embarked on a coachwork and paint restoration, the car being stripped to bare metal and found to be corrosion free. It was re-finished in silver metallic livery. The red leather interior, part of which is thought to be original, was professionally refitted, all external brightwork replated and new chromed wire wheels fitted. At that stage the headlamps were modified to UK specification. The present owner acquired the car in June 2007 and continued the no-expense-spared enhancements to its condition, engaging respected Jaguar specialists, J.D Classics, to undertake further mechanical work (invoice for £15,900 on file for inspection). Further mechanical work was undertaken in 2012/14 by Classic and Sports Cars (invoices on file totalling £7,016). In addition an Opus ignition system has been fitted and the car has been furnished with a new hood.

This much cherished Jaguar is exceptionally smartly presented and has been restored and maintained in recent years by recognised specialists, during which time it has covered only one thousand or so miles. It is offered with a history folder and Swansea V5C registration document.

£55,000 - 65,000

€78,000 - 92,000

149

*Formerly the property of His Highness
Sheikh Khalifa B.H.Al Thani, Emir of Qatar*

1978 ROLLS-ROYCE SILVER WRAITH II LONG WHEELBASE LIMOUSINE

Registration no. LGH 771T

Chassis no. LRX 33103

Engine no. 33103

- *Much recent expenditure*
- *Very low mileage example*
- *Exceptional and rare*



When the Rolls-Royce Silver Shadow was announced in 1965 it broke new ground for the company, being the first Rolls-Royce of monocoque construction. The elegant up to the minute styling caused a little consternation among long standing clientele. Initially powered by a 6.2-litre V8 engine, it was uprated to a 6.75-litre unit by the arrival of the Shadow II in 1977. A long wheelbase model was available from 1967 - HRH Princess Margaret was one of the first customers – and when the Shadow II was announced the long wheelbase cars were dubbed the Silver Wraith. The Silver Wraith had a four inch longer wheelbase than the Shadow and an Everflex covered roof. A glass division and a smaller rear window were options. The Shadow and Wraith range were built in greater numbers than any other Rolls-Royce model.

This car was the property of The Emir of Qatar from 1978 to 2008 and was in regular use until 1990 when it was laid up. Repatriated to the UK in 2008, it was bought in 2009 by the present owner who embarked upon a substantial restoration and recommissioning programme, including converting the car to UK right hand drive specification. The work was carried out by Rolls-Royce specialists, Gallimore's of Manchester, and included a 24,000 miles service per Rolls-Royce schedule. (A complete schedule of works carried out is on file for inspection). At that stage the odometer was converted from kilometres to miles, the reading at the time being recalibrated to just 11,804 miles.

In 2012, still in the present ownership, the car was referred to esteemed Rolls-Royce specialists, Messrs. P & A Wood, with instructions "for the car to be thoroughly surveyed and works to bring the motor car to a high standard of finish and running to be allowed for." A detailed schedule of work carried out (invoice for £8,718.05) is on file for inspection and includes a 6,000 mile service to P & A Wood schedule. More recent work has included the fitting of a new exhaust manifold and a viscous fan drive. The owner reports that the car is now a delight to drive. When MOT tested in February this year the recorded mileage was just 13,810 miles.

This quite exceptional and rare Silver Wraith, complete with glass division, cocktail cabinets and originally specified gold detailing to the mascot and door handles, is offered with the original owner's handbook and service schedules and record book, together with a file detailing works undertaken since return to the UK. It is MoT tested until February 2016. It comes ready to take its place on the most prestigious concours d'elegance lawns or indeed to enter service as a very special executive courtesy car.

£25,000 - 30,000

€35,000 - 42,000

150

1973 HUSTLER 6 SPACE SHUTTLE

Registration no. OFK 700M
Chassis no. XAV11066897A

- *Designed by William Towns*
- *Based on BMC mechanicals*
- *One of only three made*
- *Fully restored*



Best remembered for his futuristically styled Aston Martin Lagonda of the late 1970s, the late William Towns turned to a succession of smaller but no less idiosyncratic vehicles after he left Newport Pagnell. Sold under the 'Hustler' name, the series was to have been manufactured by Jensen Special Products, but when the latter pulled out was produced and marketed by Towns' own Interstyl company. A kit-car designed to accept Mini engines and running gear, the Hustler looked like an enlarged and more angular version of the Moke and was first seen in 1978.

The original Hustler 4 set the pattern for those that followed, consisting of a steel platform monocoque clad in glassfibre lower body panels with a hatchback-style cabin and vinyl-covered plywood roof. One of the Hustler's many unusual features was its sliding 'windoors', while in another amusing demonstration of Towns' quirkiness, the prototype featured stackable plastic canteen chairs as seats! Around 300 Hustler kits would be sold over the next ten years as the concept expanded to include an astonishing variety of vehicle types including sports, pick-up, six-wheeled, amphibious and 'wooden' versions.

Hustlers were subsequently developed to accommodate BMC 1100/1300 and Metro running gear, and there was even a Jaguar V12-powered model – the Hustler Highlander – eight of which were built in the late 1980s.

The fact that Hustlers were sold in kit form for assembly by individual customers means that no two are exactly alike. That offered here is an example of the Mini-powered six-wheeled 'Space Shuttle' and is registered as a Hustler, not a kit car. It is one of only three manufactured. The vendor informs us that after having researched this rare 'Space Shuttle' it is believed that the car was made and registered by Hustler. The vehicles with V5 documents stating 'Hustler' as opposed to 'Kit Car' were likely to have been made and registered by the company for promotional duties. This ultra-rare car was fully restored in 2015 and is presented in commensurately excellent condition, having not been driven since completion. It is offered with restoration invoices, current MoT certificate and a V5 registration document.

£9,000 - 11,000
€13,000 - 16,000
No Reserve

151

1955 LAND ROVER 'SERIES I' 4X4

Registration no. OAA 308

Chassis no. 57106559

Engine no. 5746165

- *Iconic 'Series I' model*
- *Regularly maintained rather than restored*
- *Benefiting from a full engine rebuild*
- *Fairey overdrive fitted*



Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time.

Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today.

This Series I on the 86" wheelbase chassis has the 1,997cc petrol engine introduced in 1952 and was first registered in Southampton. The vehicle was in the preceding owner's possession for some 18 years, from circa 1993 to 2011/12, and has been well maintained throughout its life, including a re-spray, without being subjected to a formal restoration. It still has the brackets at the top of the windscreen, which clamp onto the bonnet catches when the windscreen is folded down flat for those warm summer days.

Previous-owner documentation on file details a comprehensive engine rebuild that included fitting an aluminium cylinder head and SU carburettor from a Rover 60 saloon. The carburettor had a full service kit fitted at this point. (The original carburettor and cast iron cylinder head and will be available to the purchaser). Other noteworthy features include a Fairey overdrive; MAP freewheeling hubs; new Auto Sparks wiring loom; period indicator switch; period towing pin; genuine 'pork pie' rear lights; Smiths heater with de-mister; and a new fuel tank. Described by the current vendor as in generally excellent mechanical condition, with good chassis, bodywork and paint, the vehicle is offered with a V5C registration document.

£14,000 - 18,000
€20,000 - 25,000

152

1970 MERCEDES-BENZ 280 SL CONVERTIBLE WITH HARDTOP

Registration no. to be advised

Chassis no. 11304412019580

Engine no. 208470

- Left-hand drive
- Delivered new to California, USA
- Re-sprayed in 2014
- Automatic transmission



'Some cars don't change, they just get better. The Mercedes-Benz 280SL, latest version of a line that began as the 230 SL in 1963, is the same as ever, just better,' concluded Road & Track after testing a 280 SL 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 280 SL, '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 280 SL'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 280 SL's essential user friendliness broadened its appeal beyond the traditional sports car-enthusiast market; many celebrities and film stars owned 280 SLs 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 230 SL of 1963, the Mercedes-Benz 280 SL was introduced in 1967 powered by a new 2.8-litre six-cylinder engine that produced 180bhp, 20 horsepower more than the preceding 250 SL's.



The 280 SL'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.

Delivered new to California, USA, this 280 SL was purchased in the UK by the current vendor in 2008, who kept it in the South of France. After some 18 months, the vendor moved to Florida, USA, taking the Mercedes with her, and has only recently had the car shipped back to the UK. Fully re-sprayed in Florida in 2014, it is described as in generally good order and offered with current MoT certificate and a V5C registration document.

£60,000 - 80,000
€85,000 - 110,000



153

**1964 JAGUAR E-TYPE 'SERIES 1'
3.8-LITRE COUPÉ**

Registration no. 7744 WK

Chassis no. 890183

Engine no. RA5802-9

- Delivered new to the USA
- With first owner for 45 years
- Restored in 2010/2011
- 33,169 miles on the odometer
- Left-hand drive



'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.'

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for *Autosport* shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The newcomer's design owed much to that of the Le Mans-winning D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.



With a claimed 265bhp available, E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This left-hand drive 'Series 1' E-Type coupé was ordered while its American purchaser was in Seoul, South Korea and sold as a 'personal export', receiving the Coventry registration '7744 WK'. The car was then shipped from the UK to Houston, Texas. Amazingly, it still has its original UK number plates, wrapped in a copy of the New York Times from 1964.

The E-Type's first owner was California resident Mr F B Davis, who collected the car from Houston and would own it for the next 45 years. Clearly a most fastidious individual, Mr Davis kept a journal recording every journey undertaken in the car, noting the mileage covered, fuel used and any parts replaced. He stopped using the E-Type in 1976 and placed it in dry storage, which is where it remained until 2009 when a friend of the current owner discovered the car and bought it, knowing that the vendor would want it.

Intending to use the car for touring, the owner decided to restore the E-Type to its former glory while incorporating a few modern upgrades. The latter include a Guy Broad five-speed gearbox; adjustable front torsion bars; an alternator (dynamo-style for authenticity); stainless steel tubular exhaust manifold; Zeus front brakes; and an interior re-trimmed by Suffolk & Turley. Completed in 2011 and described by the vendor as in 'A1' condition, this beautiful E-Type coupé is offered with sundry restoration invoices, old-style logbook, current MoT and a V5C registration document. The original four-speed gearbox is included in the sale.

£100,000 - 120,000

€140,000 - 170,000

1954 ROLLS-ROYCE SILVER WRAITH SALOON

Coachwork by James Young

Registration no. PXA 872

Chassis no. BLW65

Engine no. L64B

- *Displayed at the London Motor Show*
- *Long-wheelbase, 4½-litre model*
- *Formerly owned by Ann Croft*
- *Restored between 2013 and 2015*



Rolls-Royce's first post-war model, the Silver Wraith employed a chassis similar to that of the MkVI Bentley, though with a 7" longer wheelbase. The Wraith however, was only offered with traditional coachbuilt bodies rather than the MkVI's pioneering 'standard steel' bodywork. Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with aluminium cylinder head featuring overhead inlet and side exhaust valves. A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1952, at which time the engine was enlarged to 4,566cc and a long-wheelbase version introduced. Production ceased in 1959, by which time 1,780 chassis had been completed.

The last word in motoring luxury in its day, this long-wheelbase Silver Wraith carries saloon coachwork by James Young, one of the few British coachbuilders still active after WW2. 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, and had established itself among the foremost coachbuilders for upmarket chassis by the end of the latter decade.

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.

Chassis number 'BLW65' was owned from the early 1960s onwards by Ann Croft, who only sold it in 2013. Ann Croft is the widow of David Croft, co-writer of BBC Television's much-loved *Dad's Army*, *'Allo 'Allo*, *Are You Being Served?*, *Hi-di-Hi*, *It Ain't Half Hot Mum* and other series. They were married for almost 60 years and had seven children.

Around 1960, Ann Croft or Ann Callender as she was also known, was presenting a television programme called *Whitsun*. One of the guests on her programme was Raymond Way who ran a car dealership in London's Edgware Road. After the show they were talking about cars and he told her about one that he had recently purchased. That car was the Silver Wraith offered here, which had been exhibited at the London Motor Show in 1954. The cost when new was £10,500.



The Wraith was originally owned by the film company, Associated British Pictures and then by the company's managing director. When he died, the Rolls-Royce was left to his chauffeur, who sold it on to Raymond Way. Ann Croft purchased the car for £1,700 and she and David Croft used it for personal appearances, attending film awards, going to the BAFTAs, etc.

As well as presenting television programmes, Ann Croft (Callender) also ran a theatrical agency called Ann Callender Associates. Some of the big names on her books included David Jason, Ian Lavender and Shirley Ann Field, and she also ran a booking agency, booking acts to appear on *Ready Steady Go*, a popular television show at that time. These included The Rolling Stones, The Beatles, Dusty Springfield and Tony Blackburn plus many others. All of these stars and many, many more were chauffeured around London in the back of the Silver Wraith.

In the 1980s, Ann and David's daughter, Penny Croft, co-wrote the BBC Television sitcom *Life Without George*, and the Silver Wraith was used in a wedding scene in one of the episodes, staged at Creeping St Peter near Ipswich. It also appeared in one or two of David Croft's shows.

At some time during the 1960s the Wraith was sent back to the Rolls-Royce factory at Crewe to be re-sprayed in its current cream colour (it was originally dark blue). Restored between 2013 and 2015, the car is described by the vendor as in generally very good condition and comes with its original handbook and Service Workshop Manual; sundry service and restoration bills; V5C registration document; and a quantity of expired MoT certificates verifying the recorded mileage of 39,480.

£40,000 - 50,000

€57,000 - 71,000

155

1970 MORRIS MINOR 1000 TRAVELLER ESTATE

Registration no. OWL 280H

Chassis no. 1274663

- *Iconic design*
- *Much recent expenditure*
- *Running and driving very well*



Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show and by January 1961 had sold one million units to become the UK's most successful post-war car to date. The first new post-war Morris design, the unitary-construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering and a four-speed synchromesh gearbox. A pair of two-door models was offered initially: a saloon and a convertible. A four-door saloon arrived in 1950, estates and commercials following later. The Traveller estate version first appeared in 1953.

Powered initially by the company's existing 918cc sidevalve four, the Minor received an 803cc overhead-valve engine in 1953. In 1956 the Minor 1000 with 948cc A-Series engine appeared and the model received a further capacity boost (to 1,098cc) in 1962 together with an improved synchromesh gearbox. The styling too was revised progressively: the headlamps moving from the radiator grille to the wings on the Series II; the split front screen being superseded by a curved one-piece windscreen on the Minor 1000; and flashing indicators replacing the original semaphore trafficators. Despite the many updates the final Minor remained recognisably the same car as the 1948 original.

After 1962 the Minor remained virtually unchanged until the last model - a Traveller - rolled off the production line in April 1971, by which time more than 1.5 million Minors of all types had been sold. The practical Traveller remained popular right to the end, and today the model enjoys an affectionate and enthusiastic following.

Finished in Old English White with Navy Blue interior, this restored Morris Minor Traveller benefits from new woodwork (from Traveller Timbers) and a new Ivor Searle replacement engine that cost £1,150+VAT and is still under warranty (bill on file). Only some 200 miles have been covered since its installation. Other parts renewed include various body panels, the fuel tank and the headlining, while the interior has been refurbished and the brakes overhauled. There are bills on file from Minor Services of Ely and TES at North Tuddenham Garage, Norfolk for various works carried out that together total over £3,000.

There is also a set of photographs included showing some of the restoration work. Affectionately known as 'Barney', the Traveller is described as in generally very good condition and is said to drive very well. Inertia reel seatbelts, a Trico electric screen washer and the provision of a Fortnum & Mason picnic basket are the only notified deviations from factory specification. The car is offered with aforementioned bills, MoT to April 2016 and a V5C registration document.

£5,000 - 7,000

€7,100 - 9,900

No Reserve

156

1959 MGA 1600 ROADSTER

Registration no. 2477 EL

Chassis no. GHN71075

Engine no. 16GAU2634

- Fully restored in the 1970s
- Rebuilt engine installed in 2008
- Not used since 2012
- Re-commissioned for sale



Although the EX182 prototype debuted at Le Mans in 1955, by the time the actual race came around the design of what would be known as the MGA had effectively been finalised, the event itself being little more than a useful opportunity to check that everything was as it should be. Replacing the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine. Initially the latter produced 68bhp at 5,500rpm, although this was later raised to 72bhp at the same revs to further improve performance. Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

After the disappointments of the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 79.5bhp and boosted torque by 17 percent.

Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car. To cope with the extra performance, disc front brakes were adopted and the suspension up-rated. The more-refined coupé version, with wind-up windows and lockable doors, continued as before while the roadster now came with sliding side windows.

This MGA 1600 roadster was purchased by the lady vendor's husband in 2001. Works carried out since then include conversion to wire wheels; the installation of a restored Motorola radio; fitting a fully rebuilt and balanced engine (in 2008); and new side screens (2009). '2477 EL' comes with extensive history including a hand written record of a full restoration carried out in 1971-1975; details of a bare metal re-spray by Roneil Repairs Ltd in 1986; heritage certificate; V5C registration document; and expired MoT certificates dating back to 1999 showing some 6,000 miles covered since then. Serviced and maintained by Carsure Services, Reading from 2004 to 2012, the MG has not been used since 2012 but will have been re-commissioned prior to the sale. Its last major outing was to Le Mans in 2010. The only notified deviations from factory specification are negative earth electrics and an unleaded compatible cylinder head.

£15,000 - 20,000

£21,000 - 28,000

No Reserve

157

1947 BENTLEY MARK VI CONVERTIBLE

Coachwork by Park Ward

Registration no. 368 XUJ

Chassis no. B282CF

Engine no. B141C

- *Rare coachbuilt, right-hand drive Mark VI*
- *Delivered new to Britain's Ambassador to Egypt*
- *Unusual body design*
- *Cosmetically restored in the 1990s*



The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the Mark VI Bentley. Rolls-Royce's first post-WW2 product, the Mark VI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the Mark VI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the Mark VI (and Rolls-Royce Silver Dawn) measuring 10' exactly.

Notable features were independent front suspension and hydraulic front brakes. Powering the range was a new 4,257cc six-cylinder engine featuring 'F head' (inlet-over-exhaust) valve gear that permitted the use of larger valves than the pre-war overhead-valve unit with a consequent improvement in gas flow. As a concession to the marque's sporting pedigree, the Bentley version was equipped with twin SU carburettors, the Rolls making do with a single Stromberg.

The Mark VI was a 90mph car while its interior was typically well appointed, boasting leather upholstery and walnut dashboard and door cappings, while the right-hand manual gear change was a characteristically pre-war inheritance.

Despite the popularity of the 'standard steel' body, a coachbuilt alternative remained the preferred choice of many customers. Indeed, of one's preference was for an open car it was the only option, there being no factory-built convertible in either the Rolls-Royce or Bentley range at this time.

A rare and desirable right-hand drive example dating from July 1947, chassis number 'B282CF' carries drophead coupé coachwork by Rolls-Royce's in-house coachbuilder Park Ward featuring a rare early power-operated hood. Only 45 examples of this body were made, making this Bentley particularly uncommon.



The car had an interesting early history, having been delivered new to the British Ambassador to Egypt. It is finished in a subtle shade of Burgundy with magnolia leather interior trim. The specification of 'B282CF' has detail differences from that of most other examples, in that the rear windows are larger and the back seat is set further back, thereby allowing the Ambassador to stand during parades. The roof when folded down has a much flatter profile than usual, and the car has a side-mounted spare wheel with metal cover.

A comprehensive cosmetic restoration was carried out in the early 1990s, including a complete strip-down to bare metal and repainting in its current livery, which was complemented by a new leather interior, new carpets, refinishing of all wood cappings and the replacement of the hood and hood bag. The car is now beautifully presented and ready for Continental touring. Accompanying documentation consists of sundry restoration invoices and a V5 registration document.

£60,000 - 80,000

€85,000 - 110,000



158

1935 ROLLS-ROYCE 20/25HP 4-DOOR ALL-WEATHER TOURER

Coachwork by Corsica of Cricklewood

Registration no. BYE 555

Chassis no. GHF 10

Engine no. W-2-B

- All weather tourer coachwork
- Well used and matured example
- Quality Manufacture



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

The 'Twenty' proved eminently suited to town use and yet, when called upon, could cope admirably with Continental touring. Its successor, the 20/25, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3.1 to 3.7-litres) and more-powerful version of the Twenty's six-cylinder overhead-valve engine. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features, such as synchromesh gears and centralised chassis lubrication, developed for the larger model and, with a total of 3827 of the 20/25 chassis manufactured, this would become the best-selling R-R model of the inter-war period.

The Rolls-Royce 20/25 was, of course, exclusively a coachbuilt automobile and most of the great British coachbuilding firms offered designs, many of them, unique, on the 20/25 chassis.



This example from the G2 Series of rolling chassis, originally sporting Saloon coachwork, was first registered in 1935 in Croydon, Surrey, and reportedly gained the current attractive Corsica All-Weather Tourer body for four with the pre-war Cricklewood coachbuilder's plates on the sills during the 1960s. We understand that earlier registration documentation indicates previous ownership in the West Country for more than half a century, latterly in long-term residency on a farm in Cornwall. With 13 old tax discs and the most recent MOT from 2013 on file, the pre-war R-R is now both MOT and road tax exempt.

The 4-door coachwork has been previously repainted in bottle green, the wings in black. A fully-lined hood folds back to reveal a well trimmed interior with green leather covered seats for four and matching carpets, the dashboard and door cappings in polished wood. During current ownership, GHF 10 has been re-commissioned and serviced, and is only being auctioned due to the vendor's ill health, which now prevents his driving the car.

£35,000 - 38,000

€49,000 - 54,000



159

1930 CADILLAC V16 SEDAN PROJECT

Coachwork by Fleetwood

Registration no. GN 68

Chassis no. 700375

Engine no. 700375

- *The ultimate luxury car of its era*
- *Previously owned by Keith Schellenberg*
- *Circa £300,000 spent on restoration*
- *Offered in need of completion*



'For both its visual and technical attributes the V16 itself is a thing of beauty, delivering 175bhp. Even more impressive was its all important low speed torque: 320 pound-feet at 1,500rpm, which assured velvet-like low speed operation. Thanks to a hydraulic valve-silencing device created by General Motors Research Division, the V16's overhead valves were well mannered and quite as they went about performing their tasks.

"The sum total of the V16's features was so impressive that even the Europeans found it impossible to describe its super silent operation without using terms such as "magnificent" and "outstanding".' - Robert C Ackerson, Standard Catalog of Cadillac.

Cadillac's bold attempt to 'out-cylinder' the opposition commenced in January 1930 with the introduction of its magnificent 452ci (7.4-litre) V16, of which engine it has been said: *'There is no power plant in any motor car so smooth, so quiet, so flexible.'* Astonishingly, before the end of the year a V12 had been added to the range! The Cadillac V16 was the world's first production sixteen-cylinder passenger car, beating the rival Marmon to the marketplace by ten months.

Conceived in the Roaring Twenties, these Leviathans made little sense in the post-Wall Street Crash, Depression years of the early 1930s, despite which Cadillac had managed to sell in excess of 15,000 of them before the decade's end. Harley Earl had been directing GM's Art & Color Department since 1928, and the master stylist and his team used the opportunity afforded by the new V16 chassis to create some of the most sublimely beautiful automobile bodies of the period. More than 50 body styles were offered, the vast majority being 'catalogue customs' by Fleetwood, though most were variations on a handful of basic designs.



This example was owned by renowned collector Keith Schellenberg for some 30 years and was in need of extensive restoration when it was purchased from him by the current vendor circa 20 years ago. Originally bodied as a sedan but a rolling chassis when acquired, the Cadillac has been rebuilt over the course of the last 20 years, a suitable Fleetwood sedan body being brought over from the USA.

Some £300,000 has been spent on its renovation, with most of the relevant bills in the history file together with a V5C registration document. The chassis, engine, transmission and electrics have all been rebuilt, leaving the purchaser to have the body painted and the interior trimmed. Once this work has been completed, the fortunate new owner will have a truly fabulous car.

£60,000 - 70,000

€85,000 - 100,000



1968 JAGUAR D-TYPE 3.8-LITRE REPLICA

Registration no. JSA 213G

Chassis no. P1F8240BW

- *Constructed in 1992*
- *Acknowledged as one of the most accurate replicas*
- *Fewer than 6,000 miles since construction*



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

Jaguar's multiple Le Mans wins in the 1950s - twice with the C-Type and three times with its D-Type successor - as well as numerous victories in the other great classic endurance events, have ensured a continuing healthy demand for replicas of these rare and exotic works sports-racers. But whereas the production Jaguar D-Type was limited to using the 3.4-litre version of the XK engine, the biggest available at the time, replica manufacturers and builders are afforded the luxury of choosing either of the two larger XK sixes introduced subsequently: the '3.8' or '4.2' which, even when mildly tuned, are easily capable of exceeding the original's 250bhp maximum output.

Constructed to the highest standards in 1992, this replica of Jaguar's legendary Le Mans-winning D-Type uses an LR Roadsters RAM body/chassis kit and is powered by a 3.8-litre XK engine featuring triple Weber carburetors and coupled to a four-speed all synchromesh manual/overdrive gearbox.

Constructed around a tubular-steel backbone spaceframe chassis, the LR Roadsters D-Type features steel-braced glassfibre bodywork in the long nose, long fin, passenger-carrying style with full-width windscreen first seen on the works Le Mans cars in 1955, while the wheels, lights and instruments are said to be to correct specification. Based almost exclusively on Jaguar running gear, unlike some of its rivals, the RAM D-Type was described by *Kit Cars & Specials* magazine as having '*undisputed mechanical integrity*,' and was reckoned '*one of the most desirable replicas we have yet laid our hands on*.' The factory claimed a performance, depending on engine tune, of 0-60mph in approximately 5.9 seconds and a maximum speed in overdrive top approaching 150mph, stunning figures even by today's standards.

The current vendor purchased this car at Bonhams' sale at the Goodwood Revival meeting in September 2012 (Lot 178) and since then has serviced, detailed and enjoyed it. Finished in British Racing Green with grey leather interior, this authentic looking D-Type replica has covered fewer than 6,000 miles since construction and is described by the vendor as in generally excellent condition. The car is offered with history file, Vehicle Information Sheet, MoT to August 2016 and V5C registration document.

£40,000 - 50,000

€57,000 - 71,000

161

1940 PLYMOUTH P11 BUSINESS COUPE

Registration no. WXG 752

Chassis no. 15074936

Engine no. P11290145

- *Left-hand drive*
- *Restored in the USA*
- *Three-speed manual transmission*



The introduction of a lower-price line - Plymouth - to compete head-on with Ford and Chevrolet, helped Chrysler Corporation weather the Depression years. Launched in 1928, the four-cylinder Plymouth, although not a revolutionary design, nevertheless incorporated hydraulic braking, full-pressure lubrication and aluminium pistons, a specification its rivals would not match for a decade. The car was an instant success and by 1933 Plymouth was the US auto industry's third biggest seller, just behind Ford. Together with DeSoto, another Chrysler Corporation marque, Plymouths were assembled in Mortlake Road, Kew from 1932 to 1939 and badged as Chryslers, being given the names of London suburbs such as Croydon, Richmond, Kew and Wimbledon. Confusing matters still further, Chrysler added a Plymouth to the range for 1938!

Powered by a 201.3ci (3.3-litre) sidevalve six, the P11 was Plymouth's most affordable line for 1941 and was available in no fewer than seven different body styles plus a rolling chassis. With getting on for 24,000 sold, the three-seater Business Coupe, as seen here, was the second most popular car in the line-up after the five-seater sedan.

One of the latter would claim its place in motoring history in 1941 when it became the first car to be driven from Detroit, Michigan to the tip of South America, an often perilous journey of 15,745 miles that took eight months. Those pre-war Plymouths were certainly tough.

A 1941 model built towards the end of 1940, this P11 Business Coupe was fully restored in the USA in 2013 and brought to the UK in the spring of 2015 (duties paid). Owned by a knowledgeable collector of American cars, it has been taken to local classic car events and is described as running well, while the original chassis is said never to have been welded. This delightful classic American is offered with a V5C registration document.

£16,000 - 18,000

£23,000 - 25,000

1940 PACKARD 'ONE-TWENTY' EIGHT COUPÉ

Registration no. 142 BOB

Chassis no. B314772

- *Premier American make*
- *Right-hand drive*
- *Restored during 2007-2008*



Always built to the highest standards, the Packard was unquestionably one of the finest American automobiles of the pre-war era and deservedly popular on this side of the Atlantic. Dissatisfaction with his Winton motor carriage is said to have spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton company, Packard set up shop in his electrical engineering factory in Warren, Ohio, from which the first Packard car emerged in November 1899. Right from the start, Packard's innovative engineering and superior build quality attracted the attention of wealthy clients, William D Rockefeller purchasing two at the New York Automobile Show in November 1900. 'Ask The Man Who Owns One' was adopted as the company's advertising slogan.

The Packard was counted among the world's top luxury makes and was a frequent sight at the most exclusive society functions of its era, being favoured by film stars, celebrities and plutocrats. Indeed, throughout the 1910s and 1920s, Packard ranked alongside Peerless and Pierce-Arrow, this elite trio of the US automobile industry being known as the 'Three P's'.

Introduced for the 1935 season, the 'One-Twenty' Eight, also known as the 'Junior Packard', represented the company's first foray into the medium-priced market sector. This example has the 282ci (4,623cc) 120bhp engine; independent front suspension, synchromesh transmission and hydraulic brakes having been part of the specification for some years. Curiously, the 'One-Twenty' designation was dropped for 1938 but returned for 1939, the car offered here belonging to the following year's 18th Series, which commenced production in August '39.

A right-hand drive example, this particular One-Twenty Coupé was purchased by the current owner in 2002 having been in storage for a number of years (the odometer reading of 27,945 miles is believed genuine). The Packard was then restored during 2007-2008, the exterior colour being changed from Burgundy to white and the interior re-trimmed in red leather in the process, while all the brightwork was re-plated. The car was then fully serviced but has seen very little use since completion. A photographic record of the restoration is on file and the car also comes with the relevant invoices, an old-style logbook and V5C registration document. A spare set of original steel wheels complete with hubcaps is included in the sale.

£15,000 - 18,000**€21,000 - 25,000**

163

1964 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE COUPÉ

Registration no. 141 HJJ

Chassis no. 861330

Engine no. LBZ669-8

- Restored in the early 1990s
- Engine rebuilt in 1997
- Numerous upgrade incorporated



'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.'

There have been few better summaries of the E-Type's manifest virtues than the forgoing, penned by the inimitable John Bolster for *Autosport* shortly after the car's debut. Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The newcomer's design owed much to that of the Le Mans-winning D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained.

With a claimed 265bhp available, E-Type's performance did not disappoint; firstly, because it weighed around 500lbs less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This 'Series 1' E-Type coupé was fully restored in the early 1990s and comes with the relevant bills and a photographic record of the work carried out. In 1997 the engine was fully rebuilt by recognised specialists VSE, the original damaged cylinder block being replaced with one from a 3.8-litre Jaguar Mark 2 saloon. The electrics have been converted to negative earth and further up-rated with a dynamo-style alternator, while ignition is via a 123 electronic distributor. Further upgrades include a spin-on oil filter, alloy radiator, heat-wrapped stainless steel exhaust system, Series 2 vented disc brakes, and Coopercraft four-pot callipers. In total, some £73,000 has been spent on the car. Finished in Carmen Red with black leather interior, and looking as clean underneath as it does on top, this beautiful E-Type coupé comes with MoT to August 2016 and V5C registration document.

£80,000 - 100,000
£110,000 - 140,000

164

1967 MERCEDES-BENZ 250 SL CALIFORNIA COUPÉ

Registration no. MVO 938E
Chassis no. 11304322001208
Engine no. 129822000476

- *Iconic design*
- *Rare 250 SL model*
- *Most admired sports tourer*



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

This automatic transmission 250 SL was first registered in Nottinghamshire in 1967 and was last registered to one Leslie Arthur Sayers of Chellaston, Derby, who acquired it in June 1986. According to the accompanying V5 document there have been four previous keepers. 'MVO 938E' has been in storage for the last three years. The car is running and driving but will require some re-commissioning and thus is sold strictly as viewed. The removed bumpers are included in the sale.

£20,000 - 30,000
€28,000 - 42,000

165

1968 MERCEDES-BENZ 280 SE COUPÉ

Registration no. MUF 870F
Chassis no. 10801810010357
Engine no. 12998010024931

- *Left-hand drive*
- *Manual transmission model*
- *First UK registered in 2009*



Publicly displayed for the first time at the Frankfurt Auto Show in 1967, Mercedes-Benz's fifteen 'New Generation' models went on sale the following January. But although the fuel-injected 280 SE saloon shared its bodysell with the 'New Generation' 280 S, the 280 SE Coupé and Convertible retained the elegant looks of the outgoing 250 SE that had debuted back in 1959 on the 220 SE, designed by Paul Bracq.

The 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the seven-bearing M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph with the automatic, an increasingly popular choice, not far behind. Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and more efficient emissions control. The suspension was essentially the same as that of the equivalent saloon model, albeit reconfigured for a lower ride height, with braking courtesy of discs all round.

Plush and well appointed, the interiors featured a leather-covered dashboard, (usually) leather upholstery, Becker radio, and round speedometer and rev counter flanking vertically stacked gauges. The thickly padded convertible top was manually operated, while air conditioning, electric windows, central locking and power assisted steering were among the several options listed. Production of the 280 SE Coupé and Convertible totalled a little over 5,000 units between 1968 and 1972 when production ceased, and today these timelessly elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.

The left-hand drive example offered here was first registered in the UK in October 2009 to Mr Allan Lee of Bexhill-on-Sea, East Sussex, its only previous owner in this country. 'MUF 870F' is most handsomely finished in silver with cream leather interior, and has the desirable four-speed manual transmission. The car is described by the private vendor as in generally good condition, although the seats would benefit from re-upholstering. Accompanying documentation consists of a V5C registration document, MoT certificate valid until 15th September 2015, and a quantity of invoices (mainly for parts) dating from Mr Lee's period of ownership.

£25,000 - 30,000
€35,000 - 42,000

1974 ASTON MARTIN V8 SERIES 3 AUTOMATIC SPORTS SALOON

Registration no. 6898 ET
Chassis no. V8/11198/RCAC
Engine no. V540/1198

- *Series 3 model with Weber carburetors*
- *Automatic transmission*
- *Rare electric sunroof option*
- *Restored over the last ten years*



With an estimated 345bhp available from its 5,340cc, four-cam motor, the Aston Martin DBS V8 could reach 100mph in under 14 seconds and exceed 160mph, a staggering performance even today and one which fully justified the claim that it was the fastest production car in the world. Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6.

Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance but there were no complaints when the V8 arrived in 1969.

The acquisition of Aston Martin by Company Developments in 1972 brought with it a change of name for the V8-engined cars: out went 'DBS V8', in came 'AM V8'. This new Series 2 was readily distinguishable by its restyled front which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder sports cars.

Electronic ignition and air conditioning were now standard. Introduced in 1973, the Series 3 employed a quartet of Weber 42 DCNF carburetors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and necessitating a larger bonnet bulge. Despite the switch, fuel economy improved slightly while performance remained unchanged, and even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.



Summarising its 1973 road test of a V8 automatic, *Autocar* magazine revealed that the new version of the V8 Aston engine with four Weber carburettors and automatic transmission had proved nearly as quick as its manual-transmission, fuel-injected predecessor and fractionally more economical, concluding that it was: 'A well-equipped car with magnificent stride for long journeys.'

Testing a Series 3 in November 1973, *Autosport*'s John Bolster observed that even a short drive proved that the luxurious Aston was, above all, still a sports car: '*It has the sheer cornering power of light competition cars, with the responsive steering of the best vintage marques. In spite of its weight, it has acceleration which is outstanding among even among the world's most exotic speed models.*'

This automatic transmission Aston Martin V8 has been restored over the course of the last ten years and comes with bills testifying to the many thousands of pounds spent. Finished in blue with matching leather interior, it has the rare electric sunroof and boasts excellent chrome and new wheels and tyres. The car is offered with aforementioned bills, MoT to August 2016 and a V5C registration document.

£60,000 - 80,000
€85,000 - 110,000

167

1925 MORRIS COWLEY 11.9HP TOURER

Registration no. RU 1606

Chassis no. 101623

Engine no. 116024

- Charismatic 'Bullnose' model
- Present owner for 39 years
- Fully restored in the late 1970s



One of the best known and most readily recognised vintage cars, the 'Bullnose' Morris had its roots in the Edwardian era. The first 'Oxford' 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.

Closely related to the Oxford, the cheaper Cowley used the American-built Continental engine at the time of its introduction in 1915, rather than the Oxford's expensive White & Poppe unit, before switching to one made by Hotchkiss' Coventry subsidiary in 1919. A close copy of the preceding Continental, the Hotchkiss engine was made in 1,495cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923. A reputation for quality and a drop in price saw the 'Bullnose' Cowley established as Britain's most popular car by the early 1920s.

This 'Bullnose' Cowley was in a derelict condition and fitted with a non-original two-seater body when it was purchased in West Dorset in 1976 by the current vendor, a retired aeronautical engineer.

He immediately commenced a total restoration to a high standard, including fitting a new four-seater body built by a specialist firm in Leicester, and in March 1980 the completed car was ready for its first MoT test, which was passed with flying colours. The Morris was subsequently featured in an article in *Practical Motorist* magazine (December 1981 edition, copy available). In the course of restoration, a bronze SU carburettor was fitted in place of the original Smiths (included in the sale). Other noteworthy features include a rear luggage carrier and trunk; Boyce radiator temperature gauge and spare cap; Shell fuel can on running board; new hood and bag (fitted circa four years ago); new battery (fitted November 2014); and a spare bottom hose and cylinder head gaskets.

Accompanying documentation consists of a photocopy of the old-style logbook; all expired MoT certificates and tax discs; restoration bills and photographs; V5C registration document; and current MoT. The car also comes with a jack, tools, tow bar (unused), service information book, around 100 *Bullnose Morris Club* magazines and other marque-related literature.

£11,000 - 15,000

€16,000 - 21,000

168

1958 BENTLEY S-SERIES SPORTS SALOON

Registration no. VVK 10

Chassis no. B49FD

Engine no. BF349

- *Present ownership since 1969*
- *Last used regularly in the 1970s*
- *In need of re-commissioning*



'The Bentley "S" Series is a very attractive car with superb lines, appearance and finish. It costs a lot of money, but to the connoisseur who must have the best it is worth every penny. It is schemed to require the very minimum of attention over large mileages, but it has the famed Rolls-Royce service behind it when any attention is required. This will still be a glorious car in 45 years' time, just as my own 1911 Silver Ghost is today.' - John Bolster, *Autosport*, 1956.

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

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

This Bentley S-Series was delivered to The Car Mart Ltd of Park Lane, London W1 on 16th September 1958 and presumably was kept as a demonstrator as it was not sold on until 28th February 1959, the new owner being recorded on the accompanying copy chassis card as Chapman & Frearson Ltd of Grimsby, Lincolnshire. The car was purchased by the current owner in April 1969 and was last used regularly in the 1970s for trips to Spain. It has been garage stored since then, the last excursion of note being a 10-mile drive undertaken in 2003. The Bentley is described as in generally sound condition, though the roof lining has been damaged by mice. We are advised that it starts and runs but has only been driven out of and back into the garage in recent years. Offered in need of re-commissioning and sold strictly as viewed, the car comes with tool kit, old-style logbook and V5 registration document.

£12,000 - 15,000

€18,000 - 21,000

1930 ROLLS-ROYCE 40/50HP PHANTOM II ROLLING CHASSIS PROJECT

Registration no. GJ 5518

Chassis no. 141XJ

Engine no. HZ55

- Originally a Carlton-bodied saloon
- Present ownership since 1966
- Offered for restoration



The Phantom II was introduced in 1929 as a successor to the New Phantom (retrospectively known as the Phantom I) with deliveries commencing in September of that year. Unlike its predecessor, which inherited its underpinnings from the preceding 40/50hp model, the Silver Ghost, the Phantom II employed an entirely new chassis laid out along the lines of that of the smaller 20hp Rolls-Royce. Built in two wheelbase lengths - 144" and 150" - this new low-slung frame, with its radiator set well back, enabled coachbuilders to body the car in the modern idiom, creating sleeker designs than the upright ones of the past.

The engine too had come in for extensive revision. The PI's cylinder dimensions and basic layout - two blocks of three cylinders, with an aluminium cylinder head common to both blocks - were retained, but the combustion chambers had been redesigned and the 'head was now of the cross-flow type, with inlet and exhaust manifolds on opposite sides. The magneto/coil dual ignition system remained the same as on the PI. The result of these engine changes was greatly enhanced performance, particularly of the Continental model, and the ability to accommodate weightier coachwork.

Highly favoured by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day, and this example was originally bodied by Carlton as a saloon. Erected on the long chassis, it was ordered by one E Thornton Smith of Soho Square, London W2 and delivered to him on 5th June 1930. Copy chassis cards on file list two further owners, the second of whom, A A Titmuss & Co Ltd of London SW9, acquired the Rolls-Royce in March 1945.

The Phantom has been in the current ownership since 1966 and was garage stored until 2004, since when it has been stored outside under cover, and was probably last started during the 1980s. Offered for restoration and sold strictly as viewed, it would, once fitted with a lightweight aluminium tourer body, afford the fortunate new owner with a truly thrilling motoring experience. The car is offered with an old-style logbook and V5 registration document.

£10,000 - 15,000

€14,000 - 18,000

No Reserve

170

1937 BENTLEY 4¼-LITRE SPORTS SALOON PROJECT

Coachwork by Hooper & Co

Registration no. GEV 2

Chassis no. B188LS

Engine no. M8BB

- *Desirable 4¼-Litre Derby Bentley*
- *Present ownership since 1979*
- *Holed cylinder block*
- *Offered for restoration*



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

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

By the end of the 1930s the 'Derby' Bentley had undergone a number of significant developments, not the least of which was an increase in engine capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings.

This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change and servo-assisted brakes.

Chassis number 'B188LS' was completed in May 1938 with two-door sports saloon coachwork by Hooper & Co. Its first owner was a Mr Cohen of Curzon Street, London W1. Accompanying copy chassis cards list only one further owner, H A Chetham, who acquired the Bentley in November 1949 and was still its owner in July 1951 when he changed address. 'B188LS' was bought as a complete car in 1979 after the previous owner had holed the cylinder block. The vendor's father subsequently stripped the car, removing the aluminium body, which has been stored outside under cover for the last ten years. We are advised that the dismantled engine is 'practically' complete, as is the body, and that the dashboard and instruments come with car also. There is no interior. Offered for restoration and sold strictly as viewed, this potentially most rewarding project comes with an old-style logbook and V5 registration document.

£15,000 - 20,000

£18,000 - 28,000

No Reserve

171

1929 BENTLEY 4½-LITRE SPORTS SALOON

Coachwork by H J Mulliner

Registration no. RX 6108

Chassis no. PB3527

Engine no. PB3526

- In family ownership since 1935
- Recent discovery
- Matching numbers example
- Total of 657 built



W O Bentley proudly debuted the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. In only mildly developed form, this was the model which was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery has become the archetypal vintage sports car.

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model). However, by the middle of the decade the 3-Litre's competitiveness was on the wane and this, together with the fact that too many customers had been tempted to fit unsuitably heavy coachwork to the excellent 3-Litre chassis rather than accept the expense and complexity of Bentley's 6½-Litre 'Silent Six', led to the introduction of the '4½'.

The new 4½-Litre model effectively employed the chassis, transmission and brakes of the 3-Litre, combined with an engine that was in essence two-thirds of the six-cylinder 6½-litre unit. Thus the new four-cylinder motor retained the six's 100x140mm bore/stroke and Bentley's familiar four-valves-per-cylinder fixed-'head' architecture, but reverted to the front-end vertical camshaft drive of the 3-Litre.

Bentley Motors lost no time in race-proving its new car. It is believed that the first prototype engine went into the 3-Litre chassis of the 1927 Le Mans practice car. Subsequently this same engine was fitted to the first production 4½-Litre chassis for that year's Grand Prix d'Endurance at the Sarthe circuit.



Cornwall, 1946



Torquay, 1952



Carrigrohane, St. Ives, 1954









The original 4½-Litre car, nicknamed by the team 'Old Mother Gun' and driven by Frank Clement and Leslie Callingham, promptly set the fastest race lap of 73.41mph before being eliminated in the infamous 'White House Crash' multiple pile-up.

The 4½-Litre was produced for four years, all but nine of the 665 cars being built on the 3-Litre's 'Long Standard', 10' 10½"-wheelbase chassis. Purchasers of the 4½-Litre model were, in common with those of all Vintage-period Bentleys, free to specify their preferences from a very considerable range of mechanical and electrical equipment, in addition to whatever body style and coachbuilder might be required.

This remarkable 4½-Litre Bentley is one of just 657 built on the long (10' 10½") chassis and was delivered via Gaffikin Wilkinson & Co Ltd to one N H Player of Sonning-on-Thames on 11th February 1930. Service records show that the chassis left the factory fitted with engine number 'PB3526', the C-type gearbox (number '6771') and an Elektron cam casing. Player commissioned the highly regarded coach builders H J Mulliner to clothe the chassis with a sporting saloon body, which was then registered 'RX 6108' in England.

Player sold the Bentley to Orlando Ford of Bristol in 1931 followed by G T S Bevan of Witham, Essex also in 1931. The vendors grandfather, E J Harwood from Epsom, England purchased 'RX 6108' in 1935 from Bevan. When Harwood joined the Bentley Drivers' Club in 1951 he confirmed ownership of the Bentley and was still the owner at the time he left the Club in 2005. Clare Hay in her authoritative works '*Bentley the Vintage Years*' (1997 edition) states that there had been one owner since 1935.





Whilst the Bentley Drivers Club archives do not have period images, there are some photographs on file of the Bentley on family holiday trips to Cornwall taken in the 1940s and '50s, towing the family's Eccles caravan. Indeed, 'RX 6108' is still fitted with a tow ball and carries a Caravan Club badge as well as those of the AA and BDC.

In 1985 Mr Harwood parked 'RX 6108' in his garage as fuel consumption was becoming a concern and the car has remained there, unused, for the last 30 years which accounts substantially for its quite remarkable condition. The doors close with a pleasing click with good shuts and the entire car is in fundamentally solid and sound condition in every respect. Since discovery 'RX 6108' has been inspected by many Bentley specialists, all of whom have been astonished by its outstanding originality. It should be noted that the engine is seized but shows no signs of frost damage.

Accompanying documentation consists of a copy of the car's factory record; BDC correspondence dating from 1950; the original Bentley Handbook for PB3527; a duplicate 1951 tax disc; and a V5C registration document, erroneously listing the chassis number as 9608.

With matching and correct chassis, engine, gearbox, steering box, rear axle and bonnet numbers; an original green leather interior and a full complement of correct instruments, this untouched 4½-Litre ticks every box. Without exaggeration, it is quite simply one of the most significant and exciting barn discoveries of the decade, and every restorer's dream.

£150,000 - 250,000
€210,000 - 360,000

01

'RX 6108' is unearthed after in excess of 30 years hibernation



1925 MINERVA AD 15.9HP SPORTS

Chassis no. 41527

- Premier European make
- Double sleeve valve engine
- Restored in Australia in the 1980s
- Complete with 'Goddess of Automobiles' mascot



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

Swiftly back on its feet following the German occupation of WWI, Minerva returned to making large, luxurious motor cars. Smaller Minervas appeared: a 2.0-litre four in 1923 and a similar-sized six in 1927. Larger models continued to be a speciality but hard times lay ahead for the world's luxury car manufacturers. Minerva's fortunes declined steadily and in October 1935 it merged with Belgian's only other surviving motor car manufacturer, Imperia. Minervas continued to be made for another year or two and after WW2 the company produced Land Rovers under licence for the Belgian Army.

This Minerva AD dates from 1925 and is powered by a 2,255cc four-cylinder double sleeve valve engine driving via a four-speed gearbox. Restored in the 1980s, as documented by the photographic record on file, the car was purchased earlier this year in Australia and comes with a condition report compiled by Brad McKernan Restoration of Northgate, Queensland (inspection recommended). This states that the front of the body forward of the scuttle appears to be original, the aluminium 'boat tail' rear section having been fabricated during restoration. Mechanically the car appeared to be in good order, the engine starting easily and running well, with smooth clutch operation and positive gear change. It was noted that there was a leak from the radiator bottom outlet and that the tyres need to be renewed.

Complete with the highly desirable Minerva 'Goddess of Automobiles' mascot, '41527' represents a rare opportunity to purchase a Vintage-era motor car from this most prestigious European manufacturer. UK import duties have been paid.

£25,000 - 30,000

€35,000 - 42,000

173

1933 MG L-TYPE MAGNA TOURER

Registration no. OC 2640

Chassis no. L0489

Engine no. 521AW

- *Last of the Magna line*
- *One of only 576 made*
- *Fully restored*



General Manager of Oxford-based Morris Garages, Cecil Kimber brought sports car motoring within the financial reach of the man in the street with a succession of affordable MGs. These were, naturally enough, based on existing Morris models, arguably the most famous and certainly the most influential being the Midget, which first appeared at the 1928 London Motor Show. The first - M-Type - Midget was based on modified Morris Minor running gear and used the latter's 847cc single-overhead-camshaft four-cylinder engine, though it was its delightful two-seater body that set the little MG apart from its humbler progenitor.

Broadly similar to the D-Type Midget of 1931 and introduced at the same was the six-cylinder F-Type Magna which, like its equally new four-cylinder stablemate, used a development of the under-slung chassis first seen on the racing C-Type Midget but of longer wheelbase. Wolseley, also owned by William Morris, had been responsible for the Minor engine, and it was this unit in 12hp, 1,271cc, six-cylinder form that powered the Magna. The latter looked every inch a proper MG but possessed greater refinement than the fours thanks to its smoother, torquier and relatively vibration-free six-cylinder engine.

Introduced in 1932, the F2 version boasted 12" brakes (replacing the original 8" drums) and Midget two-seater coachwork, while the mechanically similar F3 was a four-seater tourer.

What would turn out to be the last of the Magna line – the L-Type – arrived in March 1933 boasting an engine downsized to 1,087cc but producing greater power (41bhp) thanks to a 12-port, cross-flow cylinder head. 12" brakes were retained for the L-Type chassis, which was broadly similar to that of the contemporary K-Series Magnette apart from a narrower track, while the new body featured attractive flowing wings. Top speed was in the region of 75mph. A total of 576 L1/L2 Magnas had been produced by the time production ceased in 1934.

This L-Type Magna had been restored to a very high standard by the previous owner prior to its acquisition by the current vendor in 2011. We are advised that every aspect of the car was rebuilt to 'as new' condition but the gearbox is a little noisy, though this would appear to be a not uncommon characteristic of these MG 'boxes. Finished in red with matching interior, the car is offered with a V5C registration document.

£40,000 - 50,000

€57,000 - 71,000

174

1958 JAGUAR XK150 3.8-LITRE COUPÉ

Registration no. to be advised

Chassis no. S835746DN

Engine no. to be advised

- *Delivered new to the USA*
- *Fitted with a 3.8-litre engine and all-synchromesh gearbox*
- *Imported from Australia*





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

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively.

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

Originally a 3.4-litre model, this XK150 Coupé was supplied new via Jaguar Cars, New York and first owned by one J Seaman. It was a 'Personal Export Delivery' and was registered in the UK as 'UWK 270' prior to despatch to the USA. It is not known when it was converted to right-hand drive. An Australian advertisement on file, dated May 2014, states that the engine (from a MkIX saloon) and gearbox (an all-synchromesh unit) were fully restored in 2011 and that the car had seen relatively little use over the preceding five years. The current vendor purchased the XK from Australia and imported it into the UK earlier this year. Import duties have been paid and the car comes with a Jaguar Heritage Trust Certificate.

£45,000 - 55,000
€71,000 - 85,000

175

**1985 PORSCHE 911 CARRERA
3.2-LITRE CONVERTIBLE**

Registration no. B583 TAA

Chassis no. WPOZZZ91ZFS150534

Engine no. 63F02356

- *One (lady) owner since June 1988*
- *Only 40,641 miles from new*
- *Last of the 'old school' 911s*





Porsche revived the Carrera name for its luxuriously equipped, top-of-the-range 911 in 1973. Designated Carrera RS, the newcomer was intended as a limited edition product for Group 4 GT racing, a class that required a minimum of 500 built. However, the resulting demand for this fabulous car proved so great that the production run was later extended by 1,000-or-so units. Based on a lightened 911S platform, the Carrera RS featured revised suspension and wider rear wheels (beneath flared wheel arches) for improved handling, while the 2.7-litre, fuel-injected, air-cooled six-cylinder engine's 210bhp boosted top speed to around 150mph.

Not merely a styling gimmick, the Carrera's trademark 'duck's tail' spoiler made a vital contribution to high-speed stability, a virtue of increasing importance as power outputs continued to rise. The next major development saw the engine enlarged to 3.0 litres on the RSR racing version in 1974, this unit becoming standard on the road-going Carrera for 1976.

From 1984 Porsche applied the evocative 'Carrera' title to all 911 models, co-incidentally with the introduction of the 3.2-litre engine. Not merely enlarged, this new power unit 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.

Sold new in the UK, this right-hand drive Carrera exemplifies the original 911 concept in its final, 3.2-litre, 231bhp form, the subsequent Carrera 2/Carrera 4 models being almost entirely new. The current (lady) vendor purchased the car in June 1988 from Bramshaw Motors, Bournemouth. Kept garaged and lovingly maintained ever since, its is reluctantly offered for sale only on account of the owner's advancing years and ill health. Finished in red with black leather upholstery, this car has the five-speed manual transmission option and comes with its original service booklet, old-style logbook, a quantity of expired MoT certificates, V5 registration document and current MoT. Described by the vendor as in generally good condition, it has covered a mere 40,641 miles from new and has seen relatively little use in recent years.

£30,000 - 35,000
€42,000 - 49,000

1974 JAGUAR E-TYPE SERIES 3 V12 ROADSTER

Registration no. to be advised

Chassis no. UE1S24661

- Sold new in Canada
- Restored by marque specialists CMC
- 6.0-litre Brian Ball engine
- Extensively upgraded



Testing the E-Type Series 3 back in 1972, *Road & Track* magazine reckoned the new V12 power unit, 'a sheer delight, by itself almost worth the price of admission. The V12 is a lovely piece of machinery, lovely to listen to and lovely to behold. The exhaust has that hurried sound characteristic of a multiple-cylinder engine where the many explosions per revolution make it sound as if it's running faster than an engine with fewer cylinders. The idle is smooth and quiet with none of the mechanical busyness one normally experiences from the likes of a Ferrari or Lamborghini V12. And the smoothness lingers throughout the rev range.'

This superior refinement would have counted for little had the Series 3 proved slower than its predecessors, but the new V12 engine was more than powerful enough to offset the weight gain over the preceding 4.2-litre XK six and ensure that performance was undiminished. Weighing only 80lb more than the cast-iron-block six that it replaced, the all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed well in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series 3's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Adwest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car.

Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar. Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 '2+2', the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.



Sold new in Canada, this stunning Series 3 was bought from CMC Bridgnorth Shropshire in 2007 having been imported from the USA by them circa 1996. CMC then undertook a total 'ground upwards' restoration, which was completed in 2002 and is documented on a CD containing in excess of 300 photographs. By 2009 it was apparent that the car's running gear required a major overhaul, which was undertaken over the next three years and involved the incorporation of a number of upgrades. These included removal of the original North American-specification engine and its replacement with a 6.0-litre V12RS engine built by Brian Ball. This engine is fitted with a 'Le Mans' fuel injection system provided by Owen Developments of Kingston Bagpuize, Oxfordshire. In addition, the existing Toyota gearbox was replaced with a Getrag five-speed 'box, mated to paddle-shift clutch to cope with the engine's 400bhp.

The suspension has been up-rated with Öhlins adjustable shock absorbers to the rear and Koni to the front, while the rear axle has been changed to a 2.88:1 final drive ratio (from 3.54:1), the works being carried out by Jaguar engineer, Brian Ball.

Further upgrades include twin radiator cooling fans, air-conditioning (now situated in the rear seat box) and improved headlights. The original Jaguar convertible hood and frame are new, and the car also comes with an original colour-coded factory hardtop (supplied by CMC). Other noteworthy features include knock-on wire wheels and Recaro seats trimmed in biscuit leather and Alcantara. The smaller upgrades are too numerous to mention.

Finished in Opalescent Green, the car retains its original bodywork, interior instruments and dashboard, giving this much enhanced example the appearance of a well presented and better-than-new standard Series 3 Jaguar E-Type. Accompanying documentation consists of the aforementioned CD of photographs, sundry restoration invoices, Jaguar/Daimler Heritage Trust Certificate, current MoT and a V5C registration document.

£60,000 - 80,000
€85,000 - 110,000

177

1921 FORD MODEL T TOURER

Registration no. BS 9234

Chassis no. 3879923

Engine no. 11270932

- *Left-hand drive model*
- *Current ownership since 1983*
- *Little used in recent years*
- *Running condition*



After spending his formative years as a motor manufacturer experimenting with a variety of models, Henry Ford pared the company's range down to just one - the legendary Model T - destined to become the world's first truly mass-produced automobile. Introduced in October 1908, the Model T boasted a simple 100"-wheelbase chassis that contrived to be both lightweight and durable thanks to the pioneering use of vanadium steel. The chassis' track width of 56" was the same as that of a horse-drawn wagon, thereby enabling the Model T safely to negotiate rutted dirt roads.

The engine was a 20hp four-cylinder sidevalve displacing 2,896cc and the transmission a simple-to-use two-speed planetary unit. It is said that throughout the Model T's 19-year production life the thing that changed most often was the price, although in actual fact Ford made detail improvements to the car on an annual basis. Notable early developments were the adoption of electric lighting in 1915, a switch from brass to a black-finished radiator the following year and the option of an electric starter in 1919.

By 1915 Ford had ceased to offer a range of colours, settling on just one - black - because the paint dried more quickly, although some dealers began repainting cars in brighter colours after receiving them from the factory. By the start of 1919 Ford had built more than 2.8 million Model Ts and manufacturing/assembly plants had been established in a number of foreign countries.

This left-hand drive Ford Model T tourer was acquired by the late owner at an Essex auction in September 1983 (auction catalogue on file). Initially the Model T was used for touring the North Leicestershire countryside, particularly the Charnwood Forest area, but in recent years has been driven only rarely. We are advised the car runs but is in need of a little cosmetic work. Accompanying documentation consists of the aforementioned auction catalogue, a V5C registration document, and an old-style logbook from 1962 (when the registration was 'FB 2331'). A 12-volt ignition coil is the only notified deviation from factory specification.

£7,000 - 9,000
€9,800 - 13,000

178

1966 FORD LOTUS CORTINA MK1 RALLY SALOON

Registration no. KUC 964D

Chassis no. BA74FP59901

Engine no. LP6823LBA

- *Collector category Fast Ford*
- *Ford built example*
- *Highly eligible rally entry*



Ford's profile-raising competition programme during the motor sport conscious 1960s 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 1000 cars required for homologation. Launched in 1963, the Lotus Cortina – Cortina Lotus in Ford parlance – featured the Elan's Ford-based, twin overhead-camshaft, 1559cc capacity engine in the two-door bodyshell. McPherson strut independent front suspension was retained, with revised spring and damper rates, while the traditional and rally-proven Cortina rear springs were replaced on the earlier Lotus Cortinas by coil-spring/damper units, axle location being achieved by trailing arms and an 'A' bracket. The set-up was just fine for smooth race circuits, but Ford quickly soon changed the rear suspension in production to the leaf spring set-up that was more suited for public road work and rally stages.

First registered for the road by the London County Council 15 September 1966, KUC 964D started life as a standard production Lotus Cortina Mk1 road car, being a 1966 Ford-built motor car, a notably late example in the 3306 total number produced. Assorted photos and invoices on file indicate that around sixteen years ago, the road car was converted into a road rally car that could also compete on special stage events.

*Whether this transformation involved a re-shell is not known, although the current body does appear to be Lotus Cortina authentic.

For as well as being gusseted and strengthened, the shell does have such other features as that small hump in the boot floor above the differential and the model distinctive tramp bar mountings, rather than modified Escort ones. Within the strictly rally-functional boot is a longer-range alloy fuel tank, a battery located on the offside, twin fuel pumps and well-secured spare wheel, jack and wheel-brace. Indeed, several 2000-2007 historic stage and road event stickers are displayed in the boot.

Having been held in reserve for several seasons, recent re-commissioning has seen the replacement of the front seats with a pair of FIA-standard compliant OMP T-RS XL bucket seats, the fitting of a pair of in-date TRS full harnesses and a set of Minilite-style alloys. The 1.6-litre engine has twin Weber carburettors and SE-type green-painted cam covers. Finished in the iconic Alan Mann team livery, the rally-ready Lotus Cortina has a 170mph speedometer, Brantz International Pro Rally tripmeter, passenger footbrace-mounted horn button, oversize wash/wipe switches and substantial rollage.

This collector category Fast Ford, which is eligible for a range of HRCR series and promoter-run rallies and tours, as well as MSA Speed events, is offered with MSA Historic Rally Identity Form, Stage Logbook, expired FIA Historic ID Form and current MOT certificate valid to March 2016.

£23,000 - 26,000

£32,000 - 36,000

179

1967 MERCEDES-BENZ 300 SE W112 COUPÉ

Registration no. OEH 400F

Chassis no. 11202122009814

Engine no. 18998722001528

- *Proven rally pedigree*
- *Classic motor car for every occasion*
- *Recent extensive servicing*



Costing nearly twice as much as a 220SE, more than a Rolls-Royce at the time, a 300SE was always going to be an exclusive purchase. Indeed, just 3127 were made before the long-established body style left the catalogue. Relative rarity and enduring good looks mean therefore that these forever classic Mercedes models have become highly sought after.

Painted in metallic grey with metallic silver painted roof, this 300SE Coupé still delivers an impressive turn of speed, says the vendor, the fuel-injected six turbine-smooth and the 4-speed transmission allowing the car to pull away in second and changing into fourth if a small throttle opening is used. Floor it, he says, and when far away from the 70mph limit of course, all 4-gears deploy automatically to reach up to 120mph in no time at all. For this particular 300SE has a proven rally pedigree, having been a class winner on both the 2011 and 2013 Winter Challenge Historic Rallies to Monte Carlo, and finished an outstanding 5th overall in the Classic category and second in class on the gruelling Road To Mandalay from Raffles Hotel Singapore to Burma in February.

With nicely patinated red leather and lots of wood within, and with the unusual and once expensive option of an electric sunroof, this is a classic motor car for every occasion. A file of invoices from marque specialist Adams Automotive in Norfolk records the amount of care and attention that has been expended on its welfare in recent years. In the interests of being able to travel vast distances far away from an M-B technician, the complex air suspension, the Achilles heel of the 300SE, has been changed to traditional steel springs. The air pump is still present however and the suspension could be returned to original specification.

Since the latest Oriental marathon, and prior to a recent MOT test pass, the car has been extensively serviced with oil and filter change, cylinder head removal for re-facing, de-coking, re-seating the valves, renewal of valve stem seals and head gasket, points, rotor arm and front disc brake pads, while the radiator has been check-put by a specialist. The 48 year old from Stuttgart, who is exempt from historic vehicle road tax, would certainly appear to be ready for the next adventure.

£24,000 - 28,000

€34,000 - 39,000

180

1990 ERA MINI SALOON

Registration no. G20 ERA

Chassis no. SAXXL2S1T20462767

Engine no. 12HD26104343

- *Enormous fun to drive*
- *Number 337 of only 436 produced*
- *Recent servicing*



Painted in BRG with full grey leather, ERA Mini car number RJ 1026 of the 337 cars originally exported to Mini-enthused Japan from the total production run of 436 was exported to Japan and, with air-conditioning as standard, was sold with full warranty through Rover Japan's dealer network. First registered in November 1990, and with 20,000 mileage verified by the Japanese registration document and fully documented service history, the regularly maintained example was treated to an expensive complete body repaint in the original colour with rubber seals renewed all round. The present owner bought the car directly from Mr Imai, a Mini enthusiast in Chiba, near Tokyo, from where it was repatriated in July 2014.

On its return to the UK, the car was checked over by Northern specialists Mini Sport and the only attention needed was a new clutch slave cylinder. New original style Hella foglamps have been fitted recently. The underside is claimed to be very clean and apparently corrosion-free thanks to the benign climate of central Japan. The 'G30 ERA' registration is, of course, model-appropriate.

We understand that the rubber suspension cones have been replaced by 'Hi-Lo' adjustable coil springs with Spax shock absorbers. A sports exhaust has been fitted as have sports-style door mirrors and alloy interior handles, though the original Rover items are with the car. The correct Compomotive Trackstar alloy wheels for the ERA Mini have just been refurbished and powder-coated and shod with Bridgestone tyres with plenty of tread remaining.

The interior appears to be clean and undamaged with full leather seats, the original carpets and door trims in good order. All instruments are present and correct, including an oil pressure gauge, and original UK Rover radio/cassette unit has been fitted. Under the bonnet, additional engine cooling for Tokyo traffic in summer has been provided by an electric fan.

ERA Minis, well engineered and put together, are enormous fun to drive and just as happy at motorway speeds as they on twisting country roads. With 94bhp and a claimed top speed of 112 mph, and offering an upgraded combination of performance, roadholding and interior comfort, this very British heir to the Cooper S with freshly passed MOT is worthy of any classic Mini enthusiast's consideration.

£16,000 - 18,000

£22,000 - 25,000



181

1927 FIAT 509 TORPEDO

Registration no. BF 7413

Chassis no. 210313

FIAT's smallest-ever car when announced in October 1924 at the Paris Salon, the 509 was in essence a scaled down version of its larger siblings and thus not as small as many rival designs. It was however, exceptionally well specified, having an overhead-camshaft engine, 12-volt electrics and four-wheel brakes, advanced features not usually found on 'economy class' cars of the period. The 990cc four-cylinder engine produced 20bhp and drove via a four-speed gearbox, while the robustly built chassis featured semi-elliptic springing all round and torque tube transmission to the live rear axle. The 509 was an immense success despite being far from the cheapest in its class, selling 90,000 units before production ceased in 1929. Right-hand drive, like all FIATs of this period, this 509 torpedo tourer comes with a substantial history file containing invoices totalling in excess of €30,000 spent on rebuilding the engine and other components. A new radiator has been fitted and the brakes have just been relined (they require bedding in). We are advised that the car runs perfectly, the engine showing good oil pressure and devoid of smoke or rattles. The car comes with an original handbook, workshop manual, sales brochures and a quantity of spare parts. The latter includes a complete engine (dismantled); a gearbox; a complete rear axle assembly including brakes; a front axle with brakes; a differential (dismantled); steering column and steering box; rear springs; starter motor and dynamo; and sundry small items. Accompanying documentation consists of the aforementioned invoices and a V5 registration document. A rare opportunity to acquire a desirable open four-seater example of one of FIAT's landmark models.

£10,000 - 15,000

€14,000 - 21,000



182

1926 CLYNO 10.8HP ROYAL TOURER

Registration no. EJ 1784

Chassis no. 13940

Engine no. 13940

After WWI Clyno abandoned motorcycle production and was reformed as the Clyno Engineering Company (1922) Ltd whose first product was a Coventry-Climax engined light car. That first 1.4-litre (10.8hp) model would turn out to be the firm's biggest success, swiftly establishing a reputation for unrivalled reliability, pleasant driving characteristics and willing performance that saw sales reach 12,000 units annually by 1926/67. The Clyno was direct competition for the Morris Cowley, and the Wolverhampton firm decided to extend its model range to take on larger rivals, such as the Oxford. Rushed expansion and the coincidental relocation to a new factory led to a drop in build quality. Clyno's reputation suffered and in 1928 main distributor Rootes dropped the make. Nevertheless, Clyno continued to introduce new models, including a 9hp, but the 1929 trade recession was one setback too many, resulting in the firm's bankruptcy that same year. This three-door tourer dates from Clyno's pre-expansion heyday and started life in Aberystwyth before relocating to the Oxford area. When its then owner was posted to Southern Nigeria, working for the British Commonwealth, the Clyno remained laid up until its acquisition and restoration by a new owner. It returned to the road in 2012. Finished in Royal Blue with black leather interior, 'EJ 1784' is described by the private vendor as in generally very good condition restored to as close to original order as possible, starting readily and running soundly courtesy of a rebuilt magneto. The car is offered with a V5 registration document, owners handbook, full length tonneau, hood bag and an expired MoT certificate (issued at time of restoration).

£12,000 - 15,000

€17,000 - 21,000



183

1972 ROLLS-ROYCE SILVER SHADOW SALOON

Registration no. EUF 898L

Chassis no. SRH13689

Engine no. 13689

With the introduction of the Silver Shadow, Rolls-Royce brought its body/chassis engineering bang up to date by switching to unitary construction while retaining all the hallmarks of a traditional hand-crafted product. The Shadow's all-round independent suspension and power-operated four-wheel disc brakes were both firsts for Rolls-Royce, and the new styling appealed to the younger generation of Rolls-Royce owner-drivers more prevalent from the mid-1960s onwards. The existing 6.2-litre V8 continued in the Shadow until the need to maintain power while conforming to US emissions regulations saw it enlarged to 6,750cc in 1970. Notable prior developments had included the adoption of GM400 automatic transmission and air conditioning as standard. An immense success for its maker, the long running and much loved Silver Shadow represents the most easily affordable route to Rolls-Royce ownership for many of today's enthusiasts. 'EUF 898L' was purchased new by the Mayor of Brighton and was used as his official transport for two years. The car remained in his family's possession for a number of years and was acquired by the current vendor in June 2010, since when it has seen only limited use. The current odometer reading is a believed-genuine 50,750 miles. Around two years ago the brakes were rebuilt by marque specialists Seymour & Curd Ltd, and the car is described by the vendor as in generally good working order. MoT'd to 31st October 2015, it is offered with sundry bills and old/current registration documents.

£4,000 - 6,000

€5,700 - 8,500

No Reserve



184

Formerly owned by Sir Patrick Moore

1953 FORD PREFECT SALOON

Registration no. 772 XUR (see text)

Chassis no. C699122

This particular Prefect was owned from September 1956 by Patrick Moore, the much loved if somewhat eccentric presenter of BBC Television's long-running astronomy programme, 'The Sky at Night'. First broadcast on 24th April 1957, 'The Sky at Night' was presented by Patrick (later Sir Patrick) until 7th January 2013 (Moore had died on 9th December 2012) making it the longest-running programme with the same presenter in television history. First registered as 'GPN 924' in January 1953, the car comes with its original logbook showing Patrick Moore as the third owner. Sir Patrick drove the Prefect - known as 'The Ark' - regularly until the 1990s, covering some 750,000 miles or three times the Earth-Moon distance, since when it has been in garage storage. He was a very trusting person and circa 2008 sent the car away to be MoT'd and serviced; it was not seen again for some two years. Eventually a friend was sent to recover the car, which returned in much better condition than when it left but with a different number plate, obtained by the temporary custodian in 2009. Supporting evidence may be found in the history file and also in 'Return to the Far Side of Planet Moore' by Martin Mobberley (copy available). At present the car is not registered but we are advised that the DVLA has confirmed that the original registration number 'GPN 924' is still available. The history file also contains many documents and photographs supporting its provenance. The current (lady) vendor, one of Sir Patrick's good friends, inherited the car following his death in 2012.

£3,000 - 4,000

€4,200 - 5,700

No Reserve



185

1944 WILLYS JEEP

Registration no. 840 YUM

Chassis no. MB3938

Engine no. MB2208031

- War-time example
- Believed used in the Pacific
- Fully restored



Produced by the million, the ubiquitous Jeep saw service in every theatre of the Second World War and continued in military service with armies world-wide for several decades thereafter. Today the Jeep remains highly sought after by discerning military vehicle enthusiasts everywhere.

This Willys-built Jeep was manufactured in 1944 and is believed to have seen service with the American Army in the Pacific. Benefiting from a 'last nut and bolt' restoration of the mechanicals and bodywork, undertaken by a previous owner, it has been repainted in the correct Olive Drab Matt, an original US military colour.

The engine has been rebuilt and the three-speed gearbox and axles overhauled, while the original Carter carburettor is still in place and working correctly. All canvasses have been replaced and all new accessories fitted. The electrical system has been converted to 12 volts using a concealed regulator while retaining the standard dynamo.

The front 'A' bar, antenna, axe and shovel are all authentic, as is the dash mounted gun case. Offered with a V5C registration document, this Jeep represents a wonderful opportunity to purchase a piece of military history that is ideal for some summer fun and perfect transport for the Goodwood Revival.

£16,000 - 20,000

€23,000 - 28,000

186

AK 427 COBRA ROADSTER

Registration no. not currently registered

Chassis no. AKG2CPB0111427143

- *High quality Cobra 427 replica*
- *Chevrolet 6.3-litre V8 engine*
- *Tremec TKO 500 five-speed gearbox*
- *Jaguar XJ40 running gear*



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 has been built by the vendor using a kit from long-established and highly respected 'fake snake' specialists AK Sportscars Ltd of Peterborough, purchased in January 2011.

Constructed over the last three years, it incorporates a ladder-frame chassis and Jaguar XJ40 (XJ6) running gear, while the power unit is a 383ci (6.3-litre) Chevrolet 'stroker' V8. The latter was built on a reconditioned 1978 cylinder block by Huddart Engines of Crewe, specialists in American V8s, using otherwise all new components. Other noteworthy features include a Tremec TKO 500 five-speed manual gearbox, Salisbury limited-slip differential, 18" Image wheels, and a stainless steel engine bay and ancillaries.

The car is not quite finished, the vendor advising us that the interior is '90% complete' and the electrics '85% complete' with only a few items requiring attention. The vendor further advises us that all components are fully compliant with the requirements of the UK's Individual Vehicle Approval (IVA) regulations. The Cobra comes with a V5 registration document for the Jaguar donor car to assist with its registration.

£15,000 - 20,000

£21,000 - 28,000



187

1958 ARMSTRONG SIDDELEY STAR SAPPHIRE SALOON

Registration no. 4590 WE

Chassis no. 320022

Engine no. to be advised

Chassis number '320022' is the 22nd car built and was sold new in November 1958 to Armstrong Siddeley dealer Essam & Hewson Ltd of Sheffield for use as a demonstrator. Only four earlier chassis are known to have survived. In 1959 the Star was sold to its first private owner, E F Westaway, proprietor of a steel mill in Sheffield. In 1964 a Mr C E Bradshaw became owner and kept the car until the original logbook was cancelled in 1977. The ownership history resumes in 1990 when the Star, by this time in a dilapidated condition, was purchased in Finningley, Doncaster by Barry Saunders. A professional restoration by G & T Repairs of Morley, Leeds then ensued, and in 1993 the Star was sold to one R Crazer of Market Weighton. Its next owner (1994) was Grundy Mack Classic Cars followed by four further private owners up to 2012 (see list on file) when the previous vendors acquired the car to use for towing their 1958 Car Cruiser Carissima caravan. Described by the private vendor as in generally good condition, the Star is offered with a V5C registration document, an alternative Sphinx mascot, original maintenance and workshop manuals, assorted Armstrong Siddeley Owners Club magazines, complete toolkit and a substantial file of history for the period 1990 onwards. The latter includes correspondence from the Club suggesting that the original engine ('320025') has been replaced with a later unit, '320157'.

£6,000 - 8,000

£8,500 - 11,000

No Reserve



188

1963 TROJAN 200 CABIN CRUISER

Registration no. ABK 38A

Chassis no. 11247

Engine no. 3-1775

Perhaps the biggest mystery concerning Ernest Heinkel's 'Kabine Cruiser' is how its creator got away with producing a design outwardly so similar to BMW's Isetta. Launched in 1956, the Heinkel used a 175cc four-stroke single-cylinder engine originally developed for a motor scooter and, while closely resembling the Isetta, was both lighter and roomier, even providing children's seats in the rear. Production was discontinued in Germany in 1958 but continued in other countries, Ireland included, where around 8,000 were built before the rights transferred to Trojan in the UK in 1961. Trojan had been manufacturers of unconventional light cars in the 1920s and 1930s, and the acquisition of the Heinkel marked the company's return to motor manufacture after a break of 25 years. The firm only built the later 198cc (10bhp) version, latterly with right-hand drive, marketing it as the Trojan 200. Capable of reaching 55mph, the Trojan has adequate performance in and around town, where speed limits have changed little over the years. With an advertised fuel consumption of 100mpg, it is one of the original economy cars and a forerunner of the Mercedes Smart car, which is also able to park 'nose to kerb'. Around 7,000 Trojan 200s were built before the firm quit car production again in 1965. This right-hand drive example has belonged to the same family since new and has been kept under cover all its life. The car remains in excellent original condition and has just been renovated, including rewired electrics (bills on file). Running and driving as it should, this beautiful little 'bubble car' is offered with MoT to May 2016 and a V5 registration document.

£15,000 - 18,000

£21,000 - 25,000

189 N

1994 BENTLEY TURBO R SPORTS SALOON

Registration no. L802 EPJ

Chassis no. SCBZR03C8RCH54719

Engine no. 80968L410M/TKR

- Five owners from new
- 27,500 miles from new
- Full service history
- Immaculate condition



'The Turbo R has something that no other manufacturer can emulate: an unmistakable and deeply ingrained quality. Inside, whether at the wheel or reclining in the rear chairs, the aura is unique. This is a jewel of a motorcar, crafted to stand the test of time.' – Sports Car International.

Introduced at Geneva in 1985, the Turbo R continued the modern 'Blower Bentley' theme, but with the added refinement of suspension better suited to the car's increased performance. Outwardly the R differed from the preceding Mulsanne Turbo by virtue of its cast-alloy wheels shod with low-profile Pirelli tyres, while inside there was a revised fascia with rev-counter included amongst the comprehensive instrumentation. In a break with Rolls-Royce tradition, power figures were made public for the first time, revealing that the engine produced 320bhp and a staggering 475lb/ft of torque, which on the road translated into a 0-60mph time of around 7 seconds and a top speed of 143mph. Described by *Autocar* magazine as 'an outrageous concoction of sledgehammer performance and sybaritic luxury', the Turbo R remains as formidable now as when it debuted more than 20 years ago.

This 1994 model-year Turbo R incorporates all the mechanical and other improvements made a few years previously, featuring quad headlights, deeper front/rear spoilers and body coloured side skirts, while the Bosch MK Motronic engine management system enables it to cope with regular unleaded fuel. 'L802 EPJ' has had only five owners (two from the same family) and has covered only 27,500 miles from new. The car is finished in Racing Green with matching dash roll, tan leather seats and door panels, and burr walnut dashboard and door cappings. In addition the interior also features lambs' wool over-rugs and opera mirrors to the rear. The current vendor purchased the Bentley at Bonhams' sale at the Goodwood Revival meeting in September 2011 (Lot 208) and exported the car to the Republic of Ireland where it is currently registered. Since then the Bentley has been regularly serviced by marque specialists Barker Brothers in Dublin (most recently in November 2014) and comes with the relevant invoices. It has also been through the local roadworthiness test (NCT).

Described by the private vendor as in immaculate, blemish-free condition, this outstanding Turbo R comes with full UK and Ireland service history; all expired MoT certificates verifying the recorded mileage; Irish registration papers and current NCT.

£16,000 - 20,000

£22,000 - 28,000

190

1979 AIRSTREAM 28' MOTORHOME

Registration no. ETO 129T

Chassis no. CPS 3793304680

- *Left-hand drive*
- *Automatic transmission*
- *Extensively modernised*
- *Bespoke oak interior*



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

This classic 1979 Airstream motorhome was professionally customised in 1998 in the USA and imported from Oregon by the current vendor. First registered in the UK in 2005, it currently costs £165 annually to tax and falls within MoT Class IV. The vehicle is built on a Chevrolet P30 chassis and is powered by a 454ci (7.4-litre) Chevrolet 'Big Block' V8 petrol engine. Blueprinted and fitted with performance ancillaries, this mighty power unit affords relaxed cruising on motorways.

This Airstream has been optimised for short stays without needing to connect to an external electrical outlet. There is a built-in Onan 5kW generator and the electrical system operates on 240/110/12 Volts. A modern four-step battery-to-battery charging system recharges all batteries when driving and can charge/maintain batteries from an external power source when needed. Two 115Ah leisure batteries supply 12 Volts and run the interior lighting and water pump, while a 600W battery inverter supplies four 13-Amp sockets. An LPG system runs the heating, hot water, four-ring hob, oven and a large fridge freezer (also runs on electricity). The television and DVD player are 12-Volt units.

This particular Airstream boasts a bespoke fitted oak interior, mirror polished, which incorporates a shower room, lavatory room with sink, twin kitchen sinks and lots of useful cupboard space. Other noteworthy features include day and night blinds; fresh water, grey water and black water tanks; rear view camera; and an Icomera passenger wi-fi router with vehicle telematics.



The vehicle is fitted with seatbelts and can accommodate eight passengers plus the driver. It is 28' long, 7' 9" wide and 10' 3" high (with air conditioning). Its size is well suited to UK roads, the relatively short wheelbase facilitating easy driving in city centres. Accompanying documentation consists of a V5C registration document and MoT to March 2016.

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

£30,000 - 35,000

€42,000 - 49,000



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In current ownership since 1985

1953 BENTLEY R-TYPE 4.9-LITRE CONTINENTAL SPORTS SALOON

Coachwork by H.J. Mulliner
Chassis no. BC32C
£850,000 - 1,100,000

1993 FERRARI F40 BERLINETTA

Coachwork by Pininfarina
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Left
**1963 FERRARI 250 GT
LUSSO BERLINETTA**
Coachwork by Scaglietti
Chassis no. 4851GT

Right
**1971 FERRARI 365 GTS/4
DAYTONA SPIDER**
Coachwork by Scaglietti
Chassis no. 14543

Front
**1966 FERRARI 275 GTB/6C
ALLOY BERLINETTA**
Coachwork by Scaglietti
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An Auction at Lyngsbækgaard



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exceptionally high quality big horsepower brass touring car*
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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 equalling 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.

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;

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;

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	behalf in respect of the <i>Lot</i> , after the payment of all 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.	not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express 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
8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	9.1	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.
8.1.2	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	10.4
8.1.3	to retain possession of the <i>Lot</i> ;	9.3	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 c/o <i>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.
8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3.1	10.5
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;	9.3.2	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;		10.6
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;		10.7
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;		10.8
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		10.9
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.		10.10
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.		10.11
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		10.12
		10 MISCELLANEOUS	
		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

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> , VAT 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 BEAULIEU SALE	Sale date: 5 September 2015
Sale no. 22724	Sale venue: The National Motor Museum
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
General Bid Increments:	
£10 - 200by 10s	£10,000 - 20,000by 1,000s
£200 - 500by 20 / 50 / 80s	£20,000 - 50,000by 2,000 / 5,000 / 8,000s
£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	
The auctioneer has discretion to split any bid at any time.	
Customer Number	Title
First Name	Last Name
Company name (to be invoiced if applicable)	
Address	
City	County / State
Post / Zip code	Country
Telephone mobile	Telephone daytime
Telephone evening	Fax
Preferred number(s) in order for Telephone Bidding (inc. country code)	
E-mail (in capitals)	
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.

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MOTOR CAR INDEX

Lot No	Model				
190	1979	Airstream 28' Motorhome	161	1940	Plymouth P11 Business Coupe
186		AK 427 Cobra Roadster	175	1985	Porsche 911 Carrera 3.2-Litre Convertible
143	1936	Alvis Silver Eagle Drophead Coupé	106	1931	Riley 9hp WD Tourer
136	1909	Ariès 3-tonne Lorry	107	1935	Riley 9hp Imp Sports Two-seater
110	1929	Armstrong Siddeley 30hp Mark II Shooting Brake	130	1936	Riley Sprite Sports Re-creation
187	1958	Armstrong Siddeley Star Sapphire Saloon	127	1922	Rolls-Royce 40/50hp Silver Ghost Salamanca
145	1969	Aston Martin DB6 Vantage Saloon	169	1930	Rolls-Royce 40/50hp Phantom II Rolling
166	1974	Aston Martin V8 Series 3 Automatic Sports Saloon	121	1932	Rolls-Royce 20/25hp Sportsman's Coupé
103	1932	Austin Seven RN Saloon Project	158	1935	Rolls-Royce 20/25hp 4-Door All-Weather Tourer
131	1909	Belsize 14/16hp 'Roi des Belges' Tourer	154	1954	Rolls-Royce Silver Wraith Saloon
171	1929	Bentley 4½-Litre Sports Saloon	142	1968	Rolls-Royce Silver Shadow Convertible
157	1947	Bentley Mark VI Convertible	183	1972	Rolls-Royce Silver Shadow Saloon
168	1958	Bentley S-Series Sports Saloon	149	1978	Rolls-Royce Silver Wraith II Limousine
129	1937	Bentley 4¼-Litre Sports Saloon	115	1984	Rolls-Royce Corniche
170	1937	Bentley 4¼-Litre Sports Saloon Project	137	1917	Saurer Lorry
120	1990	Bentley Continental Convertible	117	1937	SS Jaguar 2½-Litre Roadster
189	1994	Bentley Turbo R Sports Saloon	133	1910	Star 15hp Tourer
111	1950	Bristol 402 Drophead Coupé Project	105	1939	Studebaker Champion Deluxe Coupé
159	1930	Cadillac V16 Sedan Project	124	1919	Sunbeam 16hp Tourer
112	1952	Citroën 'Light 15' Saloon	138	1934	Sunbeam 25hp Tourer
114	1973	Citroën DS 2.0-Litre Saloon	118	1964	Sunbeam Tiger Mark I Roadster
182	1926	Clyno 10.8hp Royal Tourer	147	1962	Triumph TR4 Rally Car
141	1966	Daimler V8 250 Sports Saloon	101	1968	Triumph TR5 Roadster Project
180	1990	ERA Mini Saloon	140	1972	Triumph Stag Convertible
181	1927	FIAT 509 Torpedo	188	1963	Trojan 200 Cabin Cruiser
109	1902/3	Flint Roadster Project	125	1920	Vauxhall 30-98 E-Type Tourer
178	1966	Ford Lotus Cortina Mk1 Rally Saloon	139	1927	Voisin C12 Tourer
102	c1919	Ford Model T Landulette Restoration Project	116	1981	Volkswagen Golf GTi 'Mark 1' Hatchback
177	1921	Ford Model T Tourer	185	1944	Willys Jeep
184	1953	Ford Prefect Saloon			
119	1970	Ford Mustang Fastback Coupé			
132	1932	Frazer Nash Colmore Sports			
150	1973	Hustler 6 Space Shuttle			
144	1955	Jaguar XK140 Coupé			
174	1958	Jaguar XK150 3.8-Litre Coupé			
163	1964	Jaguar E-Type 'Series 1' 3.8-Litre Coupé			
153	1964	Jaguar E-Type 'Series 1' 3.8-Litre Coupé			
129	1967	Jaguar Mk2 3.4-Litre Saloon			
160	1968	Jaguar D-Type 3.8-Litre Replica			
148	1972	Jaguar E-type Series III V12 Roadster			
176	1974	Jaguar E-Type Series 3 V12 Roadster			
122	1933	Lagonda 3-litre Silent Travel Saloon			
126	1934	Lagonda 4½-Litre M45 Sports			
151	1955	Land Rover Series 1 36in Canvas Top			
134	1929	Lea Francis 12/40hp P-type Roadster			
135	1909	Lion-Peugeot Racing Voiturette			
164	1967	Mercedes-Benz 250 SL California Coupé			
179	1967	Mercedes-Benz 300 SE W112 Coupé			
165	1968	Mercedes-Benz 280 SE Coupé			
152	1970	Mercedes-Benz 280 SL Convertible with Hardtop			
123	1931	MG F-Type Magna Tourer			
173	1933	MG L-Type Magna Tourer			
156	1959	MGA 1600 Roadster			
172	1925	Minerva AD 15.9hp Sports			
108	1934	Morgan Sports			
167	1925	Morris Cowley 11.9hp Tourer			
155	1970	Morris Minor 1000 Traveller Estate			
104	1912	Napier 15hp Tourer Project			
128	1926	OM 2.0-Litre Type 665 S3 Superba Sports			
162	1940	Packard 'One-Twenty' Eight Coupé			
146	1987	Peugeot 205 GTi Hatchback			

MOTORCYCLE INDEX

Lot No	Model	
2	1939	AJS 348cc Model 26 Silver Streak Project
3	1963	AJS 250cc Model 14 Sports Project
4	1968	AJS 646cc Model 31CSR Project
14	1954	Ariel 499cc HS5 Mk1
21	1991	Austel Pullman 1300 Motorcycle Combination
19	1970	Benelli 125cc Sport Special
11	1930	BSA 770cc Model E
8	1964	Ducati 250cc Daytona
1	c.1939	Excelsior 98cc Autobyk
13	1921	Harley-Davidson Model F Combination Project
18	1964	Harley-Davidson 250cc Sprint H Street Scramble
6	1976	Honda GL1000 Gold Wing
7	1984	Honda C90 'Economy' Cub Moped
12	1932	James 499cc Model D2
5	c.1951	Matchless 497cc G80 Trials Combination Project
17	1956	Moto Guzzi 250cc Aironc Turismo
20	1930	New Hudson 500cc
15	1937	OK-Supreme 245cc Flying Cloud
10	1919	Triumph 550cc Model H Combination Project
16	1939	Triumph 343cc 3HW
9	c.1918	Tyler 2½hp Motorcycle

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9	c.1918	Tyler 2½hp Motorcycle

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