

THE DECEMBER SALE

Collectors' Motor Cars,
Motorcycles and Automobilia

Thursday 10 December 2015

RAF Museum, London



Bonhams

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Collectors' Motor Cars,
Motorcycles and Automobilia

Thursday 10 December 2015
RAF Museum, London

VIEWING

Wednesday 9 December
10.00 - 17.00
Thursday 10 December
from 9.00

SALE TIMES

Automobilia 11.00
Motorcycles 13.00
Motor Cars 14.00

SALE NUMBER

22705

CATALOGUE

£30.00 + p&p
(admits two)

BIDS

+44 (0) 20 7447 7447
+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 Wednesday 9 December. 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

Automobilia
+44 (0) 8700 273 618
+44 (0) 8700 273 625 fax
automobilia@bonhams.com

ENQUIRIES ON VIEW AND SALE DAYS

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

CUSTOMER SERVICES

Monday to Friday 08:30 - 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 351

Back cover:
Lots 303, 304, 305, 306

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 CEO,
Patrick Meade Group Vice Chairman,
Geoffrey Davies, Jonathan Horwich,
James Knight, Caroline Oliphant.

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Jonathan Baddeley, Antony Bennett, Matthew Bradbury, Lucinda Bredin, Simon Cottle, Andrew Currie, Paul Davidson, Jean Ghika, Charles Graham-Campbell, Miranda Leslie, Richard Harvey, Robin Hereford, Asaph Hyman, David Johnson, 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 Wynell-Mayow, Suzannah Yip.

General Information

Admission

Bonhams has the right at its sole discretion without assigning any reason therefore to refuse admission to its premises or attendance at any of its sales by any person.

Absentee Bids

Bonhams will execute bids when instructed. Lots will be bought as cheaply as is allowed by other bids and Reserves.

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams not later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

To recognise bidders during the Sale all intending Buyers are required to complete a Bidder Registration Form giving full identification and appropriate references before the Sale which will enable them to bid by means of a number allocated to them.

Premium

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

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

For **Automobilia** the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

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 (Notification of Vehicle Arrivals)

Certain imported Motor Car and Motorcycle Lots marked "N" in the catalogue are subject to a NOVA Declaration prior to the purchaser making an application to register the vehicle in the UK with the DVLA.

EU Imports

- Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with a NOVA reference number.

Successful purchasers should contact the Motor Car (Mark Gold) / Motorcycle (Andrew Barrett) Administrator immediately post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

- If the Lot is purchased by a private purchaser wishing to register in the UK, Bonhams will undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and stamped C88 form.
- If the Lot is purchased by a trade buyer / company, Bonhams will provide the purchaser with a stamped C88, though they will need to submit a NOVA Declaration themselves via: www.gov.uk/nova-log-in. N.B: Bonhams takes no responsibility for a purchaser's failure to submit a NOVA Declaration and any fines / charges levied against them as a result.

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

Neil Fraser

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 and motorcycle'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

Bonhams will accept no more than £3,000 in cash from any purchaser.

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, Ω, *) printed beside the lot number in the catalogue.

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

For **Automobilia** the Buyer's Premium will be 25% on the first £50,000 of Hammer Price, 20% from £50,001 to £1,000,000 of Hammer Price, and 12% on the balance thereafter.

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

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

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

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

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

Gregor Wenner
+39 333 564 3610
gregor.wenner@bonhams.com

Motor Car Administrators

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

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

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

Motorcycle Specialists

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

James Stensel
+44 (0) 20 8963 2818
james.stensel@bonhams.com

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

Motorcycle Administrator

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

Motorcycle Representatives

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

Devon and Cornwall
Jonathan Vickers
+44 (0) 1872 250 170
jonathan.vickers@bonhams.com

Automobilia Specialists

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

Adrian Pipiros
+44 (0) 20 8963 2840
adrian.pipiros@bonhams.com

Buyers/Sellers Accounts

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

Preferred Transporters

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

Directions to The RAF Museum, London

By Road

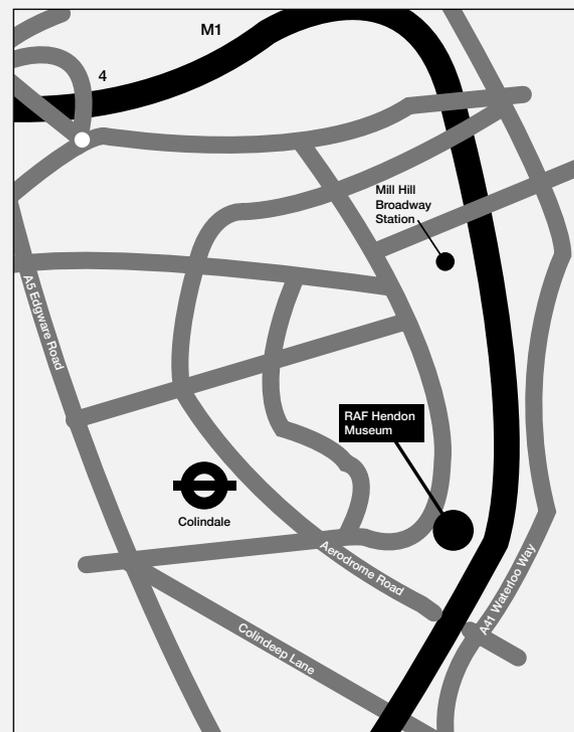
The Royal Air Force Museum is only 20 minutes from the West End, with easy access from the M25 and signposted from the M1, A41, A5 and North Circular. There is a car park and coachpark.

By Underground

The museum is close to both Colindale on the Northern line and Mill Hill Broadway rail station

Address

Royal Air Force Museum London
Grahame Park Way
Hendon, London
NW9 5QW



Collections

Automobilia

All purchased lots must be cleared from the sale venue by 6pm on the day of the sale. All un-collected purchased lots shall then be removed to Bonhams storage facility at: Unit 1 Sovereign Park, Coronation Road, Park Royal, London, NW10 7QP, and will be available for collection from 10.30am on Monday 14 December 2015 by appointment only.

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

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

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

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

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

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

Motor Cars and Motorcycles

Motor Cars and Motorcycles must be collected from the sale venue by 12 noon on Friday 11 December.

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

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

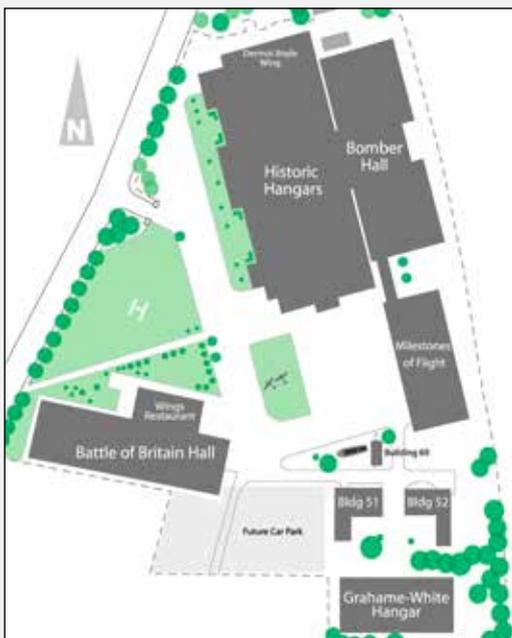
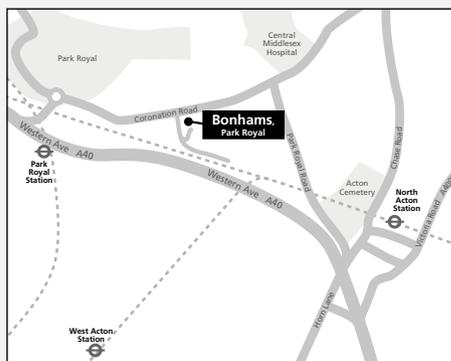
£99 + VAT per motorcycle
£145 + VAT per motorcycle combination
£240 + VAT per carriage
£240 + VAT per motor car

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).



The RAF Museum, London Site Map

Please note

This year Bonhams will be holding the auction in the Milestones of Flight wing of the RAF Museum, Hendon, this is the normal entrance to the museum. Automobilia will be displayed on the mezzanine level of this building while the Motorcycles and Motor Cars will still be displayed among the historic aircraft in the Bomber Hall and Historic Hangars.



AUTOMOBILIA

10:30am

Lots 1 - 134

Images of each lot can be found at:
www.bonhams.com/22705





5



6

1•⁰⁰

A QUANTITY OF BOOKS RELATING TO RACING DRIVERS AND MOTORSPORT, some examples signed including Tony Bailey & Paul Skilleter: Mike Hawthorn - Golden Boy, signed by Jean Howarth and Norman Dewis; Eoin Young: James Hunt Against All Odds, signed by Jochen Mass and another; Stirling Moss: A Turn at the Wheel, signed by Moss; Nigel Mansell: Driven to Win, signed by Mansell; Automobile Year annuals 18, 19, 21 & 22; an Autocourse annual for 1992-93; Doug Nye: History of the Grand Prix Car 1966-1991; William Court: Power and Glory - The History of Grand Prix Motor Racing Volume 1 1906-1951; Pierre Menard: The Great Encyclopedia of Formula 1 1950-2000, Volumes 1 & 2 in slip-case; and other related titles.

(Qty)

£500 - 700

€700 - 980

2•

A QUANTITY OF BENTLEY CONTINENTAL R BOOKS,

comprising seven Jurgen Lewandowski books in slip-cases including three in original wrappers, another lacking slip-case, three Ian Adcock books, comprising two standard issue in slip-cases, and one leather-bound in slip-case, two Continental R press packs, and a large format edition of Brindle & May: Twenty Silver Ghosts, lacking dust-jacket.

(Qty)

£500 - 600

€700 - 840

3•

WILLIAM TAYLOR: THE LOTUS BOOK - THE COMPLETE HISTORY OF LOTUS CARS; A SPECIAL EDITION SIGNED BY LOTUS DRIVERS AND STAFF,

a 50th Anniversary Special Edition of 224, signed to title page by the author, Clive Chapman and drivers, designers, club members, and staff including Stirling Moss, Bruce Halford, Les Leston, Tony Marsh, Ron Bennet, Hazel Chapman, Warren King, Fred Bushell, and others, and elsewhere on various pages by Peter Cambridge, Ron Hickman, Malcolm Ricketts, and others, majority obtained by the vendor at the Lotus Club Elite 30th Anniversary Dinner commemorating the Type 14 Elite at Donington 1999, offered together with a similar Special Edition (of 245), by the same author, of The Lotus Book - Collectables - The Complete Collection of Lotus Memorabilia; both with dust jacket and slip-case.

(2)

£500 - 600

€700 - 840

4

A 'MOTOR RIDES' ALBUM RELATING TO ROLLS ROYCE 40-50HP A0 911 AND ROLLS-ROYCE 20HP RM 5468, 1923-1930,

a hand written account relating to both vehicles including details of journeys, expenditure, maintenance and other motoring related details, contained in a leather bound 'Motor Rides' album, together with three monochrome photographs of A0 911.

£500 - 600

€700 - 840

5•

A BENTLEY SILENT SPEED SIX SALES BROCHURE, 1929,

catalogue number 33 dated October 1929, bound in green hard covers with plaque 'The World's Finest Sporting Car' to front cover, well illustrated with chassis, engine details and coachwork styles, large 4to.

£500 - 700

€700 - 980

6

ASSORTED FERRARI SALES BROCHURES,

including Ferrari 328, Testarossa, 3.2 Mondial (x2), Ferrari 412 (x5), F40, and other range brochures (some multiples), together with an edition of Stanley Nowak: Ferrari - Forty Years on the Road; two Ferrari Connolly leather samples booklets, a Saff Tapetti carpet sample book for pre-1980 Ferrari models, and two Christophorus Porsche publications.

(Qty)

£500 - 600

€700 - 840



7



8

7•
TWO RACING CAR SHOW CATALOGUES SIGNED BY FORMULA 1 WORLD CHAMPIONS, 1966-67,

comprising 1966 with brown paper cover signed by Jack Brabham, John Surtees with other signatures of John Cooper, Vic Elford and Tony Rudd, 1967 with green paper cover signed by Jim Clark and Graham Hill, together with a 1956 Motorists Manual signed by Maria Teresa de Filippis, Peter Collins and Jean Behra on the cover, all 8vo with some wear to covers.

(3)

£500 - 700

€700 - 980

8•
THREE PORSCHE INSTRUCTION MANUALS AND OTHER TECHNICAL LITERATURE,

comprising instruction manuals for Type 910 (dated July 1967), Type 911R (dated August 1967) and Carrera 6 (dated January 1966), each in maroon ring-bound folders, together with a spare parts manual for Porsche 954, and other spare parts manuals and instruction books for Carrera RSR, Type 934 Turbo and Type 935 Turbo, all German text.

(9)

£600 - 800

€840 - 1,100

9
ROUSSEAU, DELERM & GARNIER: AUTOMOBIL MUSEUM SAMMLUNG SCHLUMPF; A GERMAN TEXT LIMITED EDITION 'OFFIZIELLER KATALOG',

published 1990 by Editions D'Art J P Barthelemy of Paris, numbered 40 of 150, deluxe bound in dark blue leather with gilt tooling, 137 numbered pages, well illustrated, relating to the Bugattis and other cars from the famed Schlumpf Collection, contained in velvet library box (cover detached) with signed limited edition print after Paul Bracc depicting a Grand Prix Bugatti, large 4to, together with a quantity of typed correspondence to and from Fritz Schlumpf relating to various matters, some signed by Fritz, a large format leather-bound edition of Yves Naquin: Le Grand Prix Automobile de Monaco - Histoire d'une Legende 1929-1960, French text, numbered 960/999; a Cooper Bristol 3-spoke leather-rimmed steering wheel, 38cm diameter, a boxed modern clockwork tinplate toy of a 1930 Bugatti by Paya of Spain, 48cm long, with key, and a motoring print featuring a Ferrari 250 GTO after Francesco Scianna, some overpainting, 92 x 67cm, framed and glazed.

(Qty)

£800 - 1,000

€1,100 - 1,400



11

10•
A MULTIPLE SIGNED FIRST EDITION OF TURNER & ROEBUCK: FORMULA ONE - THE CARS AND THE DRIVERS;

published 1983, hard-backed with dust jacket, contains many original autographs of racing drivers and personalities involved with Formula 1, 82 signatures including 11 World Champions, the artist Michael Turner signed and dated 24.7.93 on the title page, together with a full list detailing each signature on related page number, a BRDC menu signed by Rob Walker, and other ephemera signed by Varg-Olle and Sveneric Eriksson.

(Qty)

£1,600 - 1,800

€2,200 - 2,500

11
TWO ALBUMS OF 1960S MOTOR RACING PHOTOGRAPHS TAKEN BY C G NOWELL,

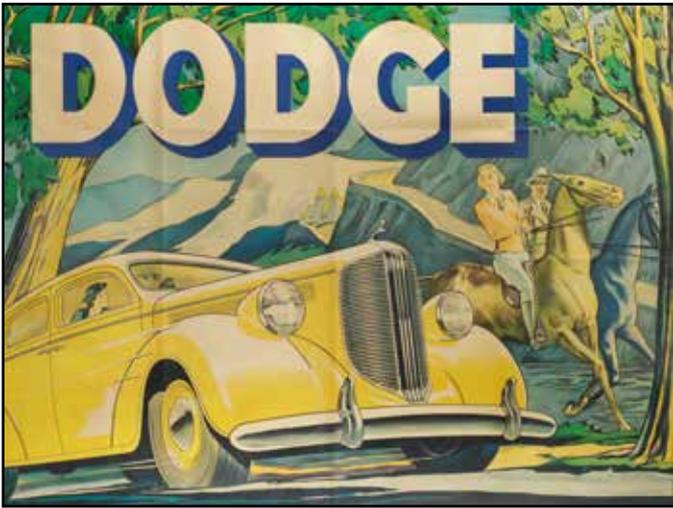
approximately 150 monochrome images depicting various types of racing throughout the 1960's, including Formula 1, Formula 2, Sports car racing, Saloon car racing, period and vintage racing and others, featuring drivers such as Graham Hill in the BRM Formula 1 at Silverstone, 1965, Surtees in the Ferrari Formula 1 at Silverstone 1965 and in the Lola T70 also at Silverstone, Jim Clark racing the Lotus Elan at Oulton Park, and Bruce McLaren in the Cooper-Climax at Oulton Park, and others.

(Qty)

£500 - 600

€700 - 840

Lot 11: All images are sold with Copyright, and a letter from the photographer confirming Copyright will be forwarded to the buyer.



13



12



14



15

12^o

A RARE 'LA BUIRE' ADVERTISING POSTER, FRENCH, 1920s

designed and printed by Joseph Charles of Paris, in full colour on paper, 140 x 100cm, Perspex framed.

£800 - 1,200

€1,100 - 1,700

13

THREE AMERICAN CAR ADVERTISING POSTERS,

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

(4)

£500 - 700

€700 - 980

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

14

A LEON JUILLET ADVERTISING POSTER, AFTER EUGENE VAVESSEUR (1863-1949),

on paper with official stamp to right edge, depicting a car full of European leaders enjoying the motor accessories available at the Leon Julliet shop at Challon sur Saone, old fold marks, 120 x 150cm, framed and glazed, crack to glazing.

£500 - 700

€700 - 980

15^{AR}

FRANCESCO SCIANNA, 'LANCIA AT SPEED',

signed, mixed media abstract, 61 x 85cm, framed and glazed.

£500 - 600

€700 - 840



16

16^{AR}

TONY SMITH (BRITISH, 1932-), '1970 BELGIAN GRAND PRIX', signed and dated 1970, acrylic on board, depicting Chris Amon in his March on his way to setting the fastest lap, leading a line of cars comprising eventual winner Pedro Rodriguez/BRM, Stewart/March, Ickx/Ferrari, Rindt/Lotus and Beltoise/Matra, 63 x 83cm, framed.
£500 - 700
€700 - 980

17^{AR}

PETER HEARSEY (BRITISH), 'TONY BROOKS - VANWALL', signed, acrylic on canvas, depicting Brooks in the Vanwall on his way to victory in the 1958 German Grand Prix, 59 x 50cm, framed.
£500 - 600
€700 - 840

18^{AR}

GERALD COULSON (1926 -), "SETTING THE PACE, A DUEL FOR THE CHAMPIONSHIP, ADELAIDE 1994", signed, oil on canvas, depicting Michael Schumacher in the Benetton B194 leading Damon Hill in the Williams FW16, 50 x 101cm, framed.
£600 - 800
€840 - 1,100

Originally painted for Solomon & Whitehead Limited and published by them as a limited edition print of 500 copies, and is offered with a certificate.

19^{AR}

GERALD COULSON (1926 -), "SOME ROOKIE", signed, oil on canvas, depicting the K-Mart Texaco Newman/Hass Racing Lola T93/00 bearing Mansell's famous 'Red 5' on his way to the winning the CART IndyCar World Series, 50 x 85cm, framed.
£500 - 700
€700 - 980

Nigel Mansell was the reigning Formula 1 World champion when he moved over to CART, becoming the first person to win the CART title in his debut season, and making him the only person to hold both titles simultaneously. Originally painted for Solomon & Whitehead Limited and published by them as a limited edition print of 500 copies, and is offered with a certificate.



17



18



19



20



21

20^{AR}

BARNETT FREEDMAN (BRITISH 1901-1958), 'BP ETHYL - THINK ETHYL SAY BP',

signed, gouache on artists' paper, a lettering design in blue and red, executed in February 1934, believed to be one of a number of proposed poster designs by the artist for BP advertising campaigns, 25 x 50cm, presentation mounted with title label, framed and glazed, measuring 63 x 89cm overall.

£500 - 700
€700 - 980

Provenance: This artwork was previously offered as part of the Shell-Mex & BP Advertising Collection archive. See Sotheby's sale 10th September 2003 'Modern British Paintings Including the Shell-Mex and BP Advertising Collection', Lot 65.

21^{AR} [◇]

DEXTER BROWN (1942-), 'THE RIVALS',

signed, mixed media abstract painting depicting a battle between Elva and Ford in the mid-1960s, 59 x 99cm, mounted, framed and Perspex glazed.

£2,000 - 3,000
€2,800 - 4,200

22^{◇◇}

FROM THE ESTATE OF THE LATE RON MODELL, A QUANTITY OF JAGUAR E-TYPE AND XK120 SPARE PARTS AND ACCESSORIES,

including bumper parts, wheel covers, XK120 exhaust manifolds, tri-bar headlamps, n/o/s/ gaskets, filters track, rod ends and steering parts, a new Kenlowe fan, starter motor, dynamo seals, gaskets, cam shafts, switches, chrome fittings and other items.

(Qty)
£1,000 - 1,500
€1,400 - 2,100

23

A ROLLS-ROYCE SILVER GHOST TREMBLER COIL,

wooden case, numbered 3071\W to edge of case, 21cm high overall, split to side of wooden case and crack to upper surface, offered together with a recent replica example, and a small Raydyot spot-lamp.

(3)
£500 - 600
€700 - 840

24

A PAIR OF LUCAS MODEL 746 OIL ILLUMINATED SIDE LAMPS, CIRCA 1910,

each polished brass with side flange mount (one with replaced nut), two tiered chimney, loop handle, 5 inch diameter clear flat lens and rear Ruby glass tell-tale lens.

(2)
£700 - 900
€980 - 1,300



24



25



25

25
A PAIR OF LUCAS 'KING OF THE ROAD' NO. 535 OIL ILLUMINATED TAIL LAMPS,
 polished brass bodies with side flange mounting, with 3¼ inch ruby red lenses, ruby red faceted side-lenses, each fitted with 1920 UK patented Powell & Hammer reservoir release system, squared loop handles, with bayonet sockets to rear for electric illumination, each 27 cm high overall.

(2)
 £800 - 1,000
 €1,100 - 1,400



27

26
A FINE PAIR OF BRC ALPHA NO.10 SELF GENERATING ACETYLENE HEADLAMPS,
 polished brass bodies with cross body acetylene generators and loop handles, stirrup mounted, 6 inch diameter lenses with 2½ inch bulls-eye lenses (one bruised), each 23cm long, some dents to bodies in places.

(2)
 £800 - 1,000
 €1,100 - 1,400



28

27†
A BOA CONSTRICTOR 'SNAKE'S HEAD' BULB HORN,
 nickel-plated, the snake's head complete with tongue and glass eyes, coil and bulb, and swivelled mounting bracket to neck, some pitting and surface scratches to head, approximately 187cm long overall.
 £900 - 1,200
 €1,300 - 1,700

28
A RARE VETERAN SIXTEEN-NOTE TRUMPET HORN, FRENCH,
 nickel-plated with sixteen trumpets of assorted sizes and with three valves to stem, 54cm long, fitted with later bulb, 69cm long overall.
 £700 - 900
 €980 - 1,300

29
A RARE LARGE 'GABRIEL HORN NUMBER 3' EXHAUST WHISTLE, AMERICAN, PATENTED 1905,
 polished brass tubing, applied with maker's shield plaque, numbered 14186, 83cm long, complete with cut-out manifold and foot operated sprung lever, together with photocopies relating to Gabriel advertising, catalogue illustrations and fitting instructions.

(Qty)
 £700 - 900
 €980 - 1,300



29



31



30



33



31A



31A

30
A RARE ALFA ROMEO GTA SPEEDOMETER BY VEGLIA,
 black dial with white MPH scale from 0-140, with milometer and trip, numbered 61-2900-990-0, chromed rim with white painted inner bezel, 12cm diameter, the rear of the case fitted with mounting brackets.
£500 - 700
€700 - 980

This rare instrument was originally fitted to the ex-Paul Alexander 1965 1600 GTA that was featured by Mick Walsh in Classic & Sportscar magazine. As the car is left hand drive and was predominantly used in European events including the Tour Auto (Paul Alexander and Gary Pearson), it was later fitted with a correct km/h Veglia instrument.

31[◇]
A 1929 980CC SIDE-VALVE WATER-COOLED V-TWIN STANDARD JAP ENGINE, SUPPLIED TO MORGAN,
 engine number KTW/C1444c3/3, with replaced but period Amal carburettor, flywheel and spacer, used, together with a letter from J A Prestwich Industries Ltd, dated 9 December 1960 relating to this engine, with copy of data sheet, and two pages of typed information relating to multiple previous keepers of Morgan chassis number 1273A which was originally fitted with this engine.
 (Qty)
£1,800 - 2,200
€2,500 - 3,100

According to information supplied by the vendor, who has owned this engine for over 55 years, it was last run during a bench test in 1959.

31A^{*◇}
A MAG 1,000CC IOE ENGINE, CIRCA 1923,
 engine No. 2C9A 64335, believed suitable for use in a light aeroplane, comprising crankcase, barrel and head which appear complete with internals. Prospective bidders should satisfy themselves as to the completeness of this engine prior to bidding.
£4,000 - 5,000
€5,600 - 7,000

According to the information provided by the vendor this engine is unused.

32^{◇◇}
A RARE AND EARLY LOCOMOBILE TWIN CYLINDER STEAM ENGINE,
 mounted on a wheeled wooden base, in 'as found' condition, together with early rear drive gear, 150cm long.
 (2)
£1,500 - 2,000
€2,100 - 2,800

33[◇]
A RARE VERTICAL TWIN CYLINDER STEAM ENGINE BY ELLIOTT & GARROOD, BECCLES, CIRCA 1890,
 untested and appearing in generally good order, with flywheel, in 'as found' condition, mounted on a wheeled wooden base, 63cm high overall.
£1,000 - 1,500
€1,400 - 2,100

34^{◇◇}
A SET OF FOUR 'COMPOMOTIVE' MOTORSPORT ALLOY WHEELS FOR PORSCHE, MADE IN ENGLAND,
 comprising a pair of 7J x 15 and a pair of 8J x 15 wheels, finished in red, race used, together with a Dunlop 'M' type wheel, 17½ inch diameter outer rim, to fit 5.00 x 16 tyre, with four central fixing bolt holes, and 12 'spoke' holes, used.
 (5)
£500 - 700
€700 - 980

35[†]
A CASED DISPLAY SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS', BY DANBURY MINT,
 comprising 25 motor car emblems for the National Motor Museum at Beaulieu, including Alfa Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonne enamel badge, common mounted in wooden display case, fitted with protective Perspex 'title' sheet, the case 39 x 30cm.
£500 - 700
€700 - 980



33



32



37



35



38



38

36
SEVEN ASSORTED MOTORING BADGES,
 comprising a BARC Brooklands badge by Spencer of London, with enamel in eight colours, numbered 911 to rear, lacking mounting stem, together with a replica BARC Brooklands badge, an RAC Full Member's motorcycle badge by Elkington, nickel plated, numbered C1050, loss to enamel on Union Jack centre, 11.5cm high, a Stenson Cooke 'AA' brass badge, Type 2A, numbered 7409, 15cm high, a brass motorcyclist's AA badge numbered 50666T, 11cm high, a cast brass St Christopher badge, 12cm high, with mounting bracket, and a brass VCC badge.

(7)
 £500 - 700
 €700 - 980

38
TWO BROOKLANDS BARC AND AERO-CLUB ENAMEL CAR BADGES BY SPENCER OF LONDON,
 the BARC badge enamelled in eight colours, depicting race cars on the banking, numbered 776 to reverse, the Aero-Club badge enamelled in five colours, numbered 126 to reverse, each 9.5cm high, mounted on wooden bases.

(2)
 £600 - 800
 €840 - 1,100

37
A BRASS RAC FULL MEMBER'S BADGE BY ELKINGTON & CO. LTD, 1907-1909,

Type 1 badge, hollow cast, with double winged Mercury, numbered B1036 to base, with enamelled Union Jack flag to centre on one side and brass disc with profile in relief of King Edward VII to the other, with flanged mounting bracket, some dents to side of badge, 17cm high, mounted on a wooden base.

£500 - 700
 €700 - 980



40

39
A RILEY SKI-LADY MASCOT AND BARC BROOKLANDS MEMBER'S BADGE, BRITISH, 1930S

the mascot 13cm high, on a display base, the badge numbered 169, eight coloured enamel (crazed with some over-painted loss, rear of base truncated), 9.5cm high, loose mounted on a Talbot hubcap display stand, together with four club badges including enamelled Riley Motor Club and a Boyce Gem Moto Meter on a radiator cap with winged decoration.

(7)
£500 - 700
€700 - 980

40†
A BADGE BAR FITTED WITH FOUR ENAMEL MOTORING BADGES,

chromed bar with mounting brackets, fitted with enamel badges for 'Rolls-Royce Scottish Group Motor Club', 'National Motorists Association' by Collins of London numbered '1423' to rear, 'Nassau Bahamas', and 'Royal Automobile Club D'Egypte' (minor chips to enamel), the bar 56cm long.

£900 - 1,200
€1,300 - 1,700

41
SEVEN ANIMAL MASCOTS,

comprising French Bulldog on cap with remains of 'studded' leather collar, 14cm high overall, two British Bulldogs 1920s nickel plated (lacking base) and 1930s chrome plated, a Fox-hunter mascot, chromed, 12cm high on display base, a chromed Gazelle 14cm long, a post-War Jaguar mascot and a replica bronze Mickey Mouse on a marble block base.

(7)
£500 - 700
€700 - 980



42† ▲
A 'YOUTH WITH EAGLE' MASCOT, BY JULIUS SCHMIDT-FELLING, GERMAN, CIRCA 1910,

signed to rear of base and with RKB German foundry mark, nickel plated bronze mascot depicting a naked youth carrying a club with an eagle perched on his shoulder, cast in two parts, with old join around left shoulder under eagle, 22cm high, mounted on a turned wooden base.

£500 - 700
€700 - 980

43
A COLLECTION OF SEVEN CAR MASCOTS,

comprising Pegasus after F. Bazin, French 1930s, stamped, 12.5cm high, on a marble block base; a bronze "Hello Nymph", British, circa 1908, 18cm high, on display base; a diving girl mascot after L V Aronson (lacking arms), two winged Goddesses, a leaping Jaguar and a flower nymph (lacking wings).

(7)
£500 - 700
€700 - 980

44
FOUR CAR MASCOTS,

comprising a large Schneider Trophy seaplane mascot by Desmo, (unmarked) British 1930s, chrome plated with radiator cap, wingspan 15.5cm, a replica Ballot 'La Renomee' mascot, 12.5cm high, on a pink marble base, an unfinished casting of a post 1977 Rolls-Royce Spirit of Ecstasy, display mounted, 17cm high overall and a large chromed Mercury on a Ball mascot, 21.5cm high overall.

(4)
£500 - 700
€700 - 980



42

45
ASSORTED ROLLS-ROYCE AUTOMOBILIA AND COLLECTABLES,

including two post-war Spirit of Ecstasy mascots, a large Rolls-Royce ashtray and a 25 Year 'Long Service' ashtray (1943-1968 S. Richardson), both mounted with Spirit of Ecstasy figures, a ceramic E Nardi steering wheel ashtray with RR enamel badge applied to centre, a Rolls-Royce Silver Spirit launch letter opener, a musical decanter, a notebook holder with hidden pen under the mascot, a boxed permanent match, a boxed radiator paperweight by Classic Stable, an unmarked Spirit of Ecstasy letter opener in presentation box, and other items.

(Qty)
£500 - 700
€700 - 980

46
FIVE MOTORING MASCOTS,

comprising bronze 'Frileuse', British 1925, with traces of nickel plating, 12cm high, on a display base, a replica Hispano-Suiza stork mascot, a finely detailed heraldic dove over a scroll bearing the Latin motto 'Ubi Amor Ibi Atque Deus' (Where there is Love there is God), a 'Spread-eagle' mascot by AEL after Charles Paillet, signed and stamped, nickel plated bronze, wingspan 19.5cm, and a replica Mickey Mouse mascot.

(5)
£500 - 700
€700 - 980

47
A RARE STYLISED BIGHORN SHEEP MASCOT AFTER PRUDY, FRENCH, CIRCA 1920,

signed, bronze, 13cm high, on dark marble base.

£500 - 700
€700 - 980



49

47



48



51



54



54

48 A PRE-WAR KNEELING ROLLS-ROYCE AND TWO DIVING GIRL MASCOTS,

the Spirit of Ecstasy marked 26-1-34, (numbers worn and over-chromed), 10cm high, with mounting bolt and castellated nut, one Desmo diving girl, 1930s, chromed, 16.5cm high on a display base and one diving girl after LV Aronson, circa 1917, marked NLCCo (The North London Carrying Co Ltd) to the base, brass, 17cm high, mounted on a weighted brass cylindrical base.

(3)
£500 - 700
€700 - 980

49* A RARE STRAKER-SQUIRE GODDESS MASCOT, BRITISH, 1920-26,

the kneeling nude in nickel plated bronze, with the base made separately from the figure and attached by rivets to the soles of the feet (repair to join), lettered M on the underside of the base, 14cm high.

£500 - 700
€700 - 980

These mascots were fitted to the 6 cylinder Straker-Squire.

50 FOUR MOTORING MASCOTS,

comprising a 1930s Leaping Jaguar mascot by Desmo, marked 'Desmo' to front and 'Copyright' to rear of base, 20cm long, a brass replica AA Patrolman mascot, 13cm high, a brass replica Policeman mascot (lacking signal), 14cm high, and a small chromed Owl mascot with amber cut-glass eyes, 8cm high, each mounted on display bases.

(4)
£500 - 700
€700 - 980

51† A REPLICA TOUQUET TOURING CLUB 'CADDY' MASCOT

after a 1920s design attributed to Edouard Courchinoux, unsigned, nickelled bronze mascot depicting a golf caddy with clubs holding a flag aloft, 17.5cm high overall, mounted to a radiator cap.

£500 - 600
€700 - 840

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

signed 'Charles Sykes' and marked 'R.R.Ltd 6.2.11' to base, nickel plated, some pitting, 15cm high, mounted on a wooden base, offered together with a replica bronze 'Whisper' mascot after Charles Sykes, 16cm high, on a marble base.

(2)
£500 - 700
€700 - 980

53 FOUR ROLLS-ROYCE SPIRIT OF ECSTASY MASCOTS,

including a post-1977 type, a chromed kneeling Spirit of Ecstasy mounted on a radiator cap, and a reproduction example, the largest 15cm high, each mounted on wooden base.

(4)
£500 - 700
€700 - 980

54 A REPLICA HISPANO-SUIZA DESKPIECE, after the original design by Frederic Bazin, nickel plated, depicting the flying stork above a stylised cloud formation, 22cm long, mounted on a black and grey marble base, together with a replica flying stork mascot after the original Hispano-Suiza mascot by Bazin, 19cm long, mounted on a wooden base.

(2)
£600 - 800
€840 - 1,100



56



57



58



59



55

55[†]

A 'SWINGING GIRL' MASCOT, BY A L CARINGTON, 1920S,

signed to rear of base, nickel plated, in the form of a partially nude female supported on a bar, the drapery causing the figure to rotate as the car drives along, 12cm high, mounted on a wooden display base.

£700 - 900

€980 - 1,300

56[†]

A 'NUDE RIDING WAVE' MASCOT, 1920S,

nickelled bronze, depicting a female nude perched above a rolling wave, stamped 'AEL' to rear of base, 16cm high, mounted on a radiator cap.

£700 - 900

€980 - 1,300

57[†]

A RARE SIAMESE TIGER MASCOT BY PRINCE BIRA, BRITISH, 1934,

signed B Bira, limited edition number 12/12, chromed metal with black painted stripes and 'emerald' glass eyes, on turned wooden display base, 16.5cm long.

£1,500 - 1,800

€2,100 - 2,500

For more detail regarding this rare mascot see page 43 of Kay and Springate's 'Automotive Mascots' book, this important mascot was sculpted by Prince Birabongse whilst staying at his mother's house near Fontainebleau.

58[†]

A RARE 'DRAGONFLY GIRL' MASCOT BY WENES, 1920S,

signed 'Wenes' to left side of base, nickelled bronze, in the form of a female nude with dragonfly wings and tail, 13cm long with 16cm wingspan, mounted on a radiator cap.

£2,000 - 3,000

€2,800 - 4,200

59[†]

A FINE HISPANO-SUIZA 'FLYING STORK' DESKPIECE BY FREDERIC BAZIN, FRENCH, CIRCA 1920,

signed 'F.Bazin' to base, nickel-plated bronze, depicting stork in flight above a stylized cloud formation, with correct riveted wing tips, 20.5cm long, mounted on a black marble base.

£2,000 - 2,500

€2,800 - 3,500



60



61

60†
AN 'EGYPTIAN BUST' MASCOT BY CHARLES, FRENCH, CIRCA 1920,

signed to lower right side, nickelled bronze Art Deco mascot in the form of an Egyptian with head-dress, 11 cm high, hollowed to rear and mounted with a Boyce Moto-Meter on an early French radiator cap.

£2,000 - 3,000

€2,800 - 4,200

61
A FINE 'RAM' MASCOT BY G. POITVIN, FRENCH, 1920S,

extremely well detailed cast bronze with remains of nickel plated finish, signed, with stamped foundry mark C & L (Cotenot et Lelièvre), 1922 winner of the L'Auto Show Madaille d'Or, mounted on brass display base raised on four flat corner feet, the mascot 12.5cm long, the base 17.5 x 17.5cm.

£2,200 - 2,800

€3,100 - 3,900

62†
A RARE 'SKIPPING GIRL' MASCOT, BY MORANTE, FRENCH, 1920S,

signed to base, large nickelled bronze mascot depicting a dancing female nude with head-dress and skipping rope, 23cm high (not including rope), mounted on a period radiator cap.

£2,500 - 3,500

€3,500 - 4,900



62

63†
A RARE BANKING SCHNEIDER TROPHY SEAPLANE MASCOT, CIRCA 1930,

chromed plated mascot depicting the 1929 Schneider Trophy winning Supermarine S6 Seaplane, complete with propeller and mounted on a swivelled stem allowing the aircraft to bank and tilt as the car was driven, some pitting to chrome, 15cm long with 16cm wingspan, mounted on a wooden base, offered together with a 1929 Schneider Trophy Contest official souvenir programme for the event.

(2)

£3,000 - 4,000

€4,200 - 5,600



63



69



64

64†

A RARE 'NUDE ACROBAT' MASCOT BY PAUL LOUIS EMILE LOISEAU-ROUSSEAU, FRENCH, CIRCA 1910,

signed 'E Loiseau' to rear of base, nickel-plated bronze mascot in the form of a handstanding female nude acrobat above a winged wheel, 12cm high, mounted on a radiator cap.

£3,000 - 4,000

€4,200 - 5,600

65

A 'TETE D'AIGLE' GLASS MASCOT BY RENE LALIQUE, INTRODUCED 14TH MARCH 1928,

moulded 'R.Lalique' and 'France' to either side of neck, in the form of an eagle's head in clear and frosted glass, 14cm long, some surface scratches under base.

£1,000 - 1,500

€1,400 - 2,100

66

A SCARCE 1½ LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1897,

honeycomb pattern with decorative graphics, complete with spout cap and chain.

£500 - 600

€700 - 840

67

A 2 LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1897,

white enamel with Indian blue straw flower decoration, with handle, enamel cap and brass spout cap with chain.

£500 - 600

€700 - 840

68

A 3 LITRE ENGINE PRIMING TAP KETTLE, FRENCH, CIRCA 1897,

honeycomb pattern enamel with gold Petrole graphics, on the body complete with handle, original enamelled filling cap and brass spout cap with chain.

£500 - 600

€700 - 840

69⁰⁰

A SET OF SIX IMPERIAL WEIGHTS AND MEASURES COPPER AND BRASS PETROL MEASURING CANS,

formerly the property of the London Borough of Barking and marked as such, copper bodied cans with brass carrying handles, banding and reservoir caps, comprising five, four, three, two, one and half-gallon capacities, the largest 45cm high, together with three alloy cases for transportation.

(9)

£1,100 - 1,400

£1,500 - 2,000



65



70

70
ASSORTED TOOLS TO SUIT A VINTAGE MOTORCAR,
 including a Dunlop Major foot pump, an Eversure bottle jack (lacking handle), Kaye's oil can, grease guns including a Tecalemit and a brass Enots, a brass Pyrene fire-extinguisher, a hand drill, four Abingdon King Dick adjustable spanners, ten BSA C-spanners, three 'perfect pattern' screwdrivers, four pairs of pliers, three Dunlop tyre levers, a hammer, soldering iron, a Kismet tyre gauge, and a Champion spark plug gap tool, to suit Bentley or similar vintage car, together with a brown leather box-bag with interior base tray.

(Qty)
 £650 - 850
 €910 - 1,200

71[∞]
AN UNUSUAL ½ GALLON WAYNE SEMI-ROTARY PETROL PUMP
 restored, carrying a "Best Possible BP Motor Spirit You Can Buy" Union Jack brand plate and BP transfer on the ½ gallon accumulator cylinder together with bronze fitting, hose and nozzle, 177cm high overall.

£1,000 - 1,500
 €1,400 - 2,100

72[∞]
A GODWIN HAND CRANKED PETROL PUMP,
 skeleton type, number P188A/P228, fully restored and re-calibrated, painted green livery with polished brass cylinder, delivery nozzle and replacement hose, 155cm high overall.

£1,300 - 1,500
 €1,800 - 2,100

73[∞]
AN AVERY-HARDOLL MODEL CH1 HAND-CRANKED PETROL PUMP,
 restored, with bronze dial plate, fittings & bronze nozzle, fitted with a "Pratts Sealed Pump" brand plate, Pratts Motor Spirit 1/3d price plate and a Pratts Guaranteed transfer on the pumping cylinder, 178cm high overall.

£1,500 - 2,000
 €2,100 - 2,800

74[∞]
A HAMMOND ONE GALLON VISIBLE HAND OPERATED SEMI-ROTARY PETROL PUMP,
 restored, complete with a "Shell From This Pump" brand plate, a 1/8 d per gallon Shell-Mex price flag plate, polished bronze fittings, delivery hose with bronze nozzle and Shell Guaranteed transfer on the main pump body, 186cm high overall.

£1,500 - 2,000
 €2,100 - 2,800



71



72



73



74



75



76



79



80

75⁰⁰

AN AVERY-HARDOLL MODEL CH1 HAND CRANKED PETROL PUMP, with maker's plaque numbered CH1/3604, fully restored and calibrated, finished in blue livery with polished brass cylinder, polished nozzle and replaced hose, 178CM high overall.
£1,600 - 2,000
€2,200 - 2,800

76⁰

TWO LANCIA DEALERSHIP ILLUMINATING SIGNS, alloy frames with moulded plastic panels decorated with logo in blue and orange, one double-sided hanging sign, with hooks and chains, wired for illumination, the other single-sided for wall mounting, each 48 x 97cm, one with original packing carton, originally delivered to a Lancia dealer in Scotland.
 (Qty)
£500 - 600
€700 - 840

77⁰

TWO LANCIA DEALERSHIP ILLUMINATING SIGNS, alloy frames with moulded plastic panels decorated with logo in blue and orange, one double-sided hanging sign, with hooks, wired for illumination, the other single-sided for wall mounting, each 48 x 97cm, each with original packing carton, originally delivered to a Lancia dealer in Scotland.
 (2)
£500 - 600
€700 - 840

78

A LANCIA DEALERSHIP ILLUMINATING SIGN, single-sided for wall mounting, alloy frame with moulded plastic panel decorated with the Lancia logo in blue and orange, 48 x 97cm, with original packing carton, originally delivered to a Lancia dealer in Scotland, offered together with a small Bosch spark plug illuminating plastic sign, with bulb socket, 35 x 35cm, other Lancia stickers and decals, a Lancia Y10 press pack in leather and suede folio, a Fulvia 1600 HF brochure, and other Lancia publicity literature, including for Lancia β.
 (Qty)
£500 - 600
€700 - 840

79

A FERRARI LEATHER BRIEFCASE, BY SCHEDONI, ITALIAN, 1990S, light brown leather soft-sided case with leather handle and side pockets, one with zip fastening and flap embossed with the Prancing Horse logo, tan pigskin interior, in unused condition, 44cm wide, offered with original yellow cloth draw-string bag and original packing carton.
 (3)
£1,800 - 2,400
€2,500 - 3,400



81

80
A CHRISTOPHER DRESSER CASED TEA-SET FOR TWO PERSONS, CIRCA 1902,
 black leather case with handle, with hinged double doors opening to light brown suede two-tiered interior, the upper level fitted with wicker-handled gilt Electro-Plated Britannia Metal containing burner and tea caddy, tea-pot containing sugar bowl, with folding stand and oil flask, all registered design number 85275, the lower level containing two Mintons bone china tea-cups (one cracked) with saucers, with spoons and sugar tongs housed in the doors, the case measuring 29cm wide.
£600 - 800
£840 - 1,100

81[◊]
AN EARLY 20TH CENTURY RUNNING-BOARD MOUNTING PICNIC SET FOR FOUR PERSONS,
 upright mahogany case with nickelled handles and catches, the lid opening to interior with aluminium case lining (marked 'Aluminium Patent Number 304') with lid, further fitted with lift-out wicker basket with compartments on two tiers, containing two large wicker-covered glass drinks bottles, one large and two smaller enamel based food boxes, set of four glass tumblers in wicker cases, ceramic butter jar, two wicker-covered condiments jars, and set of four rectangular enamel plates, the case measuring 55 x 25 x 32cm.
£600 - 800
£840 - 1,100

Provenance: by repute from the Whitton family of Northampton, the last surviving shoe last and pattern makers in the city. They are recorded as owning cars by the American manufacturers Packard and Willys-Overland-Crossley in the 1920s and 1930s.



83

82
A FORACLE CASED PICNIC SET FOR FOUR PERSONS, 1920S,
 black leather-cloth case with nickelled handles, locks and catch, opening to interior with wicker framework, fitted with two wicker-covered glass drinks bottles, four ceramic-based Coracle food boxes, two stacking glass tumblers (two missing) in wicker frames, two further wicker glass frames, and condiments jars, some items missing and wear to lining, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case 56cm wide.
£600 - 800
£840 - 1,100

83
AN EDWARDIAN WICKER CASED 'EN ROUTE' PICNIC SET FOR FOUR PERSONS, BY DREW & SONS,
 dark brown wicker case with wicker handles, nickelled lock and catch, opening to interior with wooden compartmentalised base tray, fitted with wicker-handled kettle with ornate stand and burner, two wicker-covered glass drinks bottles, two smaller Sirram glass bottles, two food tins, four stacking nickelled gilt-lined tumblers, four Wedgwood bone china tea-cups, and a cased ceramic cup, with circular enamel plates and cutlery housed behind leather straps in the lid, the case 55cm wide.
£700 - 900
£980 - 1,300



84

84[†]
A LEATHER-CASED TRAVELLING TEA-SET FOR TWO PERSONS, CIRCA 1905,
 possibly by Watt & Sons of Edinburgh, brown pigskin case with carrying strap with buckle, nickelled lock and catch, the lid and fall-front opening to compartmentalised dark blue velvet lined interior, fitted with wicker-handled kettle with decorative design, with accompanying stand and burner, twin handled sugar bowl, milk jug, small glass milk bottle, compact tea caddy, and two gilt-handled bone china teacups, with saucers housed behind leather straps in the fall front and spoons and sugar tongs housed in the lid, the case 30cm wide.
£900 - 1,200
£1,300 - 1,700



82



85



88



86



87

85[†]
A CHRISTOPHER DRESSER CASED TEA-SET FOR TWO PERSONS, CIRCA 1902,

light tan pigskin case with handle and hinged double-doors, opening to green velvet lined two-tiered interior, fitted with wicker handled Model 2925 EPBM kettle, containing tea-caddy, and Model 2925 tea-pot, marked Kirby Beard & Co.Ltd, to underside, containing sugar bowl and milk jug, with oil flask, kettle stand, and burner, and two gilt-edged Royal Worcester bone china tea-cups on velvet pads and matching saucers, the spoons and sugar tongs housed in the doors, the case 30cm wide.
£1,500 - 2,000
€2,100 - 2,800

86[†]◊

A CORACLE BRAND CASED PICNIC SET FOR SIX PERSONS, 1920S,

black leather-cloth case with handle, nickelled locks and catches, the lid opening to interior with wicker framework fitted with two wicker-covered glass drinks bottles, two Coracle ceramic based food boxes, set of six stacking glass tumblers in wicker cases, ceramic butter jar, and condiments jars, with set of six gilt-edged enamel plates and cutlery housed behind leather straps in the lid, the case measuring 50cm wide and with impressed monogram initials 'J.F.F.' to lid.
£1,800 - 2,400
€2,500 - 3,400

87[†]

A RARE WOODEN CASED CHRISTOPHER DRESSER TRAVELLING TEA-SET BY HUKIN & HEATH,

mid-late 19th Century, wooden case with brass handle and hinged lid, opening to blue velvet lined interior fitted with wicker-handled Model 2110 kettle with lid containing burner with folding stand, and wicker-handled Model 2109 tea-pot with lid, with sugar bowl, milk jug and miniature oil flask, the kettle and tea-pot both stamped with maker's markings, Registered Design symbol, and marked 'Designed by Dr.C Dresser' to underside, some pieces engraved with a dove holding an olive leaf, believed to be the family Crest of the Foulis Family of Argyll Scotland, offered together with key, the case 30cm wide.
£2,000 - 3,000
€2,800 - 4,200

88^{◊◊}

A FINE AND IMPRESSIVE WOODEN CASED SIX-PERSON PICNIC SET AND GAMES TABLE COMBINATION, BY BARRETT & SONS, PRE-WAR,

dark wooden case with brass handles and edging, the lid (catch missing) with two hinged folding wooden panels to form a green baize card gaming table measuring 92 x 88cm, further opening to brown leather-lined compartmentalised interior, fitted with compliment of picnic accessories including wicker-handled kettle with burner and oil flask, wicker-handled saucepan, large wicker-covered glass drinks bottle, smaller milk bottle, Thermos flask, five food tins of assorted sizes, set of six glass tumblers in wicker cases, six ceramic tea-cups, ceramic butter and preserves jars, condiments jars, and a set of unused 'Large Index' playing cards, with cutlery, saucers, vesta case and corkscrew housed behind honey leather straps in the lid, and with two hinged fold-out side leaves similarly housing rectangular enamel plates and spoons, the case 88cm wide, the whole supported on a pair of wooden folding trestle legs and standing 83cm high overall, offered with two keys.
£5,000 - 7,000
€7,000 - 9,800

89

AN ORIGINAL CARVED OAK 'AA' DOOR EMBLEM FROM FANUM HOUSE, AUTOMOBILE ASSOCIATION HEADQUARTERS, LEICESTER SQUARE, LONDON,

central 'AA' motif with foliate scrolls, some repairs, 49cm wide.
£500 - 600
€700 - 840



88



90



94



91



93

90†
A SELF-PORTRAIT PLASTER MAQUETTE OF CHARLES SYKES, 1931,

depicting the artist and creator of the famed Rolls-Royce 'Whisper' and 'Spirit of Ecstasy' mascots in standing pose, signed and inscribed under the base 'To Alba From the Old Sunset Charles Sykes 20.10.31', measuring 23.5cm high.

£500 - 700
 €700 - 980

91
A PROTOTYPE PRE-PRODUCTION CASTING OF A MODEL MERCEDES-BENZ W196, BY DAVID HAYWARD, 2003, FOR THE GOODWOOD FESTIVAL OF SPEED 10TH ANNIVERSARY TROPHY,

solid sand-cast metal block with sloped front face and rubber base, featuring a representation of the W196 Streamliner as driven at selected 1954-55 Grand Prix races, a pre-production casting commissioned by Lord March and used as the basis for the final limited run of 15 hollow-cast trophies used to celebrate the 10th Anniversary of the Festival of Speed at Goodwood in 2003, measuring 34cm long, offered together with a small alloy plaque partially impressed with the Goodwood Festival of Speed logo, several photographs and slides of the finished trophies and a handwritten letter from the sculptor pertaining to the casting and stating that the original wooden mould was destroyed to prevent duplication.

(Qty)
 £500 - 700
 €700 - 980

92
A QUANTITY OF F1 AUTOGRAPHS COLLECTED AT THE CHARITY CRICKET MATCH BETWEEN THE GRAND PRIX DRIVERS XI V LORD BRABOURNE'S XI, SUNDAY 19 JULY 1970,

comprising a child's cricket bat with 24 signatures including Stirling Moss, Graham Hill, Colin Chapman, Jackie Stewart, and others, together with a programme/scorecard for the event with 5 autographs, and a Les Leston Doghouse Owner's Club plate.

(3)
 £500 - 700
 €700 - 980

93
AN EROTIC PIRELLI BELT BUCKLE DESIGNED BY SALVADOR DALI (1904-1989), ITALIAN FOR THE AMERICAN MARKET, CIRCA 1970,

numbered NR 0410 and cast signature on front, solid brass, the front with erotic 'motoring' scene, the reverse marked Made in Italy; fitted to a leather belt, the buckle 4.5 x 7.5cm, overall, 118cm long to fit 36/42 inch waist.

£500 - 600
 €700 - 840

94
A WHEEL DISC FROM J.G. PARRY-THOMAS' WORLD LAND SPEED RECORD CAR 'BABS',

aluminium with salt water corrosion approximately 60cm diameter, mounted in a Perspex display, stand 89 x 78 x 18cm, with images and text about the car.

£500 - 700
 €700 - 980

The wheel was recovered from the wreckage of 'BABS' after a failed attempt at the land speed record in which Parry-Thomas lost his life. 'BABS' started its life as Count Louis Zborowski's 'Chitty 4', the largest capacity racing car to run at Brooklands. Parry-Thomas purchased 'Chitty 4' for £125, rebuilt it, and re-named it 'BABS', using the car to break the land speed record in April 1926. Upon learning that Henry Segrave intended to set a new record of close to 200mph, Parry-Thomas took 'BABS' to Pendine Sands in Wales to improve on his own record. During the attempt the car skidded and turned over causing the car to be destroyed and Parry-Thomas to lose his life. 'BABS' was buried amongst the sand dunes at Pendine. In 1962 'BABS' was salvaged by Owen Wyn Owen and although badly damaged and suffering from salt water corrosion to the aluminium, the car was found to be more complete than imagined. It was restored and is now exhibited extensively.



95

95†

A COLLECTION OF PHOTOGRAPHS, TROPHIES AND EPHEMERA RELATING TO J J 'JACK' BOOKER OF ROYAL ENFIELD MOTORCYCLES,

including assorted monochrome photographs depicting Booker and other riders on mainly Royal Enfield at various trials and other events including 1925 Victory Cup and Hereford Speed Trials, 1934 Colmore Cup, 1938 West of England and Clayton Trophy Trials, 1949 Scottish Six Day Trials, International Six Days Trial, and various pre and post-War competition, personal, staff and promotional images, together with various mainly 1930s and 1940s silver and plated trophies and pewter tankards awarded to Booker at various trials, Club and road races including Donington Park Road Races, John Douglas Trial, W.V.A.C., Bemrose Trophy, and other events, and assorted related ephemera including a hand-written notebook relating to engine specifications for 250cc, 350cc and 500cc Royal Enfield engines, a 1952 Kings of Manchester Christmas Party menu, signed by attendees, a typed biography of Booker for The Motor Cycle, race programmes, a Royal Enfield 'Made Like a Gun' promotional brochure celebrating the War effort by the marque, and other personal ephemera and magazines. (Qty)

£700 - 900
€980 - 1,300

An employee of Royal Enfield, J.J. Booker also achieved successes before the War on Royal Enfield machines at various trials and competition events and immediately post-War assumed responsibility as Competitions Manager, hiring Bill Lomas to help build and develop road race engines for the marque.



95

96°

A DELAGE RADIATOR SIDE-TABLE,

comprising nickel plated radiator, with enamel badge and plated radiator cap, circa 1924, mounted in a modern custom-built plated metal frame with glass top panel, 82 x 56 x 30cm.

£700 - 900
€980 - 1,300

97

A QUANTITY OF PHOTOGRAPHS, BADGES, PERSONAL EFFECTS AND EPHEMERA FORMERLY THE PROPERTY OF RAYMOND MAYS,

including Mays' Club International des Anciens Pilotes de Grand Prix enamel lapel badge, with member's card signed by Mays and Louis Chiron, lapel for DKW Auto Union, Mays' cased miniature CBE enamelled lapel pin with ribbon, related photographs and luncheon menu signed by Amherst Villiers, Jacques R. de Wursterberger, and other attendees, a 1938 BRDC Road Race at Brooklands finisher's bronze plaque engraved with race details, in original case, 1959 Daily Mail Bleriot Anniversary Race bronze medal, cased, two pairs of cuff-links for Rover and another pair in 9ct gold, two tie clips, sterling silver gentleman's accessories including hip-flask, cigarette cases, clothes and shoe brushes, St Christopher money clip and other items, some engraved with Mays' initials, a brown leather documents wallet by Gucci, with gilt embossed initials 'R.M.', several leather wallets containing business cards and Mays' Royal Automobile Club membership card, 1926, three photo albums containing various race images from mainly 1920s-1950s and later including Mays in his 'Cordon Rouge' and 'Cordon Bleu' Brescia Bugattis, Invicta, ERA, Thinwall Ferrari, V16 BRM, and other drivers and cars at Brooklands, Shelsley Walsh, Grand Prix and other race events including Silverstone, a quantity of other loose photographs of various race scenes and personal images, several books including a signed copy of Raymond Mays & Peter Roberts: BRM, signed by Mays; and Prince Chula: The Twain Have Met, signed with dedication by Chula; an Autocourse annual 1975-76, and various motoring magazines and other ephemera. (Qty)

£800 - 1,000
€1,100 - 1,400



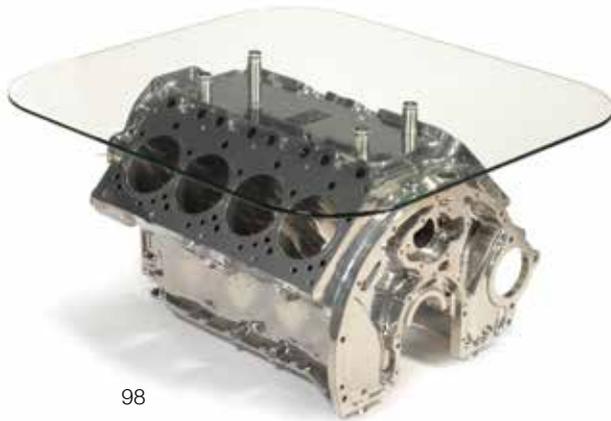
96



97



99



98



100

98

A ROLLS-ROYCE 6.75 V8 ENGINE CYLINDER BLOCK COFFEE TABLE,

from the engine type produced in Crewe, used on Rolls-Royce cars prior to their purchase by BMW in 1998, the engine has been stripped down with studs removed, undergone a three stage chemical cleaning to remove all the old engine oil, then shot blasted and powder coated in chrome, highly polished finish, Rolls-Royce badge applied to top, raised on table feet, fitted with white LED lights, requires 3 x AA batteries, table is British standard certified table top glass, 830mm x 750mm, secured down by four thumb bolts into specially machined mounting points.

£800 - 1,000

€1,100 - 1,400

A modern derivative of this engine is still produced today in Crewe and goes into the Bentley Mulsanne.

99†

EIGHT 1920S MOTORCYCLE MEDALS AWARDED TO FATHER AND SON TEAM HAROLD & W RAYMOND HEAP,

comprising a 1924 9ct gold Oldham & District Motor Club 500cc Speed Trials 'Fastest time of the Day' medal by Fattorini awarded to W Heap, five other North Liverpool Motor Cycle Club and Southport Motor Club sterling silver medals 1923-1924, and two base metal North Liverpool Motor Cycle Club medals, each struck with images of motorcycle race scene or enamel club badge, most engraved with rider's details.

(8)

£900 - 1,200

€1,300 - 1,700



100



100

100

THE ALFRED THOMAS 'TOM' KEYES DEBENHAM COLLECTION OF BROOKLANDS AND OTHER TROPHIES, PHOTOGRAPHS AND MEDALS RELATING TO CARS AND MOTORCYCLES,

including 21 silver cups, 17 ashtrays with central plaques and badges, a cased display of 20 assorted club badges and medals, majority enamelled, a 1934 Colmore Trophy Trial plaque, 11 cased motorcycling club medals by Spencer & Co, six assorted presentation tea-spoons, 20 presentation tankards, a 1935 GWMC medal, a Torquay Trial and Rally 1935 pewter cigarette dispenser, a superb photograph album of racing, trialing and rallying events, depicting the riding and driving career of Alfred Thomas 'Tom' Keyes Debenham, many with typed annotations and dates, five further loose photographs mounted on card with dated titles, and six glazed photographs including 'Round the Mountain' 1933 depicting Mr Debenham at the TT Circuit with Mrs Debenham riding sidecar.

(Qty)

£1,200 - 1,500

€1,700 - 2,100



101

101⁰⁰

A FERRARI TESTAROSSA LIMITED EDITION SIX PIECE DRUM KIT BY REMO,

formerly the property of Ricky Lawson, legendary American drummer who played with Michael Jackson, Stevie Wonder, Eric Clapton, Phil Collins, Whitney Houston and others, each drum with Remo Serial number, comprising four Tom Toms of 10, 12, 14, 16 inch (the larger ones floor standing) 22 inch Base Drum, the front skin with "Ricky Remo" custom design for Ricky Lawson, with foot pedal; 14 inch Snare Drum on tripod stand, pedal operated high hat cymbals with stand, two other freestanding cymbals with tripod stands, together with other assorted stands and equipment including drumsticks.

(Qty)

£1,500 - 2,000

€2,100 - 2,800



102

102

A FINE AND RARE AUSTRO DAIMLER SILVER AND ENAMEL CIGARETTE CASE, AUSTRIAN, CIRCA 1928,

the 935-standard silver case with machined decoration and foliate border edges, the lid decorated with panel in black, green white and cream enamel depicting an Art-Deco stylised Austro Daimler race car in red with driver and passenger, signed E.Zwickl to upper left corner, the interior impressed in two places with Austrian silver marks for Vienna, and further engraved 'Austro Daimler Wien', 8 x 11.5cm, offered together with a letter of provenance.

(2)

£1,800 - 2,200

€2,500 - 3,100

According to the letter of provenance this cigarette case was the property of the vendor's grandfather Francis Martin Luther and was gifted to him by his friend Dr Ferdinand Porsche. In 1913 Luther was appointed UK concessionaire and importer of Austro-Daimler cars. Further details of Francis Martin Luther's association, with Dr Porsche, Brooklands, Capt Malcolm Campbell, Austro-Daimler 'Sascha' racing cars, this cigarette case and Beardmore taxis are included in the letter of provenance offered for sale with this lot.



103

103

THE 1951 SPANISH GRAND PRIX WINNER'S SILVER TROPHY PRESENTED TO JUAN MANUEL FANGIO,

post-1934 Spanish star hallmark to base, two handled silver cup (1540g) engraved 'GRAN PREMIO DE ESPAÑA =1951= BARCELONA 28-X-1951', with matching decorated banding to the rim and trunk, leaf decoration to the handles and beaded decoration to the base, complete with lid (528g) fitted with pineapple finial (some wear and splitting to seam of neck of finial), on a four tier ebonised turned wooden base, 53cm high overall, sold together with a photograph of this cup being presented to Fangio.

(4)

£6,000 - 8,000
 €8,400 - 11,000

The 1951 Spanish Grand Prix was held on 28 October at the Pedralbes Circuit, as the eighth and final round of the 1951 World Drivers' Championship in which Juan Manuel Fangio led Alberto Ascari by two points before the race.

Ascari led the race from José Froilán González, but the Ferrari drivers suffered numerous tread problems with their 16 inch rear wheels. Piero Taruffi threw a tyre tread on lap 6 and was followed on lap 7 by Luigi Villorresi, Ascari on lap 8 and Gonzalez on lap 14, forcing them to stop frequently to change tyres while Fangio in his Alfa Romeo 159M 'Alfetta', running on 18 wheels, comfortably won the race and his first World Drivers' Championship title. Despite their success after the race, Alfa Romeo announced that due to lack of finances, they would not be competing in the 1952 season.



104



105



106



107

**104
THREE POST-WAR HELMETS SIGNED BY
VARIOUS DRIVERS,**

each white open-faced helmet, cork-lined with peak including two Everoak types, signed by various drivers including Tony Brooks, Stirling Moss, Jackie Stewart, Jean Alesi, John Surtees, Jochen Mass, Gerhard Berger, David Piper, Jackie Oliver, David Brabham, and others.

(3)
£500 - 700
€700 - 980

**105
A SIGNED DECLARATION OF OBJECTION
TO THE USE OF THE MONZA BANKING AT
THE 1964 ITALIAN GRAND PRIX,**

single sheet of A4 paper, with typed title and declaration, signed by 11 drivers and 5 team entrants, 4to, creased.

£1,200 - 1,500
€1,700 - 2,100

Formerly the property of Maurice Smith, Editor of Autocar, gifted to his secretary in the 1960s, obtained for him when Peter Garnier was Sports Editor and secretary of the Grand Prix Drivers Association.

**106
A 2011 F1 SEASON SIGNED HELMET,**

signed by all 24 drivers from the 12 2011 F1 teams including 2010 World Champion Sebastian Vettel and Mark Webber from Red Bull. 2009 World Champion Jenson Button and 2008 World Champion Lewis Hamilton from McLaren, seven times World Champion Michael Schumacher and Nico Rosberg from Mercedes, two times World Champion Fernando Alonso and Felipe Massa from Ferrari, Vitaly Petrov and Nick Heidfeld from Renault, Adrian Sutil and Paul di Resta from Force India, Rubens Barrichello and Pastor Maldonado from Williams, Sebastien Buemi and Jaime Alguersuari from Toro Rosso, Jarno Trulli and Heikki Kovalainen from Team Lotus, Timo Glock and Jerome d'Ambrosio from Virgin, Sergio Perez and Kamui Kobayashi from Sauber, Vitantonio Liuzzi and Narain Karthikeyan from HRT, other signatures include, test drivers Nico Hulkenberg (Force India), Karun Chandhok (Lotus), Daniel Ricciardo (Red Bull), Esteban Gutierrez (Sauber), Sakon Yamamoto (Virgin), Bruno Senna (Renault), Jules Bianchi (Ferrari), and Pedro de la Rosa (McLaren) Team Principals Christian Horner (Red Bull), Ross Brawn (Mercedes), Stefano Domenicali (Ferrari), Martin Whitmarsh (McLaren), Eric Boullier (Renault), Vijay Mallya (Force India) and Peter Sauber (Sauber) and F1 CEO Bernie Ecclestone.

£1,200 - 1,800
€1,700 - 2,500

**107
A WOODEN PROPELLER BLADE FROM A
SUPERMARINE SEAFIRE,**

blade type RA10167RTS, used on a Griffon MK. VI engine fitted either to a Seafire MK. XV or a Seafire MK. XVII, made by Horden-Richmond, (Rotolod covering missing), wooden blade now varnished with brass strip to part of leading edge, steel base, marked HR41746, RA10167RTS, SER NO R5169 under the base of the propeller, 149.5cm long.

£500 - 700
€700 - 980

The blade is made of compressed wood and resin which are forced together at high pressure using the Hydulignum process.



108



108



108

108⁰⁰

A FOUR BLADED WOODEN PROPELLER FROM A DARRACQ-BUILT F.E.8. FIGHTER AIRCRAFT, 1915-1916,

each blade with brass tip, painted green, one blade applied with Darracq London transfer, the hub stamped 'DARRACQ MOTOR ENG CO LTD LONDON 100HP MONOSOUPE Gnome F.E.8. T7928 4083' with War Department broad-arrow, 244cm diameter.
£2,500 - 3,500
€3,500 - 4,900

The Royal Aircraft Factory F.E.8 was a British single-seat fighter of the First World War designed at the Royal Aircraft Factory and built by Darracq and Vickers. Although a clean and well designed little aeroplane for a pusher, its tail created a lot of drag, and was no match for the German Albatros fighters of late 1916 and it was finally withdrawn from combat service in early 1917. The F.E.8 was one of the first so-called "scout" aircraft designed from the outset as a single-seat fighter. In the absence of a synchronization gear to provide a forward firing machine gun, it was given a pusher propeller layout and a forward cockpit and armed nacelle at the front.

This propeller was purchased in the 1930s for 6d as 'suitable for firewood' from a Mr Ball of Idminton, Wiltshire, by the current owner's grandfather. By the time he had carried it home, he had changed his mind about chopping it up and decided to keep it in the hallway of his home, it became a much admired and treasured possession. It has passed by inheritance to the current owner.



109

109

A RARE RAF OPERATIONS ROOM SECTOR CLOCK, 1941,

painted 14 inch dial, cream with red, yellow and blue sectors, (some over-painting of fixing screws, Royal Air Force cipher removed), flat glass lens with cast bezel, mahogany surround to the pegged backbox (lacking one peg), interior fitted with single chain fusee movement number 18730, stamped 1941 to rear, complete with pendulum, movement runs when wound, the front 47cm diameter overall.
£3,000 - 4,000
€4,200 - 5,600

110⁰

A PERIOD SCRATCH-BUILT MODEL OF GEORGE 'V' CLASS BATTLESHIP HMS PRINCE OF WALES, 1940S,

waterline model, constructed from mixed materials, hand-painted with fine detailing including Walrus flying boat and retrieval cranes, in glazed wooden display case, 125cm long overall.
£500 - 600
€700 - 840

Petty Officer Bernard Howell constructed this model of HMS Prince of Wales in the 1940s, having survived the sinking of this ship on 10 December 1941 when she was torpedoed and lost with 327 souls, during a fierce torpedo and bombing raid by land based Imperial Japanese Navy Mitsubishi G4M Type 1 Betty aircraft. The wreck lies upside down in 223 feet (68 m) of water, near Kuantan, in the South China Sea. The wreck site was designated a 'Protected Place' in 2001 under the Protection of Military Remains Act 1986, just prior to the 60th anniversary of her sinking. The ship's bell was manually raised in 2002 by British technical divers with the permission of the Ministry of Defence and blessing of the Force Z Survivors Association. It was restored, then presented for permanent display by First Sea Lord and Chief of Naval Staff, Admiral Sir Alan West, to the Merseyside Maritime Museum in Liverpool. It is currently traditional for every passing Royal Navy ship to perform a remembrance service over the site of the wreck of the Prince of Wales and the Repulse, lost in the same action.



111

111†

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

kit-built, constructed from mainly metal parts, originally licensed by both Eon Production and Aston Martin Lagonda Ltd, finished in Silver Birch, with opening doors, bonnet, boot and removable roof panel, and featuring many of the '007 Special Equipment' features including machine guns, rear bullet-shield, cutting spinners, rotating number plates, finely detailed interior, with working lights and accelerator operating engine sound, approximately 60cm long, together with a miniature Aston Martin black vinyl car cover, and a full set of 86 weekly issues of the magazine with which the parts were issued.

(Qty)

£1,500 - 2,000

€2,100 - 2,800



112

112[∞]

A FINE 1:4 SCALE LIMITED EDITION LG SPONSORSHIP PROMOTIONAL MODEL OF A SINGLE SEATER RACING CAR,

finely detailed static model, finished in black with multi-coloured pinstriping and 'LG' sponsors logo, detailed cockpit, plastic tyres and measuring 117cm long, fixed to a carbon-fibre display base, bearing plaque and Perspex display case with detachable legs, the case measuring 127 x 59 x 36cm overall, together with a fitted flight case.

(Qty)

£1,500 - 2,000

€2,100 - 2,800



113

113[∞]

A FINE 1:12 SCALE MODEL OF A 1930 BENTLEY EIGHT-LITRE, BY FULGUREX,

factory packed for transportation, ready for wheels, wings and lights to be fitted for display, limited edition scratchbuilt model, constructed from nickel and brass parts, featuring functioning steering and suspension, opening bonnet revealing engine, wire wheels fitted with rubber tyres, differential, leather seats, dashboard, headlamps, and other parts reproduced in fine detail, finished in British Racing Green livery, with plaque to underside numbered 12549, 42cm long, offered with a wood framed glazed display case with mirrored wooden base bearing maker's plaque, a certificate of authenticity dated 1972, original packing crate and new packing crate for glass case.

(Qty)

£1,500 - 2,000

€2,100 - 2,800



114

114[∞]

A FINE 1:5 SCALE LIMITED EDITION MODEL OF MICHAEL SCHUMACHER'S FERRARI F2001 GRAND PRIX CHAMPIONSHIP WINNING CAR, BY SPORTS EUROPE,

numbered 79/200 finely detailed static model depicting the V10 engined car, with detailed cockpit, rubber tyres, finished in Rosso Corsa race livery with Marlboro, Shell, FedEx and other sponsors logos and wearing number 1, as driven by drivers and constructors championship victories by Schumacher, achieving 10 race wins for Ferrari along the way, the model measuring 91cm long, fixed to a steel base, with Perspex display case, the whole measuring 118 x 66 x 44cm overall, together with wooden packing crate for transport.

(2)

£2,000 - 3,000

€2,800 - 4,200

115⁰⁰⁰

A FINE 1:4 SCALE LIMITED EDITION PROMOTIONAL MODEL OF THE 2000 JAGUAR RACING GRAND PRIX FORMULA 1 CAR, numbered 2 of only 7 examples produced to promote Jaguar's emergence into the 2000 Formula 1 race season, finely detailed static model constructed from some of the materials used in the full-size car, depicting the Cosworth engined R1 chassis car as driven by Eddie Irvir and Johnny Herbert in the 2000 race season, finished in electric green and white livery, with HSBC, Becks, DHL and other sponsors' logos, ar wearing number 7, with detailed cockpit, plastic tyres and measuring 117cm long, fixed to a display base bearing brass plaque and with Perspex display case, the whole measuring 127 x 63 x 40cm overall.
£2,500 - 3,500
€3,500 - 4,900



115

116⁰⁰⁰

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

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

(3)

£2,500 - 3,500
€3,500 - 4,900



116

117

A MUSEUM QUALITY HAND-BUILT ENGINEER'S 1:4 SCALE MODEL OF A 1917 BENTLEY BR2 ROTARY ENGINE,

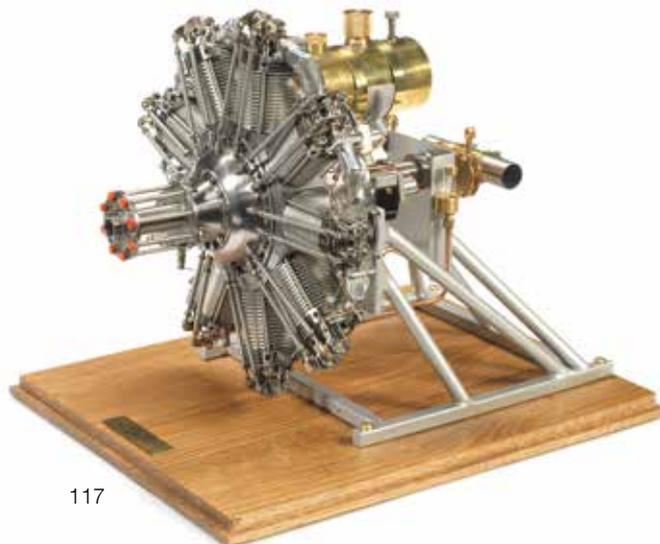
this precision engineered model has been manufactured and constructed in its entirety by a retired aircraft engineer over a period of nearly three years. Apart from the nuts and bolts every metal piece has been scratch-built, using the drawings in the book L.K. Blackmore: Bentley BR2 building the one quarter scale working replica, mounted on a display stand, on a wooden base with a Perspex cover. This model was built as an exhibition piece and has not been run and would require modification to be a working model.

£5,500 - 6,500
€7,700 - 9,100

The 1917 Bentley BR2 Rotary engine was one of the most powerful of the rotary engines to be used in air service. It produced a maximum of 250 H.P. on an unequalled power/weight ratio of only 1.9 LBS/H.P.

In the 1914-18 conflict W.O. Bentley was commissioned by the R.N. as a consultant and initially posted to Gwynnes who were licensed to manufacture the French Clerget Rotary engines. The 130 H.P.9B and the 135 H.P.9BF, these engines were extensively used on the western front. (See Gwynnes' Clerget Instruction Book provided with the lot). The Sopwith Camel Clerget engines suffered serious uneven overheating problems and unreliability and the number of casualties, both aircraft and pilots, were a grave cause for concern. The Clerget design used special "obturator" copper/silver top piston rings, the service life being only 15 hours and to ensure continuity it was usual to provide four engines for every aircraft to cover the maintenance downtime.

Bentley's attempts, in his consultant's capacity, to have certain modifications incorporated in the Clergets to improve reliability were frustrated and the Admiralty moved him to Humbers where he was given a free hand to produce a design that his expertise dictated. This resulted in the AR1 (later defined as the BR1), and then in 1917 the BR2. The BR1 was installed in the Camel and the BR2's placement in the Sopwith Snipe combined to produce the best single seat fighter of the 1914/18 war.



117



118



120



121



122



124



119



123

118
A RARE AND EARLY GEBRUDER BING STEAM DRIVEN TINPLATE TOY FIRE ENGINE, GERMAN, 1906-1912,
 painted in red with black lining, cast front bogie, fitted with towing bracket and spoked wheels, the rear fitted with upright brass boiler over triple burner driving double-action side-valve cylinder, with exhaust into chimney, turned solid flywheel, pump with air chamber and two deliveries to twin rubber hoses (replaced) with turned nozzles, the water drawn through third rubber hose (replaced) fitted with miniature rose, taps with turned handles, the pumping mechanism with nickelled brightwork, the main body with nickelled railings and yellow painted seats, 28cm long, together with a miniature painted brass fire bucket, lacking shaft and horse.
£800 - 1,200
€1,100 - 1,700

See David Pressland: The Art of the Tin Toy; page 80/81, plate 197.

119[◊]
A TRI-ANG 'STREAMLINE' PEDAL CAR MADE BY LINES BROS LTD, 1935-1936,
 for restoration, pressed steel body, painted in two-tone blue with 'silver' brightwork, single side door, red painted bucket seat with upholstered squab, later wooden dashboard with lithographed tin instrument panel, original steering wheel, replaced windscreen, solid rubber tyres (perished) on pressed steel disc wheels, 108cm long, play worn.
£500 - 800
€700 - 1,100

120[◊]
A 'BLACK RACER' PEDAL CAR BY AMERICAN RETRO,
 modern construction, inspired by the famous 1952-1957 Ferrari F2 pedal cars made by Gordini, steel chassis with treadle drive to rear axle, heavy-gauge pressed steel body, finished in black child-safe non-toxic powder coating, with chrome rims, steering wheel, knock-off spinners, chrome windshield frame and chrome grille, 130cm long overall.
£500 - 700
€700 - 980

121[◊]
A MORGAN PEDAL CAR BY HAMILTON BROOKS & CO OF HEREFORD,
 steel chassis with treadle-action drive to rear axle, wheels with solid rubber tyres, fibreglass body, finished red with black upholstery, Perspex 'aero' screen, 124cm long overall.
£500 - 700
€700 - 980

122^{◊◊}
A JAGUAR XK PEDAL CAR BY PEDAL POWER,
 steel chassis with treadle-action drive to rear axle, pressed metal wheels with iMPAC 12½ x 2¼ pneumatic tyres, moulded fibreglass body finished in British Racing Green, with polished alloy brightwork, Perspex 'split' windscreen, green upholstery and a pressed metal steering wheel, 170cm long overall.
£800 - 1,200
€1,100 - 1,700

123^{◊◊}
AN "AUSTIN 7" ELECTRICALLY OPERATED CHILD'S CAR,
 modern, scratch built, with four-seat saloon coachwork, finished in blue and black, interior in light blue, Perspex glazing, powered by two 12 Volt batteries with working lights, spoked wheels, blue anodised rims with pneumatic tyres, 200 x 114 x 80cm.
£800 - 1,200
€1,100 - 1,700

124^{◊◊}
AN AUSTIN J40 PEDAL CAR,
 number to boot panel indistinct, finished in pale green with dark green leatherette upholstery, playworn, requiring some light restoration, steering wheel and one headlamp detached but present, front left tyre flat, rear left tyre requiring re-fitting, lacking 'Flying 'A' mascot, some chips and rust spots to paintwork, bumpers and brightwork in places, slight bend to rear bumper and number plates, 150cm long.
£800 - 1,200
€1,100 - 1,700



125



126



127

125⁰⁰

A VINTAGE BENTLEY 4½ LITRE LE MANS PEDAL CAR, HAND BUILT BY PEDAL POWER OF LONDON,

number 033345, finished in British Racing Green, steel chassis and pedal gear to cranked rear axle, complete with mock dashboard, aero screen, wooden running boards, battery powered lights, Shell car care kit 'fuel can' to running board, 150cm long overall.

£1,000 - 2,000

€1,400 - 2,800

126⁰⁰

AN AUSTIN J40 PEDAL CAR,

stamped 17928 to boot panel, restored in red livery by Hofmann's of Henley in 2005 and offered with photocopy of invoice, with original light grey upholstery, steering wheel and Flying 'A' badge to bonnet, tyres replaced, fitted with 6V battery operating working headlamps and horn, fitted with rear-view mirror and Regimental car badge to front bumper, some pitting and wear to bumpers, approximately 155m long.

(2)

£1,300 - 1,500

€1,800 - 2,100

127⁰⁰

AN AUSTIN PATHFINDER PEDAL CAR, 1949,

pressed steel body stamped 3224 to seat panel, finished in cream livery and re-upholstered in red, with red painted grille and wheels fitted with Michelin tyres, original steering wheel, fishtail exhaust, some pieces replaced, front misshapen and fitted with later bumper, 157cm long, offered together with related ephemera and an edition of David Whyley: Austin Pedal Cars.

£2,200 - 2,800

€3,100 - 3,900



130



129



128

CHARITY LOTS

Lots 128 to 130 are offered for sale on behalf of the Bugatti Owners' Club Prescott Appeal Fund.

128

A UNIQUE BUGATTI VEYRON INSTRUMENT BINNACLE DISPLAY PIECE,

the modern instruments donated by Bugatti (Molsheim) SAS in Alsace, comprising a lightweight cluster believed to have been used in Bugatti's pre-production extreme testing programme, comprising dials for Speed, RPM, Fuel, Temperature and Power, mounted in a bespoke housing modelled on a smaller version of the engine turned riveted aluminium dashboard of a Grand Prix Bugatti, constructed by Gentry Restorations Limited, 21 x 44 x 10cm.

£500 - 700

€700 - 980

129⁰

A GLASS TOPPED COFFEE TABLE MADE FROM A BUGATTI VEYRON WHEEL,

unused, with EB centre piece, under a circular glass top, 51cm diameter by 28cm deep.

£500 - 700

€700 - 980

130

A GOOD BUGATTI ROYALE ELEPHANT REPLICA MASCOT AFTER REMBRANDT BUGATTI,

marked 'cire perdue Valsuani' to the base, nickel plated bronze, 19.2cm high, mounted on a locking radiator cap above a turned wooden base.

£1,000 - 1,500

€1,400 - 2,100

This is a copy of the original Bugatti designed T41 Bugatti Royale radiator cap fitted with a replica prancing elephant mascot from a limited edition of 6, produced by Erik Koux by making an elastomer mould of an original mascot and employing the lost wax method of casting.

LOTS 131-133 ARE OFFERED ON BEHALF OF WINGS FOR LIFE



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

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

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

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

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

Nikki Wilson
Head of Wings for Life UK



131



131 (Archive image not sold with lot)



133 (Archive image not sold with lot)

131
MARK WEBBER:- 2014 PORSCHE LMP1 FIA WORLD ENDURANCE CHAMPIONSHIP OVERALLS BY STAND 21, worn during the 2014 season with Mark Webber certificate of authenticity date 18 August 2015, signed to right breast in black marker, cream with Porsche lettering to left leg, Australian Flag and MARK to waist band, DMG MORI, Michelin, Mobil 1, WEC, Chopard, Red Bull, and 24h Le Mans logos to arms, back, chest and collar, worn, with suit bag.

(3)
£1,000 - 2,000
€1,400 - 2,800

The former Red Bull Racing Formula One driver re-joined sports car racing as part of Porsche's return to the LMP1 class of the FIA World Endurance Championship and the prestigious Le Mans 24 Hours in 2014.

The eight race series began in April 2014 at the Silverstone Circuit and concluded in November at the Autódromo José Carlos Pace. Mark and his teammates scored a total of three podiums in their first season: at their debut race in Silverstone, in Fuji where Mark set the LMP1 lap record and in Bahrain.



132 (Archive image not sold with lot)



132

132

DANIEL RICCIARDO:- AN ARAI GP-6 RC HELMET WORN DURING THE 2015 AUSTRIAN GRAND PRIX PRACTICE,

number DR-R-05/15-11, Snell number SH136478, matt satin finish Jens Munser design, signed #3 in black marker to the rear of the crown, Australian flag design to chin guard, with purple Infiniti sponsors logos, number 3 with personal R design to crown, Red Bull logos to either side and Honeybadger "What would he do?" design to the rear, with HANS harness points, the front applied with clear Arai chin deflector and three vent covers to the front of the crown, clear visor with painted and stickered logo strip, complete with tinted tear-off, together with an Arai helmet bag, Perspex display case and Infiniti Red Bull Racing Certificate of Authenticity.

(3)

£9,000 - 12,000
€13,000 - 17,000

This helmet was worn by Ricciardo in the first practice session of the Austrian Grand Prix 2015.



133

DANIEL RICCIARDO:- AN ARAI GP-6 RC HELMET WORN DURING THE 2015 BRITISH GRAND PRIX PRACTICE,

number DR-R-03/15-11, Snell number SH135714, gloss finish with sparkling pin-stripping Jens Munser design, signed #3 in black marker to the rear of the crown, Australian flag design to chin guard, with purple Infiniti sponsors logos, number 3 with personal R design to crown, Red Bull logos to either side and front of crown and Honeybadger "What would he do?" design to the rear, with HANS harness points, the front applied with clear Arai chin deflector and three vent cover to the front of the crown, tinted visor with painted and stickered logo strip, complete with two clear tear-offs, together with an Arai helmet bag, Perspex display case and an Infiniti Red Bull Racing Certificate of Authenticity.

(4)

£9,000 - 12,000
€13,000 - 17,000

This helmet was worn by Ricciardo in the practice session of the British Grand Prix 2015.



133

IN SUPPORT OF



**LOT 134 IS OFFERED FOR SALE ON BEHALF OF THE COMBAT
STRESS CHARITY (CHARITY NO. 206002)**

Combat Stress is the UK's leading mental health charity for Veterans, providing specialist clinical treatment and welfare support to ex-Service men and women across the UK.

Founded at the end of the First World War, they have since helped more than 100,000 Veterans and are today supporting almost 6,000 – more than at any time in their long history.

With demand for their services increasing every year, it's vital that Combat Stress is there to help Veterans rebuild their lives with courage and dignity.



134

**A LARGE FRAMED PHOTOPRINT OF GERHARD BERGER'S
1994 FERRARI 412T1,**

full colour image giving impression of the car at great speed, mounted on foam board with black light-weight display frame, 110 x 215cm.

No Reserve

135 - 200

No lots

CARRIAGES

Following Automobilia

Lots 150 - 153

Further images of each lot can be found at:
www.bonhams.com/22705



150

SMALL PONY SIZE PARK DRAG

- Older restored example
- Specialist servicing
- Unusual addition to your collection



It is not known when this professionally made Pony Drag was constructed, or by whom. It was purchased by the vendor in 1990 and entrusted to specialists Fairbourne Carriages to carry out a refurbishment. Bills on file detail the works, viewing of which is recommended; works included rebuilding wheels, replacing the front axle, repairs to springs, brakes and repairing the wood framing to the coach.

The vehicle remains in good condition and would make an unusual addition to a collection. It is on wooden wheels with solid rubber tyres. The axle caps are engraved "Bugatti".

Internally and externally the Drag is trimmed with black buttoned leather. The windows are fully functional and lower into the door recess upon opening.

£7,000 - 9,000

€9,900 - 13,000

GARDEN SEAT HORSE OMNIBUS

- A fine example
- Commercial opportunities
- Used at the Olympia Horse Show to herald Father Christmas' arrival



When George Shillibeer introduced a public Omnibus on to the Streets of London in the late 1820's it was the first time that members of the public could be moved in large numbers around areas of the city. Over time many differing designs were produced by a number of bus operators but eventually these designs gave way to the 'Garden Seat Bus'. Many of the features are still present in the public buses on the streets of London today; forward facing top seats and the curved rear staircase.

The London General Omnibus Company (LGOC) became the largest operator of horse drawn Omnibuses and their refinement of the Omnibus design led to the 'Garden Seat Horse Bus'. The bus would have been pulled by a pair of horses and fully laden would have carried more than 30 passengers. When ready to move off the Guard would have communicated with the Coachman via a bell cord. The Omnibus companies soon realised that the Buses were ideal mobile advertisements and adverts for many popular products were soon being displayed.

This was a useful income in the cut throat world of the bus operators, with many fares being reduced in order to tempt members of the public onto a particular operator's bus or route. With the invention of the combustion engine the decline of the horse drawn bus was inevitable. The last horse drawn Omnibuses were withdrawn from service by the LGOC just before the outbreak of the First World War.

Although the maker of this scale replica of a Garden Seat Horse Bus is unknown, it is outstanding in its execution and has provided hours of fun and enjoyment for the family of its current owner. The upper brown body is decorated with traditional period advertising. The internal passenger compartment is correctly upholstered and the upper roof seats are accessed via a spiral staircase.

The undercarriage is finished in cream and is in sound condition. The wooden wheels are iron shod and again show no signs of movement. For many years the Omnibus was used to herald the arrival of 'Father Christmas' at the Olympia horse show, where it was driven to a pair of ponies. The Omnibus is complete with the correct type bus lamp and a pair pole.

£15,000 - 20,000

€21,000 - 28,000

The ex-Spencer Family, Althorpe Estate

1885-1890 LADIES PHAETON

COACHWORK BY MULLINER OF NORTHAMPTON

- *Original Mulliner Coachwork*
- *Fastidiously restored*
- *Complete with shafts and accessories*



The British Coach building Mulliner family traces back to 1760, at which time the company were building coaches from their Northampton works. There were at one time four individual companies trading as Mulliner all descending from the original family. As with many important coachbuilders of this period Mulliner's diversified into building coach built bodies for cars.

One of Mulliner's earliest clients was C.S. Rolls who had a body built on a Rolls-Royce Silver Ghost chassis for his personal use. Rolls-Royce subsequently acquired Mulliner in 1959 and merged the company with Park Ward forming Mulliner Park Ward. Mulliner were one of the last surviving independent coach builders prior to their acquisition by Rolls-Royce.

The Ladies Phaeton offered here had been formally owned by the Spencer family and was sold in their attic sale in 2010 along with other carriages and fine art from the Althorpe Estate, which has been the family home for five centuries. The Spencer Family are one of Britain's preeminent aristocratic families. Hereditary family titles include the Dukedom of Marlborough, the Earldom of Sunderland and Spencer and the Churchill Viscountcy. Prominent members of the family in the 20th century were Sir Winston Churchill and Diana, Princess of Wales.

The term Phaeton was first used in France to describe a light four wheeled carriage with open sides, driven to a pair of horses. The fashion quickly spread to England in the 18th century where the Ladies Phaeton evolved into an owner driven carriage which was light, low to the ground and with easy access. Ladies Phaetons were one of the most fashionable vehicles for a lady to be seen in during the summer for park driving. Horses of the highest quality and good manners were essential for the equipage.

This Phaeton has a high patent leather dashboard curved towards the horse's hind quarters so as to obscure them from the eyes of the lady Whip. The Phaeton was restored to a very high standard by Fairbourne Carriages in 2012 and has not been used since. An extremely elegant Phaeton finished in deep coach green with black detailing and has been coach lined in great detail with the original Spencer family colours of a black centre line, with red and white outer flank lines. The family crest is detailed on the side panels of the body. The folding hood is original as is the horse hair stuffed leather upholstery both of which have been conserved. Unusually the hood is also completely detachable. The Phaeton is on English pattern wheels with solid rubber tyres and a colling axle. The axle caps are engraved with "Mulliner of Northampton".

There is a grooms seat to the rear with a dark green wool cloth cushion, a pierced rubber mat is fitted over the linoleum on the foot rest. Complete with the Phaeton are a pair of shafts, pole and lamps.

£12,000 - 16,000
£17,000 - 23,000

ROYAL MAIL COACH 'QUICKSILVER' COACHWORK BY VIDLER

- *The fastest ever Royal Mail coach*
- *Rare surviving example*
- *Unique opportunity*



Until the mid 1830s the Mail Coach system in Britain was the world's fastest means of transport. The introduction of the improved mail coach system began in the late 1700s when John Palmer, a theatre manager from Bath who regularly travelled to London, realised that the coaches and roads in use at that time were not fit for the age. Using his established business connections he approached the Post Office with a number of improvements to the system of delivering the 'Royal Mail'. These improvements would eventually lead to the construction of specially designed 'Royal Mail Coaches' that would have right of way over all other means of transport of that time.

By the late 1820s the Coaches had reached the height of their development. The Royal Mail Coaches were built by the Coachbuilder 'Vidler' who had workshops at Millbank. They were never owned by the Post Office. Instead Vidler's built, maintained and then leased the Coaches back to the Post Office. The Coaches featured a lightweight ash frame, covered with softwood panels over which leather was then stretched. This gave a strong but light body. Externally there was a seat for the Guard, who was employed directly by the Post Office and it was he who was responsible for the timekeeping of the Coach and the security of the 'Royal Mail'. To this end he was equipped with a horn that he would sound so that when approaching a toll road the gatekeeper would open the gates and allow the Royal Mail Coach through without stopping and a Mortimer blunderbuss to ward off potential highwaymen.

At the front of the Coach there was a roof seat and Coachman's seat. The undercarriage was built for strength, for although the road surfaces were improving, breakages were common place. With the invention of the 'Mail Axle' by John Beasant it was possible to keep spare wheels and other interchangeable parts along the Royal Mail Coach routes at strategic posts. Unlike all other Coaches the wheels were fitted with small external oilers that allowed the axles to be lubricated on the road and no brakes were ever fitted. Instead a drag shoe would have been employed on the steepest of descents.

Every evening the Royal Mail Coaches left London from the Old Post Office at St Martins-Le-Grand and this event was watched by large crowds, by the 1820s Royal Mail Coaches had by now established themselves as the 'Kings of the Road'. Upon their return to London each Coach was taken back to Vidler's workshops and any necessary repairs were carried out in order to ensure that the Coaches were kept in pristine condition. All Royal Mail Coach routes were numbered, with the exception of one; number '209', the 'Quicksilver'.

The 'Quicksilver' ran from London to Falmouth and it became the fastest ever Royal Mail Coach, covering the ground at an average speed of just over 10mph. This included stops for fresh horses at staging posts, new Guards and Coachmen and delivering the Royal Mail at the main Post Offices along the route.



Charles Cooper Henderson, a change of team during 'Quicksilver' Davenport to London journey. (copy image part of lot)

The Royal Mail Coaches established an almost legendary status amongst the public, town clocks were set by the arrival of the Mail Coach, Guard's would be fined by the Post Office if the Coach was a minute late. People flocked to see the Royal Mail Coach as it passed, guards infamously struggled with the Mail bags when Coaches became stuck fast in snow and today many of our Christmas cards still show Royal Mail Coaches. In one famous incident the horses pulling the 'Quicksilver' were attacked by a Lion that had escaped from a local zoo.

With the coming of the railways the Royal Mail Coaches were retired from service and almost every Coach was scrapped. However the famous 'Quicksilver' was saved and for many years it was displayed in the Hull Transport Museum. Eventually the owners of the famous Coach decided to sell the 'Quicksilver' and the Coach was sold to a private collector.

Today the 'Quicksilver' is a very rare surviving Royal Mail Coach, there are possibly only two other Mail Coaches in existence. Built C.1828 by Vidler's to the standard Royal Mail Coach design. Over the years the paint and fittings have suffered but the 'Quicksilver' is in good overall sound condition. The main body panels are leather covered and the doors bear the Royal Crest. To the rear of the Coach there is the single seat for the Guard and just ahead of this is the storage box for the Mortimer Blunderbuss, coach tools and oil.

The mail would have been stored in the rear boot under the Guards feet. Inside the sparsely upholstered body of the Coach there is seating for four passengers and at the base of each door there is a brass makers plate engraved 'J Vidler'. The roof seat could carry additional passengers if required. To the front of the Coach there is the Coachman's seat and finally alongside this the 'Box seat'. This seat was the most sought after position on a Royal Mail Coach as it allowed the passenger to witness the Coachman drive the Coach and a team of four horses at speeds approaching 20mph. The upper black body panels are adorned with the Royal Star and Garter, whilst the rear boot panels display Quicksilvers number '209'. The front boot panels display the initials of the King 'GR' in gold leaf.

The wheels and undercarriage are finished in a deep red and again despite the condition of the paintwork they are in sound condition.

The 'Quicksilver' presents a unique opportunity to own the fastest ever 'Royal Mail Coach'. The unique appeal that the Royal Mail Coaches had amongst the public during their short reign is still strong today. The 'Quicksilver'.

£50,000 - 70,000
€71,000 - 99,000

154 - 200
NO LOTS

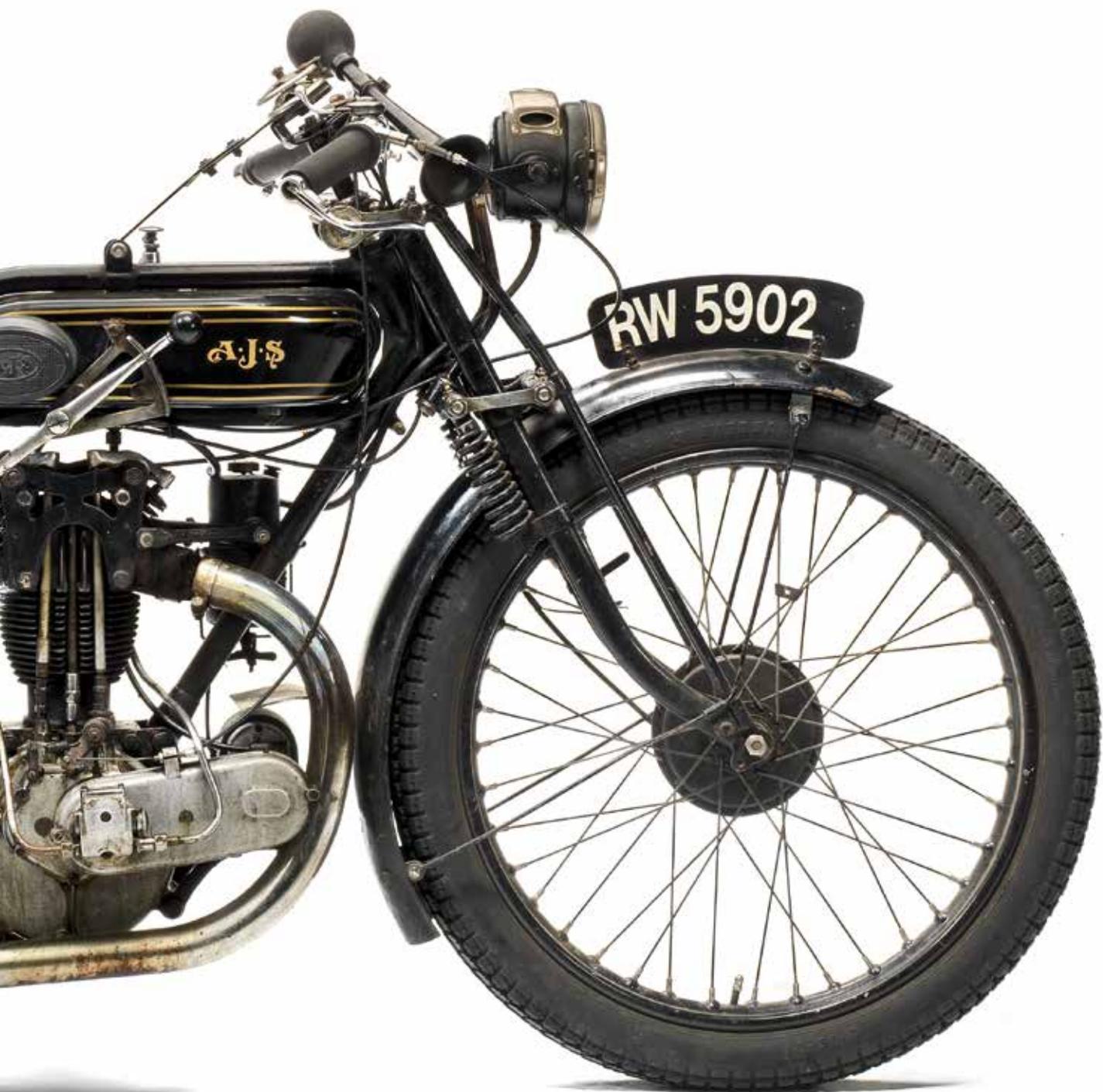
MOTORCYCLES

13.00

Lots 201 - 223

Further images of each lot can be found at:
www.bonhams.com/22705





RW 5902

AJS

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.



201



203



202



204

201

Property of a deceased's estate

C.1965 RALEIGH 49CC RM6 RUNABOUT MOPED PROJECT

Frame no. TBA Engine no. TBA

Britain's best-known and longest-surviving bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s, the majority of the moped range being built-under-license Motobécane Mobylettes. The first of the latter was the RM4 Automatic, introduced in 1961, while Raleigh first applied the 'Runabout' name to the RM6, which was built in various versions from May 1963 until February 1971 when production of all Raleigh mopeds ceased. Offered for restoration and sold strictly as viewed, this RM6 carries a tax disc that expired in April 1970, which is almost certainly when it was last used. There are no documents with this Lot.

£150 - 250

€210 - 350

No Reserve

202

Property of a deceased's estate

1968 RALEIGH 49CC RM6 RUNABOUT MOPED PROJECT

Registration no. TGF 37F Frame no. 027541 Engine no. R172192

Britain's best-known and longest-surviving bicycle maker, Raleigh also manufactured motorcycles from 1899 to 1905 and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s, the majority of the moped range being built-under-license Motobécane Mobylettes. The first of the latter was the RM4 Automatic, introduced in 1961, while Raleigh first applied the 'Runabout' name to the RM6, which was built in various versions from May 1963 until February 1971 when production of all Raleigh mopeds ceased. Not used for some time and offered for restoration, this RM6 comes with its original old-style logbook and is sold strictly as viewed.

£150 - 250

€210 - 350

No Reserve

203

1975 HONDA 49CC C100

Registration no. BHP 266B Frame no. C100-K035345

Engine no. C100E-217344

Introduced in 1958, Honda's classic C100 'step-thru' Cub scooterette 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 C100 set new sales records for motorcycle production and its descendants continue to be immensely popular today. This example was supplied new by George Cox (Cycles) Ltd, Coventry and has been in the current owning family's possession since 1976. The machine carries a tax disc that expired in August 1979, which is almost certainly the last time it was ridden. Re-commissioning, fresh tyres and the customary safety checks will be required before it returns to the road. There are no documents with this Lot, which is sold strictly as viewed.

£400 - 600

€560 - 850

No Reserve

204

Property of a deceased's estate

C.1975 HONDA CB200

Registration no. JNY 49N Frame no. CB200-1060752

Engine no. CB200E-1062325

Introduced in 1973, the Honda CB200 sports roadster superseded the old CB175 and came with a tubular spine frame, twin carburettors, a five-speed gearbox and either a drum or disc front brake. Back in 1974 Bike magazine found theirs a little slower than both the Yamaha RD200 and Suzuki GT185, though considerably more economical: 'It might not be the fastest thing around but somehow it looks and feels more like a real motorcycle than its two-stroke counterparts. It's a little bike with a big heart.' This example carries a tax disc that expired in June 1981, which is almost certainly the last time it was on the road. Kept in dry storage, the machine will require re-commissioning, at the very least, before returning to the road and thus is sold strictly as viewed. There are no documents with this Lot.

£1,000 - 1,500

€1,400 - 2,100

No Reserve

205

Property of a deceased's estate; one owner from new

1957 TRIUMPH 649CC TIGER 110 PROJECT

Registration no. SNM 624

Frame no. 0150

Engine no. T110 0150

Every Triumph enthusiasts knows that the Bonneville owes its name to record-breaking successes on the eponymous salt flats, but how many are aware that the machine which set a new 650cc production machine record of over 147mph in 1958 was a Tiger 110 equipped with twin carburettors? A development of the Thunderbird tourer, the T110 prototype performed brilliantly in the 1953 ISDT, thus providing the production version - launched later that year - with invaluable publicity. The first Triumph with swinging-arm rear suspension, the T110 came with a revised engine incorporating a stronger crankshaft, high-compression pistons, larger inlet valves and 'hotter' cams. The T110 remained in production into 1961, one of the most important developments along the way being the introduction on this model for 1956 of the aluminium-alloy 'Delta' high-compression cylinder head, which increased power and pushed the T110's top speed towards 120mph. This substantially original and un-restored Triumph T110 'barn find' was first registered to the deceased owner on 6th February 1957. The odometer reading is 46,488 miles, which may well be the distance covered from new. Offered for restoration, the machine comes with its original old-style logbook and is sold strictly as viewed. A wonderful opportunity for the serious Triumph restorer/collector.

£2,000 - 3,000

€2,800 - 4,200

No Reserve



206

**1967 BSA 654CC THUNDERBOLT
& WATSONIAN GRAND PRIX SPORT SIDECAR**

Registration no. JCT 30F

Frame no. A65TA 18568-Y

Engine no. A65TA 18568-Y

Following Triumph's lead, BSA turned to unitary construction for its range of parallel twin as the 1960s dawned, launching the all-new 500cc A50 and 650cc A65 Star models in January 1962. The basic architecture of the preceding A7/A10 was retained, so the new engine remained an air-cooled parallel twin with 360-degree crankshaft and single camshaft mounted at the rear of the cylinder block. The cycle parts were much as before, comprising a duplex loop, swinging-arm frame fitted with telescopic front fork. For 1965 the Star tourers were replaced by the A50 Royal Star and A65 Thunderbolt, both of which came with a single Amal Monobloc carburettor. The single-carburettor twin was preferred by many riders, being more economical, easier to keep in tune and only marginally less powerful than the twin-carb version. A motorcycle combination from new, this Thunderbolt had had only one owner before passing into the current vendor's possession in 1974 (registration was later transferred temporarily into his father's name). The machine was restored circa 2000 and has not been used for nearly ten years; re-commissioning and the customary safety checks will be required before it returns to the road. It should be noted that the speedometer has been replaced (we are advised by the vendor that the total mileage covered is circa 12,000). The combination comes with a V5C document and a small quantity of spares.

£4,000 - 5,000

€5,600 - 7,000

No Reserve



1926 AJ'S 350CC MODEL G6 'BIG PORT'

Registration no. RW 5902

Frame no. G49926

Engine no. G83098

- Formerly the property of VMCC founder, 'Titch Allen'
- Iconic overhead-valve Vintage-era sports model
- Production version of a TT-winning design



Wars have always spurred on technological development, the rush to produce ever more powerful aero engines in WWI being a case in point, establishing as it did the superiority of overhead valves over the alternatives when high performance was paramount. There had been overhead-valve car and motorcycle engines before 'The Great War', but with the layout's superiority emphatically demonstrated, it did not take long before new OHV designs began appearing on the world's roads in substantial numbers.

Wolverhampton-based A J Stephens first experimented with an overhead-valve engine in 1918 and by 1920 felt sufficiently confident to try their new 350cc racer in the toughest test of the day: the Isle of Man TT. After victory in the 1920 Junior race, when works rider Cyril Williams was able to push over the finishing line, so great was his lead, AJ'S's new overhead-valve 350 scored a memorable double the following year, Tom Sheard winning the Junior race and Howard Davies the Senior, the first time such a feat had been achieved on a 350. The production version duly made its debut in November 1922, delighting clubmen everywhere with its 'racer on the road' performance.

A right-first-time design destined to achieve countless successes in the hands of privateers, the overhead-valve AJ'S - initially built only as a '350' and known as the 'Big Port' - became available as a '500' for the first time in 1926. Coded 'Model 8', the new 3½hp model followed the general lines of its successful smaller sibling and distinguished itself in the 1926 Isle of Man Senior TT when AJ'S works rider Jimmy Simpson became the first man to lap at over 70mph.

The current vendor purchased this 'Big Port' in December 1993 from VMCC founder C E A 'Titch' Allen. Titch said that it was the second AJ'S he had owned and that he had bought the bike to do a little Vintage grass-tracking and hill climbing; indeed, the vendor remembers seeing him at the local Chiltern hill climb some time in the 1980s. Used sparingly since its acquisition by the vendor, the machine is offered with a V5C registration document and an old-style continuation logbook (issued 1968), which lists two owners prior to Titch Allen. It should be noted that although the frame and engine did not start life together, their numbers are correct for a 1926 Big Port and the machine has been in this form since at least 1968.

£7,000 - 10,000

€9,900 - 14,000

208

1934 SCOTT 498CC FLYING SQUIRREL (SEE TEXT)

Registration no. BYN 566

Frame no. 3793M

Engine no. LFZ3951

Launched in 1925, the Scott Flying Squirrel came in 498cc and 596cc capacities, the latter being the most expensive machine in the range. Subsequent models benefited from the racing programme, gaining the duplex frame and bigger brakes (first seen on the 1926 works bikes) and the magneto-platform Pilgrim oil pump adopted for the 1927 TT machines. In the 1930s the 'Flyer' took on more of a touring role, being further up-dated with detachable cylinder head, Brampton forks and a foot-change gearbox. Boasting matching frame and engine numbers, this Flying Squirrel was despatched from the factory on 22nd February 1934 to Roland Smith of London NW3. 'BYN 566' was acquired by the vendor in 1962 and has been ridden regularly but sparingly since then. The engine was rebuilt in 1992 by specialist Glyn Chambers, while more recent works have included powder coating the frame and wheel rims, and repainting the fuel tank. Unusually, the gearbox has a foot-change end cover that has been converted back to hand change. Described as a honest machine capable of everyday use, 'BYN 566' is offered with a V5C document. It should be noted that the engine number's 'LFZ' prefix denotes a capacity of 498cc but the V5C lists it as 600cc. It has not been possible to determine the actual capacity. A dynamo, headlamp, battery carrier, voltage regulator, horn and various other components are included in the sale.

£4,000 - 5,000

€5,600 - 7,000



209

C.1940 ARIEL 348CC W/NG

Registration no. NUB 448

Frame no. XG14821

Engine no. BH4188

By 1930 the engine of Ariel's Val Page-designed single-cylinder range had gained a rear-mounted magneto and its distinctive timing cover, and this basic design - frequently revised - would last well into the post-war era. For the 1936 season the Standard models were dropped and two new overhead-valve De Luxe models introduced: the 250cc LG and 350cc NG, complementing the sporting Red Hunters. When WW2 broke out, existing stocks of Ariel motorcycles (and those of other makes) were requisitioned for allocation to the British Armed Forces, pending the development of a military version of the 350cc single, designated 'W/NG', which first appeared in 1940. Roy Bacon's book 'Ariel: The Post-War Models' shows a group of W/NGs on active service with the RAF in France (page 23). This particular W/NG comes with an old style continuation logbook (issued 1959) giving the date of first registration as 4th April 1950 and showing that it is 'ex-government' and was previously attached to a sidecar (removed 1971). Used sparingly since its acquisition by the vendor, the machine is offered with a V5C registration document.

£2,500 - 3,500

€3,500 - 4,900





210

1975 OSSA 350 MAR TRIALS MOTORCYCLE

Registration no. not registered

Frame no. B-242242

Engine no. M-242242

Spain's Ossa factory had a relatively brief existence from 1951 to 1984, but in that time produced outstandingly successful competition models for racing as well as enduro and road machines. In a bid to emulate the competition successes of rivals Bultaco and Montesa, Ossa hired English trials star Mick Andrews in 1967. Then only 23 but already a proven winner, Andrews set about developing Ossa's existing trail bike into a competitive trials mount, a process that culminated in the MAR - Mick Andrews Replica - that carried its creator to consecutive European Trials Championships in 1971 and '72. Indeed, the MAR put Ossa on the trials map with a vengeance and proved so successful that it remained in production until the late 1970s. A potentially competitive mount for classic 'twin-shock' trials events, this Ossa MAR is offered fresh from restoration which was completed earlier this year, since when it has been started and ridden, though not competitively. Works carried out include repainting the frame, fuel tank, side panels and exhaust; applying new decals; replacing the swinging arm bushes; fitting new alloy mudguards; polishing the alloy cases; and fitting new control cables. There are no documents with this Lot.

£2,000 - 2,500

€2,800 - 3,500



211

Ex-Duke of Hamilton

1959 SCOTT 596CC FLYING SQUIRREL

Registration no. YOL 92

Frame no. 1202

Engine no. DMS2004

First seen in 1908, Scott's original engine layout would survive until production petered out in the late 1960s, by which time the company had changed hands and relocated from Shipley to Birmingham. Scott's acquisition by Matt Holder's Aerco Jig & Tool Company in 1950 brought with it a number of long-awaited improvements, including a new duplex frame featuring rear suspension and improved brakes, though customers had to wait until 1956 to buy one of these new 'Birmingham' Scotts. We are advised that this Birmingham-built Flying Squirrel was purchased new by the Duke of Hamilton for his wife and kept for nine years before being bought back by Matt Holder, who kept it for the next ten years. Of particular interest is the Velocette four-speed gearbox, fitted from new by the factory. More recently, 'YOL 92' was featured in an article in 'Real Classic' magazine (October 2014 edition) while it was owned by Mr Mick Bodill (copy available). During Mick's ownership the engine was rebuilt and the electrics upgraded using a 12-volt alternator and modern rectifier. The machine was further improved with Boyer Bransden electronic ignition and an Amal Concentric carburettor, banishing the previous starting problems and improving the performance. Accompanying documentation consists of restoration invoices, an old-style logbook, dating certificate and a V5C registration document, while the machine also comes with the various removed standard parts.

£6,500 - 8,000

€9,200 - 11,000



212

1929 LEVIS 247CC '6 PORT'

Registration no. BF 5880

Frame no. 20593

Engine no. 24817

Manufactured by Butterfield Ltd of Stechford, Birmingham, the Levis motorcycle derived its name for the Latin word for 'light', which was one of the diminutive machine's many virtues. One of the pioneers of the two-stroke motorcycle, the firm commenced manufacture of its 211cc, single-gear lightweight in 1911. Soon dubbed 'Popular', the model was a huge success for the Birmingham marque, remaining in production until 1926. Levis dominated 250cc racing in the early 1920s, winning the Lightweight category at the Isle of Man TT in 1920 and 1922, and duly introduced a new 247cc production model alongside the Popular for 1921. This Vintage-era Levis two-stroke lightweight is the sporting '6 Port' model, which was produced alongside the cheaper, four-port Model Z and advertised as 'the 60mph 250cc two-stroke'. A 'barn find' in 2002, 'BF 5880' subsequently underwent a complete 'last nut and bolt' rebuild, which was completed by a previous owner in 2009. It was displayed at the annual 'Levis Cup' event in 2011 but not ridden because of the owner's ill health. The immediately preceding owner (a relative) acquired the Levis in 2014 and rode it on several occasions, though only over short distances. Since the vendor's purchase earlier this year, the machine has been thoroughly checked over, cleaned and polished. The two-stroke enthusiast's ideal 'Banbury' mount, this beautiful little Levis is offered with sundry restoration invoices and photographs, old-style logbook, expired MoT (2012) and V5C registration document.

£4,500 - 5,000

€6,300 - 7,000



213

C.1939 BSA 500CC M20/M24 GOLD STAR

Registration no. TSV 177

Frame no. KM24 198 (see text)

Engine no. KM24 198

On 30th June 1937, a specially prepared Empire Star ridden by the great Wal Handley lapped Brooklands at over 100mph on its way to a debut race victory and award of the 'Gold Star' that would give BSA's new super sports model its evocative name. Announced as part of the 1938 range, the M24 Gold Star differed from its Empire Star progenitor in several respects, most obviously by its alloy cylinder barrel and 'head, cast-in pushrod tunnel, Amal TT carburettor and Elektron gearbox casing. Despatch records show BSA built approximately 564 Gold Stars in 1938/39. The M24 did not re-emerge post-WW2 and today is the rarest of all Goldies. It is estimated that at least 120 survive. Discovered in a dilapidated condition on a Sussex farm by the vendor in the early 1980s, the machine offered here consists of an ex-WD BSA M20 frame that has been re-stamped with an M24 Gold Star number. M20 frames look almost identical to M24 frames as they have no sidecar lugs, but the M24 frame is considerably lighter. It should also be noted that some of the parts used in the restoration come from other models, while some are modern reproductions. Since completion in 1984, 'TSV 177' has attended the 75th Anniversary Gold Star gathering at Brooklands in 2013 and several local shows in the Southeast of England. Accompanying documentation consists of an expired MoT certificate (1992) and old/current V5/V5C registration documents.

£10,000 - 14,000

€14,000 - 20,000





214

1953 TRIUMPH 498CC SPEED TWIN

Registration no. UFC 987

Frame no. 44164

Engine no. 44164

Although Edward Turner's Triumph Speed Twin caused a sensation when it appeared at the 1937 Motorcycle Show, few of its admirers can have guessed how influential the design would prove to be. True, there had been vertical twins before; indeed, Turner's predecessor at Triumph - Val Page - had designed one a few years previously, but Triumph's newcomer established a formula that would be adopted by all of Britain's major motorcycle manufacturers in the succeeding decade. And whereas previous vertical twins had suffered from excess bulk, Turner's was lighter and narrower across the crankcase than the contemporary single-cylinder Tiger 90, and from certain angles looked just like a twin-port single. Performance proved exemplary for a road-going 500, better than 100mph being attainable under favourable conditions. The example offered here dates from 1953, by which time the Speed Twin had been upgraded with a stronger 8-stud cylinder barrel (replacing the original 6-stud) and Triumph's own telescopic front fork. This particular machine also has the Edward Turner-designed optional 'Sprung Hub', which endowed the rigid frame with a measure of rear suspension movement. 'UFC 987' benefits from a full 'last nut and bolt' restoration carried out regardless of cost in 2006, since when the vendor has only ridden it for 36 miles (the engine is still running in). Kept in dehumidified storage with a collection of other classic vehicles, the machine is offered with an old-style logbook and old/current V5/V5C registration documents.

£7,000 - 8,000

€9,900 - 11,000



215

One owner from new

1981 TRIUMPH 744CC T140V BONNEVILLE 'ROYAL WEDDING'

Registration no. HJK 208Y

Frame no. T140ES NDA 30858

Engine no. T140ES NDA 30858

In 1977 Triumph had introduced a special, limited edition Bonneville to celebrate HM Queen Elizabeth II's Silver Jubilee and took the opportunity to repeat the exercise on the occasion of HRH Prince Charles' wedding to Lady Diana Spencer in 1981. Commonly known as the 'Royal Wedding' model, the UK version of this new limited edition Bonneville was readily distinguishable from the standard Bonnie by virtue of its chromium-plated fuel tank, black-finished engine, alloy wheels and twin disc brakes. The 'Royal Wedding' was based on the electric start version of the Bonnie, which had been introduced in 1980, and was built in UK and export variants with different finishes, 125 being made for each market. Number '108' of the 250 made, this UK-specification 'Royal Wedding' Bonneville was purchased new in 1982 by the current vendor, who later transferred the registration temporarily into his father's name. Rebuilt by an ex-Meriden R&D employee, it features a new starter motor and the 'softer' carburettor modification, and we are advised the machine has covered approximately 7,500 miles from new. Offered with a V5C registration document, the machine has not been used for nearly ten years and will require re-commissioning and the customary safety checks before returning to the road.

£4,000 - 6,000

€5,600 - 8,500



216

1953 ARIEL 998CC SQUARE FOUR MARK II

Registration no. JAV 832

Frame no. ES875

Engine no. XJ667

Designed by Edward Turner, creator of the legendary Triumph Speed Twin, the first Ariel Square Four was shown at the Olympia Motorcycle Show in 1930. Conceived as an overhead-camshaft 500, the model grew to 601cc before a total redesign saw it emerge as the Model 4G, with 995cc overhead-valve engine, in 1937. Anstey-link plunger rear suspension became an option in 1939 but would not be offered again until 1946, when a telescopic front fork replaced the previous girder type. An exercise in weight shedding saw the cast-iron cylinder head and barrel replaced by alloy components for 1949, the revised model, now capable of 90mph-plus, being known as the Mark I. Introduced in 1953, the 'four pipe' MkII with redesigned cylinder head elevated the Square Four into the league of genuine 100mph motorcycles. Square Four production, along with that of all other Ariel four-strokes, ceased in 1959. To date, the innovative Ariel Square Four remains unique in motorcycling history; a true 'gentleman's motorcycle, this refined yet charismatic machine retains an enthusiastic and loyal following, and is highly prized by discerning enthusiasts. This apparently well restored Square Four Mark II was registered to the current vendor in May 2013 and since acquisition has been ridden sparingly, spending most of the last 2½ years in dry storage. The machine was last taxed for the road in April 2014. It should be noted that the frame and engine numbers are transposed in the accompanying V5C registration document.

£9,000 - 11,000

€13,000 - 16,000



217

1964 ARIEL 247CC ARROW SUPER SPORTS

Registration no. 175 XUX

Frame no. T33284G

Engine no. T33284G

'Fast, robust and handling like a thoroughbred, the Arrow Super Sports goes into the record as one of the most pleasant sports mounts to pass through our hands in recent years.' – Motor Cycling. Amazingly, despite being given a proper caning for the road test, Motor Cycling's Arrow averaged 68 miles per gallon! The Arrow was the sports derivative of the Leader, which sought to combine the virtues of speed and agility with those of cleanliness and convenience. Launched in 1958 and powered by an all-new 247cc air-cooled two-stroke twin with unitary gearbox, the Leader also broke with British tradition in its frame and suspension design, employing a stiff, fabricated steel beam instead of tubes, and a trailing-link front fork. Detachable enclosure panels extended forwards to meet leg shields and screen, and the rear chain was fully enclosed. Announced in 1959, the Arrow dispensed with its predecessor's bodywork while remaining mechanically virtually identical. It was revised for 1961, gaining squish-band, centre-plug cylinder heads. A third model, the Arrow Super Sports, universally referred to as the 'Golden Arrow' after its distinctive colour scheme, was added at the same time. This Golden Arrow was purchased by the preceding owner eight years ago and totally restored to concours condition. Since completion in 2012 it has covered fewer than 1,000 miles and has won awards at local shows. This wonderful machine is offered with a V5C.

£5,000 - 6,000

€7,000 - 8,500





218

1951 RUMI 125CC

Frame no. 12804

Engine no. 2XX12130

'Moto Rumi's... is perhaps the one motorscooter respected by motorcyclists – probably because it can melt the paint off many 250cc motorcycles of the era with its amazing horizontal two-cylinder two-stroke 125cc engine.' – Dregni & Dregni, Illustrated Motorscooter Buyer's Guide. Previously producers of miniature submarines and torpedoes in WW2, the firm headed by Donnino Rumi switched to motorcycle manufacture at the war's end, introducing its first 'Turismo' model in 1950. This little gem was powered by what would become Rumi's trademark engine, a 125cc parallel-twin two-stroke, the cylinders of which were inclined horizontally. Built in numerous different stages of tune, this wonderfully versatile motor was used to power Standard, Sport and Competizione models as well as a range of advanced scooters, commencing with the ground-braking Formicchino. Sadly, despite its technical innovation and engineering prowess, Rumi had gone by 1962. An older restoration, this Rumi 125 should require only light re-commissioning and usual safety checks before being ready for use, and would respond well to detailing. Whilst there are no documents with this rare and collectible Italian flyweight, the NOVA declaration has been completed. A total of 8,536 kilometres (approximately 5,300 miles) is currently displayed on the odometer.

£3,000 - 4,000

€4,200 - 5,600



219

1954 CECCATO 175CC TURISMO

Frame no. 05211

Engine no. 05211

Few motorcycle enthusiasts outside its native Italy are likely to have heard of Ceccato, though its stylish and well made products are unmistakably Italian. The company was founded in 1948 by pharmacist Pietro Ceccato, occupying premises at Montecchio Maggiore and then Alte Ceccato near Vicenza in northern Italy. Ceccato started out by producing a 38cc (later 48cc) moped - the Romeo - before developing a range of lightweight motorcycles. Powered by an overhead-camshaft engine designed by the legendary Fabio Taglioni, who would be responsible for Ducati's desmodromic valve system, a 75cc Ceccato won its class in the 1955 Moto Giro d'Italia. That engine, Taglioni's first, brought him to the attention of Ducati and following a spell with Mondial he joined the company in 1954. As well as motorcycles, Ceccato produced bicycles, air compressors, gas cylinders and service station equipment, and remained active in those fields after it ceased motorcycle manufacture in 1963. It is still in existence today. An older restoration with only 1 kilometre recorded since completion, this rare Ceccato was imported from a private collection near Lake Como, northern Italy and is a past participant in the Moto Giro d'Italia. It should require only light re-commissioning and usual safety checks before being ready for use, and would respond well to detailing. The machine is offered with a V5C registration document.

£2,800 - 3,200

€3,900 - 4,400



220

1959 LAVERDA 98CC LUSSO SPORT

Frame no. 583606

Engine no. 583606

Founded in 1873, Laverda started out making farm machinery, only turning to motorcycle manufacture in the immediate aftermath of WW2. Its first product, the 75cc four-stroke Motoleggera (lightweight motorcycle) helped meet the unprecedented upsurge in demand for basic motorised transport, and modified versions were soon winning their class in the long-distance road races popular at the time. Foremost of these was the famous Milan-Taranto, which Laverda first entered in 1950. That first venture ended in retirement for the factory's single entry but the following year all four machines entered finished the race. The following year Laverda's new 'MT' (Milan-Taranto) sports model crushed the opposition, filling the top five positions in the 75cc category while in 1953 there were 75cc-class wins in the Moto Giro d'Italia and Milan-Taranto again. In 1954 the new 98cc '100 MT' scored a debut win in the Giro and occupied six out of the first seven places in the Milan-Taranto's 100cc category. An older restoration last used in the 1960s on the Moto Giro d'Italia, this rare Laverda flyweight has been imported from a private collection in Palma, Italy. The machine should require only light re-commissioning and the usual safety checks before being ready for use, and would respond well to detailing. Whilst there are no documents with this machine, the NOVA declaration has been completed.

£2,500 - 3,500

€3,500 - 4,900



221

C.1950 FB MONDIAL 125CC

Frame no. 136

Engine no. 136

Few marques have achieved so fine a competition record in so short a time as FB Mondial. FB Mondial was founded in the aftermath of WW2 by the Boselli family, whose first venture into powered transport had been with the FB (Fratelli Boselli) three-wheeled delivery van in the 1930s. The name 'Mondial' first appeared on a motorcycle in 1948, when the Boselli brothers introduced a revolutionary double-overhead-camshaft 125cc racer. Mondial's miniature masterpiece duly brought the Bologna manufacturer its first World Championship the following year and proved equally dominant in 1950 and '51. After a relatively lean spell, Mondial returned to Grand Prix glory in 1957, taking both the 125cc and 250cc World Championships. Not surprisingly, Mondial's passion for racing rubbed off on its road range, which was exquisitely engineered and beautifully constructed in a manner unmistakably Italian. The overhead-valve 125cc FB Mondial offered here previously formed part of a private collection near Milan, Italy. An older restoration, the machine would make a superb acquisition for any collection and a welcome entry in next year's Moto Giro d'Italia. It should require only light re-commissioning and the usual safety checks before being ready for use, and would respond well to detailing. Whilst there are no documents with this machine, the NOVA declaration has been completed.

£3,500 - 4,500

€4,900 - 6,300



C.1952 SUNBEAM-PORSCHE 990CC SPECIAL

Registration no. XML 841

Frame no. S8-5250

Engine no. P-22034

- *A unique motorcycle*
- *Beautifully engineered*
- *Offered to market for the first time*



The manufacturing rights to the famous Sunbeam motorcycles were acquired by BSA Ltd in 1943 from AMC of London who had succeeded John Marston Ltd, manufacturers of Sunbeam's since 1887. AMC continued production with variations on Marston's range, even retaining the model designations however, BSA abandoned Sunbeam motorcycle production throughout WW2, producing only Sunbeam bicycles.

In 1945, BSA were given designs of German motorcycles as part of the reparations programme, basing the BSA Bantam and the Sunbeam S7 around those of the DKW R125 and the BMW R75 respectively. The running-gear of the first S7's were closely based on BMW lines, though the engine, a pre-war-designed in-line twin, was perhaps an unfortunate choice, lacking the power to match the S7's appearance. BSA themselves experimented with a four-cylinder version though this remained a prototype only.

In 1969, Gordon Griffiths the then owner of 'XML 841' became dissatisfied with the S8's lack of power, deciding to change its powerplant. Griffiths, a highly experienced motorcycle 'special' builder chose to transplant the S8's engine with that of a Volkswagen 1200 Beetle, but whilst as reliable as expected, the lack of power continued to fall short of the enthusiastic riders expectations.

Griffith's next step to increase the Sunbeam's power was a logical one, utilising a 1955 Porsche 'A-Series' motor. A special bell-housing was cast in aluminium, as were rocker-box covers, replacing the Porsche pressed-steel items. The Sunbeam-Porsche's first show outing was to the 1972 BMF Rally.

Road-tested by the late John Ebbrell for Motor-Cycle News (copy article on file) 'XML' made many show-stopping appearances including one at Olympia for 'Motor Cycle', having been fitted with concentric Amal carburettors as part of the owners continued commitment to improve the machine. A BMW tank and indicators, Norton 'Roadholder' forks and much-revised rear suspension have been fitted, the most recent modification being a custom-built Boyer-Brandsen two-tier electronic ignition system and a genuine Vincent Black Shadow speedometer. The latter were acquired by 'XML's' second custodian, an APMC member and engineer, who inherited the machine in 1992 and is relinquishing it only because of increasing age.

This unique Sunbeam-Porsche is offered with an immensely-detailed history file, casting patterns, large-format photographs, V5C and RF60 logbook. A unique opportunity for the lover of motorcycle engineering at its best, or for the Porsche owner who relishes two wheels.

£9,500 - 11,000
€13,000 - 16,000

223

1938 MORGAN SUPER SPORTS ROADSTER

Registration no. EWJ 617

Frame no. D1830

Engine no. MX4/910

- *The 'ultimate' pre-war Morgan three-wheeler*
- *Extensively restored and improved*
- *New bodywork*



H F S Morgan's first three-wheeler of 1910 coincided with an upsurge of interest in cyclecars. Of simple construction with front-mounted motorcycle engine and two-speed chain transmission, the Morgan was light, fast and economical to run. V-twin engines from a wide variety of manufacturers were employed, though those from J A Prestwich predominated. Competition from small sportscars forced the adoption of a three-speeds-and-reverse gearbox in 1931, the last two-speed model leaving the factory the following year. A more refined version - the F4, with 8hp Ford Model Y four-cylinder power unit - appeared soon after, later forming the basis of the first four-wheeled Morgan.

From the mid 1930s onwards, Morgan three-wheelers, like George Brough's superlative motorcycles, were fitted with Matchless v-twin engines in preference to those from JAP, and for the three-wheeler enthusiast for whom high performance remained top priority, the Matchless-powered Super Sports was the model of choice. Sadly, taxation changes and the arrival of the four-wheeled 4/4 in 1936 meant that the three-wheeled Morgan's days were numbered, annual sales dwindling to a mere handful by 1939.

When production resumed after WW2, Ford-powered models were the only ones on offer. Today the late Super Sports model, with its distinctive 'barrel back' coachwork and spare wheel recessed in the tail, is among the most sought after of all Morgan three-wheelers.

This Super Sports has the overhead-valve, water-cooled, Matchless MX4 engine and thus for many enthusiasts of the marque represents the Morgan three-wheeler in its ultimate incarnation. 'EWJ 617' was extensively restored in 2005 when works carried out included a professional engine overhaul; renewal of the timber body frame and metal panels to original specification; a professional re-spray; conversion to 12-volt alternator electrics with modern fused wiring; brakes converted to hydraulic operation; and re-upholstering the seats in leather. In short: virtually every part of the car was overhauled, renewed or improved. A full list of works carried out and specialists involved is available, and the Morgan also comes with sundry restoration invoices, an old-style continuation logbook (1956) and a V5C registration document.

£30,000 - 35,000

€42,000 - 49,000

MOTOR CARS

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THE GORDON WILLEY COLLECTION - PART II

Bonhams is delighted to have been chosen to offer for sale selected fine motor cars from the collection belonging to Lancashire-based enthusiast and connoisseur, Gordon Willey. The collection was painstakingly assembled over a number of years, reflecting Gordon's passion for cars of quality ranging from 1920s 'W O' Bentleys to post-war Aston Martins, though it is apparent that his favourite was the 1930s Derby Bentley in its many and varied forms. All of Gordon's cars were selected as exceptional examples of the model. After many years of taking pleasure from his diverse collection, he now feels that the time has come to afford his fellow enthusiasts the opportunity to own and enjoy these wonderful motor cars. Prospective purchasers should be aware that Gordon's cars have been in long-term storage and all will need re-commissioning, to a greater or lesser extent, before future use.



859

GPK 222

CTF 148

301

**1939 BENTLEY 4¼-LITRE 'RAZOR EDGE'
BROUGHAM SALOON
COACHWORK BY FREESTONE & WEBB**

Registration no. CTF 148

Chassis no. B66LS

Engine no. N2BZ

- *Extensive mechanical restoration by Ristes in the late 1970s*
- *Acquired by Gordon Willey in 1996*
- *Little used over the last 12 years*





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 Derby Bentley was, of course, an exclusively coachbuilt automobile. Of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles. That offered here though, boasts handsome, 'razor edge' brougham coachwork by Freestone & Webb of North London, one of the finest of all British coachbuilders and a firm associated with quality marques from its earliest days, particularly Rolls-Royce, Bentley and Mercedes-Benz. Copy chassis cards on file show that chassis number 'B66LS' was delivered to Freestone & Webb on 1st December 1937 and issued with a guarantee on 18th February 1938. It should be noted that the chassis card records the original engine as 'U8BS'.

The Bentley's first owner was Herman Rawlinson, Esq of Rawtenstall, Lancashire and its original registration was 'CTF 148', which it retains. The accompanying old-style continuation logbook (issued 1953) lists Douglas Hall as owner from May 1952 followed by the dealership Charles Clark & Son (Stafford) Ltd and then from October 1957 by George William Crump, who registered his ownership with Bentley Motors in July 1960. Its next owner was Clement Oscar Day of Norwell Woodhouse, Nottinghamshire (change of ownership undated).

There are invoices on file, issued by marque specialists Ristes Motor Company Ltd between 1978 and 1980, which indicate that extensive mechanical refurbishment was carried out while the car was in Mr Day's possession. Gordon Willey acquired 'B66LS' in April 1996, though it is not known from whom it was purchased. There is little in the history file of subsequent date apart from a V5C registration document and three MoT certificates, issued in 1978, 1993 and 2003 respectively, the last two showing fewer than 1,000 miles covered in the intervening period. Only a handful of miles has been covered since 2003 and in more recent years the Bentley has been in storage with Messrs P&A Wood. Careful re-commissioning will be required before it returns to the road.

£35,000 - 40,000
£49,000 - 56,000

302

**1935 BENTLEY 3½-LITRE SPORTS SALOON
COACHWORK BY MANN EGERTON & CO LTD**

Registration no. VSU 254

Chassis no. B35DK

Engine no. T4BK

- *Unusually practical coachwork*
- *Owned by Gordon Willey since 1991*
- *Maintained with no expense spared*
- *Last MoT'd in 2003*





Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six. Add to this already remarkable package a part-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling.

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

Delivered new in June 1935 to Captain Stephen Hugh van Neck, CVO, MC, chassis number 'B35DK' carries four-door, sports saloon coachwork by Mann Egerton, a company that had Rolls-Royce and Bentley dealerships in London and Norwich. Mann Egerton bodies were always of the very highest quality and certainly a match for the best London coachbuilders. This one, which may well be unique, is a very stylish design but also more practical than most Derby Bentleys, with an airy interior and much bigger boot than usual.

Captain van Neck kept the Bentley until November 1937. Copy chassis cards on file list four subsequent owners, the last of whom, J N Dobbin Esq of Maidenhead, Berkshire, acquired the car in February 1954. Previously registered 'JLL 953', the Bentley was reregistered 'VSU 254' in 1991. In Gordon Willey's possession since 20th November 1991, the car comes with numerous invoices from recognised specialists including Fiennes Engineering, Lorenzini Autosports and Dennis Pilling & Son, testifying to his customary 'no expense spared' approach to care and maintenance. Most of this work was carried out in the mid/late 1990s, while in more recent years the car has been in storage at the premises of P&A Wood. It is not known when it was last used, though the last of the five MoT certificates on file expired in April 2003, and thus careful re-commissioning will be required before it returns to the road. Offered with a V5C document.

£25,000 - 32,000
€35,000 - 45,000

303

**1958 BENTLEY S-SERIES CONTINENTAL
FLYING SPUR SALOON
COACHWORK BY H J MULLINER**

Registration no. UXU 395

Chassis no. BC45DJ

Engine no. BC44D

- *One of only 14 four-light S-Series Flying Spurs*
- *First owned by Air Commodore Sir Egbert Cadbury, DSC, DFC*
- *Owned by Gordon Willey since 1991*
- *Extensively restored by P&A Wood*





Eulogising about Bentley's new 'S'-series cars, introduced in April 1955, *The Autocar* wrote, 'the latest Bentley model offers a degree of safety, comfort and performance that is beyond the experience and perhaps even the imagination of the majority of the world's motorists.' Later, in October that same year, the Bentley Continental became available on the 'S' chassis, the model having been synonymous with effortless high speed cruising in the grand manner since its introduction in R-Type form in 1952.

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

To the Continental's existing qualities of pace and elegance, the Flying Spur added four-door practicality, a more spacious interior and a generously proportioned boot. Embodying all the splendour of the great pre-war *Grandes Routières*, the Continental Flying Spur cost £7,994 in 1957 – some 44% more than the S-Series 'standard steel' saloon or more than three times the value of the average UK house. Ownership of what was one of the most expensive and exclusive automobiles of its day was necessarily confined to a handful of wealthy connoisseurs.

Chassis number 'BC45DJ' was delivered new to one such: Air Commodore Sir Egbert Cadbury, DSC, DFC, managing director of the eponymous chocolate manufacturing dynasty. It is one of only 14 Flying Spurs built to four-light style (Design Number '7443/B), the vast majority of those produced (55 cars) being completed in the six-light style ('7443'), while two other six-lights featured smaller rear quarter lights. Copy chassis cards on file list two subsequent owners: Stanley Thomas of Plymouth from 16th May 1960 followed by Mrs P D Crowther of Marsden, Huddersfield from 24th April 1961. A few days later the factory swapped the original manual gearbox for an automatic.

Correspondence on file from marque specialists P&A Wood reveals that they had looked after this Flying Spur for some 12 years before selling it to Gordon Willey in August 1991, at which time it had covered 89,000 miles. Accompanying invoices show that P&A Wood and other specialists continued to maintain the Bentley for Gordon before a more extensive renovation was embarked upon. Carried out by P&A Wood between March 2012 and August 2015, these wide-ranging works included bodywork repairs and a bare-metal repaint. Some measure of the refurbishment's extent may be gained from the fact that the related invoices total in excess of £100,000. This magnificent Bentley Continental Flying Spur also comes with a V5C registration document and two expired MoT certificates showing that it has covered only a tiny handful of miles since July 2004 (the current odometer reading is 96,305 miles). Careful re-commissioning will be required before it returns to the road.

£90,000 - 100,000
£130,000 - 140,000

304

**1939 BENTLEY 4¼-LITRE DROPHEAD COUPÉ
COACHWORK BY H J MULLINER**

Registration no. FLH 777

Chassis no. B95LE

Engine no. D3BK

- *One of the final generation of 'Derby' Bentleys*
- *Rare 'concealed hood' coachwork*
- *Featured in many books on the marque*
- *Extensively renovated by P&A Wood*





'There are very few faster motor cars than the Bentley. There are no sports type cars as docile, noiseless and fuss-less.' - Rolls-Royce, from the 4 1/4-Litre model's introductory brochure of 1936.

The Bentley 4 1/4-Litre offered here, chassis number 'B95LE', carries 'concealed hood' drophead coupé coachwork by H J Mulliner (design '5969'), to whom it was delivered on 9th May 1938. Finally tested at Mulliner's on 15th July 1938, the Bentley was not sold until January 1939, its purchaser being N A Bronsten Esq of Prudential House, Cannon Street, London EC4. The copy chassis card records the customer as 'stock', perhaps indicating that the car had been retained by Bentley Motors for demonstration purposes. Bronsten had ordered the Bentley from Jack Barclay Ltd and immediately had it repainted from the original deep maroon to black, stipulating that it should be done 'by first class workmen, at a cost to me not exceeding £15'. The chassis cards list a further four owners, the last of whom, L Skrine Esq, registered the car with Bentley Motors on 18th January 1951.

A very well known Derby Bentley, 'B95LE' is featured in Johnnie Green's '*Bentley: 50 Years of the Marque*', being the only car in the entire book that has three photographs devoted to it. It also appears in Bernard L King's '*The Derby Built Bentleys*' and in John Adams and Ray Roberts '*A Pride of Bentleys*', in which it is shown winning an award at the 1939 RAC Brighton Rally for the original owner.

In 1979, 'B95LE' was purchased from P&A Wood by Bentley collector and aficionado, James Fack, the previous owner having been a Mr Elvins of Worcestershire. At that time Mr Fack's father was the Netherlands Ambassador to the Court of St James and in 1981 he and his wife were invited, in their official capacity, to attend the wedding of the Prince of Wales and Lady Diana Spencer. Wearing a period chauffeur's uniform, James drove his parents in the cavalcade of cars proceeding to St Paul's Cathedral, the Bentley and its occupants receiving a tumultuous reception from the appreciative crowd lining the ceremonial route. James sold the Bentley to Nick Whitaker in 1982 and says that driving it to the Royal Wedding was undoubtedly the highpoint of his ownership.

Gordon Willey purchased 'B95LE' from marque specialists Alpine Eagle of Clanfield, Oxfordshire, who undertook extensive remedial works to the suspension and other areas as part of the sales agreement (invoices on file). The only other surviving maintenance record from this period is Dyer's Motor Engineers' invoice dated October 1993 for the fitting of a re-conditioned cylinder head. Dyer's invoice records the mileage at that time as 41,411 while the solitary MoT certificate on file (issued July 2001), shows that it had increased by only 110 miles in the intervening eight years. Only a further eight miles had been added to the total when P&A Wood commenced an extensive programme of renovation in December 2012, which was completed in August 2015 at a cost in excess of £23,000. Epitomising the understated quality of the British high-performance car of the 1930s, this well documented example of Bentley's peerless 'Silent Sports Car' is offered with aforementioned history and a current V5C registration document.

£140,000 - 170,000
€200,000 - 240,000

305

The ex-Alan Good

**1938 LAGONDA V12 DROPHEAD COUPÉ
COACHWORK BY JAMES YOUNG**

Registration no. EAR 659

Chassis no. 14036

Engine no. 14026

- One of approximately 185 built
- Unique James Young coachwork
- Known ownership history
- Extensively restored





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

A quite remarkable piece of automotive engineering, the W O Bentley-designed Lagonda V12 was one of the outstanding British models of its day and one of the exclusive handful of 1930s road cars that could exceed 100mph in standard tune. Not only that, but the magnificent, 4.5-litre, V12 engine produced sufficient torque to endow the car with a walking-pace-to-maximum capability in top gear. For Lagonda, the year 1935 had brought with it bankruptcy and rescue, its benefactor being a young solicitor named Alan Good. Good reorganised the company and recruited W O Bentley, by then disillusioned with life at Rolls-Royce, which had acquired Bentley in 1931. Bentley succeeded in refining the muscular, Meadows-engined Lagondas while working on a vastly more-advanced design that many consider the great man's finest. Approximately 185 V12s of all types were built before the coming of WW2 prematurely ended production.

The car offered here was well known in its day, as its first owner was none other than Alan Good, Lagonda's chairman at the time. For some unknown reason he took it to James Young in Bromley for bodying, despite Lagonda having its own excellent coachbuilding facilities. The completed car was first registered as 'EAR 659' on 27th July 1938 by Hertfordshire County Council. Good kept the car for three years and then sold it to Alfred Moss (Sir Stirling Moss's father).

Lagonda Club records list two more owners during WW2 and after, and the car was last returned to the factory for servicing in 1948. Pre-war photographs of the James-Young bodied V12 survive and were published in '*Aston Martin & Lagonda*' by Michael Frostick (Dalton Watson, 1977).

In 1950, 'EAR 659' was bought by Henry Ellard, a millionaire recluse with a passion for Lagondas, who partially dismantled the car and then abandoned it in his factory at Wednesfield near Wolverhampton. When Ellard died in 1984 his collection was sold. In a letter on file, the Lagonda Club's Honorary Registrar Arnold Davy states that he saw 'EAR 659' at the Ellard sale when it was in a rather neglected state but clearly recognisable on account of its one-off James Young body. Restoration of this particular car was started by T L Murtagh in Birmingham, who then sold it to Lagonda collector, Macko Laqueur, in Belgium where it stayed from 1987 to 1994. Gordon Willey bought the car from Mr Laqueur in 1994 and entrusted the restoration's completion to various specialists including Gary Bretherton, Clanfield Restorations, Fiennes Engineering and Chris Shenton Engineering (bills on file). Works carried out included a full bodywork restoration and repaint in 1997, while in more recent times the car has been maintained and stored by Jonathan Wood. Additional accompanying documentation consists of an expired MoT certificate (May 1999), a selection of restoration photographs and a V5C registration document.

W O Bentley's Lagonda V12 drophead coupé is one of the most sophisticated, attractive and exclusive cars of the pre-war era and this example, with its tremendous and well-chronicled provenance, is an opportunity not to be missed.

£140,000 - 170,000
€200,000 - 240,000

306

**1936 BENTLEY 4¼-LITRE 'OWEN'
SEDANCA COUPÉ
COACHWORK BY J GURNEY NUTTING**

Registration no. DUC 305

Chassis no. B171HM

Engine no. N9BW

- *Matching chassis, engine and registration numbers*
- *Unique Gurney Nutting coachwork*
- *Known history from new*
- *Extensive documentation*





The Bentley 4 1/4-Litre offered here carries Sedanca Coupé coachwork by the celebrated British company, J Gurney Nutting, 'coachbuilder to the maharajas'. A company associated with quality marques - Bentley in particular - from its earliest days, J Gurney Nutting had been founded in Croydon, Surrey in 1919. A supreme practitioner of the coachbuilding craft, Gurney Nutting had already bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.

Ordered by H R Owen 'for stock', chassis number 'B171HM' was despatched from the factory via LMS goods train on 10th November 1936 and after bodying by Gurney Nutting was delivered on 7th January 1937. The Bentley's first private owner was Charles Edward Olliff-Lee of Orme Square, London W2 and the original UK registration was 'DUC 305', which it retains. Copies of the original and continuation logbooks show that Olliff-Lee kept 'DUC 305' until July 1940, when ownership passed to John Edwin Hardie-Duckworth, and bought it back from Mr Hardie-Duckworth in 1946.

Copy chassis cards on file list three subsequent owners, the last of whom, J Elliott Esq of Hyde Park, London W2, acquired 'B171HM' in July 1953. Bentley Motors' last note, dated 29th June 1956, states that the car had been 'involved in an accident' and 'salvage taken over by insurance co'. Also on file is a copy of a Surrey County Council letter listing other and subsequent owners of 'DUC 305', which concludes with an addendum naming two in the USA: Mr C Wright Hooper of Tulsa, Oklahoma followed by Mrs Victoria Tennant Wright of Dallas, Texas, the latter its owner from 16th March 1967.

C W Hooper had purchased the car from Jack Compton Ltd of London SE27 in May 1965, and appears to have had the braking system overhauled at the factory the following September. While in Mrs Tennant Wright's ownership, the Bentley placed 1st in the Classic Car Club of America's concours held in Dallas in July 1968 (copy Judging Form on file). Mrs Tennant Wright appears to have kept the car until at least 1985, while the next known owner is a Mr R Hatfield of Ecclesfield, Sheffield as evidenced by an invoice from Ristes Motor Co Ltd dated November 1988.

Gordon Willey acquired 'B171HM' in September 1991 from Brian Classic Ltd of High Legh, Cheshire, which had purchased the car from Mr Hatfield. Gordon immediately despatched the Bentley to marque specialists P&A Wood of Great Easton, Essex for extensive refurbishment, the works being listed in their detailed invoice dated 30th April 1992 for £35,711.70, while in May/June 1994 the car was repainted by Classic & Performance Cars of Barthomley, Cheshire. There is a V5C registration document on file together with a solitary MoT certificate, which expired in July 1999, while in more recent years the Bentley has been off the road in storage at P&A Wood. Boasting coachwork by one of the most exceptional coachbuilders, and possessing a well documented history, 'B171HM' remains a rare and significant representative of one of most exclusive and desirable of all post-Vintage British thoroughbreds: the 'Derby Bentley'.

£90,000 - 110,000
£130,000 - 150,000

307

**C.1938 BENTLEY 4¼-LITRE 'HIGH VISION' COUPÉ
COACHWORK BY H J MULLINER**

Registration no. GPK 222
Chassis no. B83LE
Engine no. J5BE

- One of 1,234 4¼-Litre models built
- Acquired by Gordon Willey in 1993
- Last MoT'd in 2006





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 Derby Bentley was, of course, an exclusively coachbuilt automobile; of the 2,442 manufactured, almost 50 percent were bodied by Park Ward in a limited number of styles.

Chassis number 'B83LE' was delivered in June 1938 to Robert Constantine Graseby of Venner Time Switches Ltd, Kingston-on-Thames, Surrey, a Bentley enthusiast who purchased six of the Derby-built cars, more than any other customer. Copy chassis cards on file list only one subsequent owner: Mr C C Matthews of Chobham, Surrey, from 30th December 1947.

'B83LE' is pictured on page 335 of Bernard L King's book *'The Derby Built Bentleys'* (Complete Classics, 2012) coincidentally next to another of the Gordon Willey cars in this sale, 'B95LE'. Both were bodied by H J Mulliner, this car's coachwork being in the two-door, four-light, 'high vision' style. H J Mulliner founded his company in London in 1900 and the fledgling firm soon caught the attention of The Hon C S Rolls, for whom it bodied an early Rolls-Royce Silver Ghost chassis. Decades later, Rolls-Royce would purchase the company, merging it with the already owned Park Ward to create its own in-house coachbuilder. H J Mulliner is best known for the sublime fastback body that it created for the R-Type Bentley Continental but its links with Bentley go back to the 1920s, during which decade it bodied some 240 of the Cricklewood-built cars. This association continued following Rolls-Royce's acquisition of Bentley in 1931, and for the remainder of the decade the company concentrated on bodying these two makes.

Gordon Willey acquired 'GPK 22' in February 1993 and there are two invoices on file for various works carried out by Lorenzini Autosports later that year. More recently the Bentley has been in storage with Messrs P&A Wood, whose invoice dated 12th August 2015 for minor works and storage charges is on file also. It is not known when the car was last used, though the most recent of the two MoT certificates on file expired in May 2006, and thus careful re-commissioning will be required before it returns to the road. Offered with a V5C document.

£60,000 - 80,000
€84,000 - 110,000

308

1988 JAGUAR XJ-S V12 HE LYNX EVENTER

Registration no. E467 UTX

Chassis no. SAJJNAEW3BA148813

Engine no. 8S057671HB

- *Rare and exclusive 'sports estate' conversion*
- *Combines practicality with exceptional performance*
- *Benefiting from extensive recent servicing*
- *Outstanding value for money*



'On the road there was nothing untoward about the Eventer's behaviour, no unwanted wind noise and no diminution of the XJ-S's unquestionable performance. Unlike so many estate car conversions over the years, the Eventer looks as though it has been conceived as a single, unified design, not as an afterthought...' – *Motor Sport*.

Conceived as a luxurious and long-legged Grand Routier, the XJ-S, though by no means a small car, afforded precious little in terms of interior space: two adults and an overnight bag being about the limit if its comfortable capacity. In the absence of a factory 'estate' it was left to the Hastings-based restorer and coachbuilder Lynx to exploit the model's full potential. Lynx had every reason to be confident that such a market existed, given the success of the 'sports estate' concept in the form of the Reliant Scimitar GTE and Lancia Beta HPE. In reconfiguring the XJ-S, Lynx extended the roof, moved the rear seats back, repositioned the fuel tank and added a tailgate, thus providing increased passenger leg room and an impressive claimed 23.75cu ft of load space with the seats up, almost 42cu ft with them folded flat. Lynx's conversion added £6,950+VAT to the £21,000 list price, making Eventer ownership the privilege of a wealthy few. Even today there are few cars that combine near-silent 155mph performance with the luggage capacity of a family estate.

We are advised that this Eventer was purchased from CKL Developments of Battle, East Sussex in December 2014 for £46,000 following extensive improvements to the exterior paintwork, including improving and refitting the tailgate, at a cost in excess of £4,360. Subsequent works carried out by a local Jaguar specialist include fitting new foot brake and handbrake pads; two radius arm bushes; oil, fuel and air (x2) filters; and replaced water pump, coolant hoses and drive belts (x4).

In addition, the air conditioning compressor and dryer have been replaced and re-gassed; spark plugs and HT leads renewed; and the vacuum hose and wiper arms replaced. Parts and labour total some £4,500. Turning to the interior, the leather upholstery was thoroughly serviced, panels being replaced wherever necessary, and then cleaned and re-Connollised at a cost of just under £1,000. All receipts accompany the car together with service history, tax discs, MoT certificates (including current) and a V5C registration document. This Eventer is said to drive well and look good, the passenger compartment in particular.

£25,000 - 30,000
€35,000 - 42,000

309 N

1960 JAGUAR MARK IX SALOON

Registration no. ZV 78540 (Republic of Ireland)

Chassis no. 775853BW

Engine no. NE17118

- *The last of Jaguar's separate-chassis saloons*
- *Originally registered in the UK*
- *Present ownership for circa 20 years*
- *Only 5,000-or-so miles since acquisition*



Work on Jaguar's new advanced saloon had been interrupted by the war, and it was not until 1950 that the design saw the light of day as the Mark VII. A considerable improvement on what had gone before, the cruciform-braced chassis featured torsion-bar independent front suspension and all-round hydraulic brakes. The 3.4-litre six-cylinder XK engine had already demonstrated its prowess in the XK120 sports car and proved capable of propelling the Mark VII's not inconsiderable bulk past 100mph.

Developed and refined through Marks VIIM and VIII, the last word in Jaguar's large, separate-chassis saloons - the Mark IX - appeared in 1958, by which time the 220bhp version of the 3.8-litre XK six was standard equipment together with power-assisted steering and all-disc braking. A choice of manual or automatic transmissions was offered, the latter option, which is fitted to the car offered here, being by far the most popular.

Motor magazine wound its test Mark IX up to 114mph and was equally impressed by the performance of the car's disc brakes. 'Should the driver wish to pass any other road user travelling at 100mph he can do so with a margin of some 15mph and should he wish to get down from 100mph to 30mph he can do so infallibly within 15 car lengths on a dry road.' Production of the Mark IX ceased in 1961.

This late Mark IX saloon was purchased by the current owner circa 20 years ago and has been carefully stored since then apart from occasional wedding use, covering fewer than 5,000 miles while in the vendor's ownership. The car was originally registered in the UK as 'THL 616' and subsequently as 'RFO 433', and is currently registered in the Republic of Ireland. Described by the vendor as 'partially restored' with various work done during his ownership, the Jaguar is finished in two-tone grey with original red leather interior, while noteworthy features include automatic transmission and a sunroof. The car is offered with Irish registration papers, a photocopy of the original UK buff logbook, and a quantity of MoT certificates supporting the recorded mileage of 49,170.

£14,000 - 16,000
€20,000 - 22,000

1999 SEBRING SX ROADSTER

Registration no. VPD 60
 Chassis no. SX2 FW1A1045
 Engine no. 30A034G2

- Traditional 'Big Healey' style combined with vastly superior performance
- Tuned Rover V8 engine
- Five-speed manual gearbox
- Transferable registration



'The SX combines the traditional look of the 60s with the confidence and exhilaration that current technology brings.' - Sebring International.

What would become the Sebring range of 'Big Healey' replica kit-cars started out in 1991 as the Classic Roadsters design, imported from the USA. Since then the company has undergone a succession of ownership changes and is now based in Cheltenham, Gloucestershire. A number of variations on the Healey theme have been offered over the years, arguably the most faithful to the original being the SX two-seater roadster. First introduced in 1991 and still in production, the latter is currently built on a chassis of Sebring's own design, incorporating outrigger side rails and a front crumple zone. Ford Granada Mark 3 mechanicals were used at first but these have since been superseded by BMW 3-Series (E46) components.

The current choice of engines consists of six-cylinder Nissan and Rover V8 units in a range of capacities and power outputs, while a five-speed manual gearbox is the only transmission on offer. The interior can be trimmed in leather or vinyl to customer choice, with a burr walnut dashboard available together with a choice of instruments.

The Sebring SX roadster offered here is powered by a 3,500cc, fuel-injected and tuned Rover V8 Vitesse engine. 'VPD 60' is finished in the classic Austin-Healey colour scheme of light blue metallic over ivory, while the interior is trimmed in Bridge of Weir charcoal leather. Other noteworthy features include a walnut dashboard and door cappings; MotoLita steering wheel; double duck convertible hood in dark blue; stainless steel twin exhaust system; and new chromed wire wheels recently re-shod with new tyres. MoT'd to February 2016, the car comes with a photographic record of its construction; a Sebring International parts manual; and various manuals concerned with tuning the Rover V8 engine.

£20,000 - 25,000

£28,000 - 35,000

311 N

1968 ROLLS-ROYCE SILVER SHADOW COUPÉ COACHWORK BY H J MULLINER, PARK WARD LTD

Registration no. not UK registered

Chassis no. CHR3931

- *Rare coachbuilt two-door model*
- *One of 571 made*
- *Restored circa 2010*



The British 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 UK firms trading pre-war, only 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 Shadows.

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 Silver Shadow Coupé (a two-door saloon in factory parlance) was first registered on 11th April 1968 and is believed to have been delivered new by Lex Mead, whose placque is in the boot. The car is said to have stayed in the UK for many years before moving to France where it remained for a similarly lengthy period and was extensively restored (body, engine, transmission, brakes, interior, etc) in 2010. Unfortunately, there are no invoices on file for the work carried out.

In March 2013 the Rolls-Royce was sold by Pessac Automobiles Prestige to a Mr Guillou in Metz, who sold it in December 2013 to the current owner in Belgium. Finished in the very pleasing colour combination of Burgundy with black vinyl roof and beige leather interior, the car currently displays a total of 62,000 miles on the odometer and comes with cancelled French Carte Grise and an old Contrôle Technique dated March 2013.

£20,000 - 30,000
€28,000 - 42,000

1992 ROVER MINI 'BRITISH OPEN CLASSIC' SALOON

Registration no. K45 PFP

Chassis no. SAXXNYADBBD047191

Engine no. 12A2BG03242206

- Rare 'special edition' Mini
- One of 1,000 UK-market examples
- One lady owner from new
- Only circa 7,200 miles recorded



'The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact "real" car Britain ever produced.' – Chris Rees, *'Complete Classic Mini'*.

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout allowed Issigonis to create a trend-setting masterpiece of automotive packaging. Less than two-and-a-half years after its initial conception the Mini was officially launched at the 1959 Motor Show, having been shown to the motoring press eight days previously. BMC chose to market the car as the 'Austin Se7en' and 'Morris Mini Minor' before 'Mini' became a marque in its own right in 1969. In due course estate and van versions arrived, larger engines became available, more luxurious Riley and Wolseley models joined the line-up and the sporting Mini Cooper was introduced. The early Mk1 had the 848cc A-Series engine, rubber cone suspension and floor-mounted starter button, the latter two features being replaced by Hydrolastic suspension and key starting respectively in 1964.

'Special Edition' Minis first appeared in the mid-1970s and that offered here is an example of one of the two 1992 offerings, the Mini 'British Open Classic', the other being the Mini 'Italian Job'. Finished in British Racing Green metallic, the 'Open Classic' was the first special edition to be based on the new 1.3-litre Mini and the first UK-market model with a folding sunroof, the latter electrically operated. Other noteworthy features included Minilite style alloy wheels, body-coloured door mirrors, chromed front grille and tweed/leather upholstery with 'By Appointment to Her Majesty the Queen' labels stitched to the front seats.

One of only 1,000 earmarked for the UK market, this 'British Open Classic' has had only one (lady) owner from new. 'K45 PFP' has covered only some 7,200 miles since delivery and still has that distinctive 'new car' smell inside. Described as 'a delightful car to look at and drive', this rare and exclusive Mini variant is offered with MoT to June 2016 and a V5C registration document.

£5,500 - 9,500
€7,700 - 13,000
No Reserve

313
NO LOT

1957 HUMBER HAWK MKVIA POLICE CAR

Registration no. BVF 999

Chassis no. A5463345/OD/HSO

Engine no. A5463345/OD/HSO

- Rare police specification Hawk
- Fully equipped
- Current ownership since 2011
- Suitable for film and television work



In 1928 Humber merged with Hillman, another loss-making Coventry car manufacturer, and within a few years both were under the control of the expanding Rootes Group. Production was rationalised and marketing strategy crystallised, with Hillman concentrating on volume production and Humber capitalising on its up-market image to cater for the middle classes. Humber's first all-new product of the post-WW2 era did not arrive until 1948 in the shape of the Hawk III. Although the latter retained a separate chassis it featured independent front suspension, for the first time on a Humber, and pleasing up-to-the-minute styling courtesy of Raymond Loewy, the American stylist responsible for the influential new Studebakers. The old Hawk's 1,944cc four-cylinder sidevalve engine was carried over to the new model.

Responding to criticism that it was under-powered, Rootes introduced an improved Hawk IV, with a 2,267cc engine, in September 1950, which was followed for 1952 by the mildly face-lifted MkV. Not until the MkVI's arrival in 1954 did the Hawk get the overhead-valve engine it had needed all along. Inherited from the Sunbeam-Talbot 90, this 2,267cc unit was coupled to the existing four-speed column-change gearbox, which now could be ordered with Laycock overdrive. Other MkVI improvements included a front anti-roll bar and an enlarged boot. The last of the separate-chassis Hawks was the MkVIA, which featured 'de luxe' paintwork and trim.

Previously registered 'CUU 3', this overdrive-equipped Hawk VIA comes complete with removable front/rear 'Police' plates, working Winkworth bell, police helmets, whistle and handcuffs, and many other items of policing memorabilia together with a 'Great Train Robbery' poster. In the immediately preceding ownership for 26 years, the car was purchased by the current vendor at Bonhams' Goodwood Festival of Speed sale in July 2011 (Lot 403) since when it has been a regular Revival Meeting attendee, never once letting its owner down. Finished in black with brown/tan leather interior, the Humber currently displays a total of circa 50,000 miles on the odometer.

Suitable for film/television work and a welcome addition to any gathering of classic vehicles, the car is offered with two original owner's service books, an original Humber guarantee, workshop manual, handbook, sundry service records, a quantity of expired MoT certificates and tax discs, and copy/current V5/V5C documents. Offered with the most appropriate 'BVF 999' registration number. A spare overdrive gearbox is included in the sale.

£10,000 - 15,000

€14,000 - 21,000

315

1986 FORD CAPRI MKIII 2.8I COUPÉ

Registration no. D974 XAV

Chassis no. WFOCXXGAECGS34626

Engine no. GS34626

- Formerly the property of Ken Costello
- Current ownership since 2012
- Extensively restored
- Tuned engine



Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval' but beneath the skin the car remained typically Ford, sharing engines, gearboxes and many other components with the rest of the range. The first major revision arrived in 1974 in the form of the Capri MkII, which benefited from a more practical hatchback body restyled along cleaner lines and devoid of the original's fussy detailing. The old V4 engines were dropped, the MkII options being 1.3 and 1.6-litre pushrod fours, 1.6 and 2.0-litre overhead-cam fours and the 3.0-litre pushrod V6. Built from 1979 to 1987, the final (MkIII) Capri featured a new quad-headlight front end with chin spoiler, wide rubbing strakes on the flanks and black external 'brightwork'.

This Capri MkIII has the fuel-injected 2.8-litre V6 engine that replaced the old 3.0-litre unit in 1981. The copy of an old V5C document on file records that it formerly belonged to 'Costello Gears Ltd, Kenneth Costello', the latter being Ken Costello, creator of the first V8-engined MGB among many other achievements.

'D974 XAV' had been dry stored for the preceding seven years when it was offered for sale at Bonhams' Oxford Sale in June 2012 (Lot 201) where it was purchased by the current vendor. At that time a total of 204 miles was displayed on the odometer, which accompanying expired MoT certificates confirmed to be an actual 100,204 miles. We are advised that since its acquisition in 2012 the Capri has been stripped down, the body restored and all mechanical items checked. In particular, the engine has been rebuilt, balanced and tuned to produce 20% more power, while the gearbox, rear axle, braking servo, alternator and starter motor have been overhauled. In addition, all the suspension bushes and ball joints have been replaced, the interior leather re-upholstered, new tyres fitted and the radio renewed.

The restoration was completed in 2014 and there are some, though not all, bills available. Described by the vendor as 'a fabulous car to look at and drive', this highly collectible modern Ford is offered with current MoT and a V5C document.

£10,000 - 12,000
£14,000 - 17,000

316

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 40,700 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 ever since, it 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 very original but generally good condition, it has covered a mere 40,700 miles from new and has seen relatively little use in recent years.

Described by the vendor as in very original but generally good condition, it has covered a mere 40,700 miles from new. Having seen relatively little use in recent years, it will require a major service and attention to the cam-covers. Sold strictly as viewed.

£30,000 - 35,000
€42,000 - 49,000

317

1985 BMW M635CSI COUPÉ

Registration no. TFZ 2588
Chassis no. WBAEE320500760069
Engine no. 4074361

- BMW's first 'Motorsport' model
- Rare right-hand drive example
- Recently re-commissioned and serviced
- 58,974 miles recorded



'A highly significant car in BMW's history, the 635Csi was the first to carry the famous "Motorsport" badge that has become synonymous with superlative performance and engineering.' – *Supercar World*.

Stylish, fast and well engineered, the 635Csi enjoyed a production run lasting into the 1990s, being periodically up-dated in line with its sister models. BMW's 600-Series coupe debuted in 1976 and was mechanically similar to the 700-Series saloons, although introduced before them. Karmann styled like the preceding 3.0CS/CSI, the newcomer was similarly well-specified, featuring all-independent suspension, four-wheel disc brakes and power-assisted steering as standard. Brainchild of BMW's Motorsport department, the M635Csi version arrived in 1984.

Its engine was a development of the M1 supercar's 3.5-litre, 24-valve, six-cylinder unit producing 286bhp, the increased power necessitating chassis improvements which included altered weight distribution, revised suspension, bigger brakes and a limited-slip differential. There was also a close-ratio five-speed gearbox (or four-speed multi-mode auto) and a more luxurious interior, while outwardly this ultimate 6-Series model was readily distinguishable by virtue of its 'M Technic' body kit.

Performance was emphatically in the supercar league, the M635Csi being capable of reaching 100km/h (62mph) in around 6 seconds on its way to a top speed in excess of 250km/h (155mph).

One of 5,855 examples built, some 500 being produced in 1985, this superb M635Csi was re-commissioned in 2000 by BMW Bavarian, Belfast after five years in storage and then consigned to a private collection. The car was re-commissioned and fully serviced again in 2014, receiving all new fluids and filters, and a new water pump. In addition, it was fitted with new BMW polished split-rim alloy wheels shod with new tyres (original wheels with car).

This car has the standard Getrag five-speed manual gearbox while factory fitted options include a tinted glass sunroof, electric windows and a trip computer. A total of 58,974 miles is recorded on the odometer and we are advised that this M635Csi drives as one would expect from such a little used example. Finished in white with oxblood leather interior, this exceptional M635Csi is offered with MoT to May 2016 and a V5 registration document.

£20,000 - 25,000
€28,000 - 35,000

318

1993 MERCEDES 320CE CONVERTIBLE

Registration no. L435 TDM

Chassis no. WDB1240662B991130

Engine no. 10499222023021

- *Sort after model*
- *Limited production run*
- *Recent work carried out*



Produced between 1992 and 1994, the 320CE was built in limited numbers in the traditional manner of classic Mercedes-Benz coupés and convertibles, being the very best specified and most luxuriously equipped model in the range. Outwardly similar to its smaller-engined siblings, the 320CE was powered by the 3,199cc, Type M104, 24-valve, twin-overhead-camshaft six producing 220bhp, an output good enough for a top speed in excess of 145mph in the case of the manual transmission version, with the automatic not far behind.

Variable inlet valve timing made for increased torque and a flatter power curve, enhancing flexibility. A driver's-side airbag and anti-lock brakes were standard equipment on the 320CE and most cars were delivered with the four-speed automatic transmission like the example offered here.

This particular 320CE convertible was purchased this spring from a friend for £12,000 as a summer project. In actual fact there was very little work required, servicing the air conditioning (cost £488), a full valeting and cleaning the leather upholstery being the limit of what was considered necessary.

Said to drive very well and look good, this desirable modern Mercedes-Benz soft-top is offered with current Mot certificate and a V5C registration document. A total of circa 85,000 miles is currently displayed on the odometer.

£8,000 - 10,000

€11,000 - 14,000

No Reserve



319

Circa 15,000 miles from new

1992 TVR GRIFFITH ROADSTER

Registration no. K984 WPA

Chassis no. SDLDGN3P4PK011005

Engine no. 47A43P871

With the introduction of the Griffith in 1991, TVR resurrected one of the great model names from its past. Considerably more refined than its predecessor yet even faster, the new Griffith was a sleek open roadster powered by the Rover V8 engine in various capacities, the example offered here having the 4.3-litre 280bhp variant. The multi-tubular backbone chassis was a short-wheelbase development of the Tuscan race-car's and thus the Griffith came with wide-base, unequal-length wishbone suspension all round. The top speed of the 4.3-litre version was around 160mph and it cost a relatively affordable £28,295, so it was hardly surprising that TVR was swamped by orders when the Griffith was announced. The fact that it accelerated faster than a Ferrari Testarossa or Porsche 911 Turbo, models costing many times as much, did nothing to hinder sales, which were further boosted by the build quality: the Griffith was easily the best-built car TVR had ever produced. This TVR Griffith roadster was purchased new by the current vendor. On taking delivery, the owner found the racing-specification front suspension uncomfortably stiff and returned the car to the factory to have a more compliant option fitted. When ordering the car he also specified the 'big valve' engine option. 'K984 WPA' has been used sparingly, covering circa 15,000 miles to date, and has been dry stored when not in use. The car comes with MoT to March 2016 and a V5C registration document, and we are advised that service records confirming the low mileage will be available at time of sale.

£14,000 - 16,000

€20,000 - 22,000



320 N

Circa 63 miles from new

1978 VOLKSWAGEN 'BEETLE' 1200L SALOON

Registration no. not registered

Chassis no. 1182007364

By the time European production of the Beetle ceased in 1977 a staggering 21,000,000-plus Beetles of all types had been made. To mark the occasion, Volkswagen produced 300 'last edition' models, designated 1200L and painted Diamond Silver Metallic with a Marine Blue velour interior. The 1200L offered here, number '167' of the 300, may well be the finest and most original example in existence, having covered only 63 miles from new. A plaque on the dashboard verifies the car as one of this limited edition. Factory fitted options include a heated rear window, padded dashboard and rear parcel shelf. The car was originally purchased on 11th January 1978 by Mr P Ellis of Hailey, Hertfordshire but was never registered. Instead, the Beetle was placed in storage in February of that year with Hailey Motor Co, an authorised Volkswagen and Audi dealer (see letter on file). Intended as an investment, the car was sold by his brother-in-law on Mr Ellis's death to D C Cook Motors Ltd, in whose showroom it remained on display until its acquisition by the Ecclestone Collection. In October 2007 the Beetle was offered for sale from the Ecclestone Collection at a UK auction where it was purchased for the private collection belonging to British entrepreneur, the late James 'Jimi' Heselden, OBE, from which it was subsequently acquired by the current vendor. Given the Volkswagen Beetle's enormous popularity and the hard use so many endured, it is most unusual to find one in such outstandingly original and unmolested condition. One of the last examples produced, this limited edition 1200L represents the swan-song of the much loved Beetle in the UK and thus will be of especial interest to collectors.

£12,000 - 16,000

€17,000 - 22,000



321

1993 ROVER MINI SPRITE SALOON

Registration no. L520 EHO

Chassis no. SAXXNYADBBD077494

Engine no. 12A2BG03279146

By the end of 1980, the original 850cc Mini had gone, leaving the Mini 1000 - available in City and HLE variants - as the sole model available. Introduced at the same time, a heavily revised 'A-plus' version of the venerable A-Series engine, together with an improved gearbox (both from the Metro), made the Mini both quieter and more refined than ever before. In 1982 the luxury 1000 HLE version became the 'Mayfair', featuring tinted glass, cut-pile carpeting, head restraints, passenger door mirror, locking fuel filler, Raschelle velour upholstery (as seen in the Metro Vanden Plas) and radio as standard. In 1992 the City base model was renamed 'Sprite' (a name also used for a limited edition Mini in 1983) and together with the Mayfair gained the Metro's 1,275cc engine. The following year both models' interiors were revamped with bigger, Metro-type front seats and, in the Mayfair's case, a burr walnut dashboard boasting a radio/cassette player and more comprehensive instrumentation including a rev counter. An alarm/immobiliser was standard on the Mayfair. This manual transmission Mini Sprite has had only one private owner and has covered a mere 11,556 miles from new. Finished in red with multi-coloured cloth upholstery, 'L520 EHO' retains its original paintwork and 'smells like new' interior, and comes with all handbooks, service records, invoices and tax discs. The car is offered with a V5C registration document and recently expired MoT certificate (September 2015).

£7,500 - 9,500

€11,000 - 13,000

No Reserve



322

1972 TRIUMPH TR6 ROADSTER

Registration no. NWE 135K

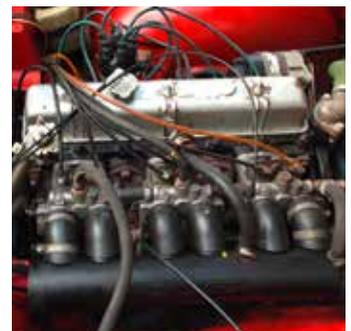
Chassis no. CP757510

Engine no. CP075701HE

The vendor purchased this TR6 in July 1995 so has owned it for just over 20 years. The Triumph has been serviced and maintained by TR specialists in West London and Oxfordshire since acquisition and for the first 10 years was the owner's everyday transport; in the last 10 it has been driven less frequently and is more of a 'weekend' car now. In 1999 the TR was made available for hire by TV/film production companies and used for an episode of ITV's immensely popular 'Midsomer Murders' - 'Dead Man's Eleven' - broadcast in September '99. The 'call sheets' for this production are included in the sale. Major restoration work undertaken in 2002 involving removing all body panels; repairing the chassis, sills, etc; Waxoyl treatment; and a complete re-spray of the body (bills on file). The rear bumpers had previously been replaced with new parts. MoT'd to August 2016, the car also comes with a Triumph Heritage Trust Certificate, V5C document and miscellaneous history (mostly receipts) dating back to 1990. The only notified deviations from factory specification are TR4 door pulls and a fuel injection cut-off switch beneath the driver's seat.

£10,000 - 15,000

€14,000 - 21,000



1957 JAGUAR MARK VIII SALOON

Registration no. TAA 210

Chassis no. 762369BW

- *Jaguar's flagship saloon in its day*
- *One of only 158 known survivors*
- *Extensively restored*
- *Believed genuine circa 64,000 miles from new*



Introduced in 1956, the Mark VIII was the penultimate version of Jaguar's flagship luxury saloon that had debuted as the Mark VII back in 1950. Work on Jaguar's advanced new saloon car had been interrupted by the war and in 1948 elements of the proposed newcomer made their first appearance in other models: the twin-overhead-camshaft engine in the XK120 sports car and the independently-front-suspended chassis design in the interim Mark V saloon. It was not until 1950 that the two were combined in the Mark VII. In 1954 the revised Mark VIIM appeared, followed in 1956 by the Mark VIII. The latter boasted yet more power (210bhp) and torque, making for improved top-gear performance, the maximum speed of this two-ton leviathan increasing to 106mph. When production ceased in 1958, slightly more than 6,000 Mark VIIs had been built. Only 158 survivors are known to the International Mark VIII Register.

A automatic transmission model, 'TAA 210' was purchased by the current vendor in January 2002. Three previous owners are shown, although one of the changes of ownership was within the same family. The accompanying Jaguar Heritage Certificate states that this Mark VIII was delivered new via Russell's Garage of Chatham, Kent to Lt Col Adrian M W Cryar of Grayshott, Hampshire.

Between 2008 and 2015 the car was totally stripped and rebuilt, including a change of engine to a more powerful unit of the same type. In addition, the chassis was stripped and enamelled, and the suspension overhauled with new bushes. Many of the body panels were renewed, while both fuel tanks were refurbished and are operational. The wheels were bead blasted and powder coated, and new brakes and tyres fitted. An entirely new interior was crafted by two elderly specialists; selected hides were purchased and then conditioned, coloured, cut, stitched and fitted to refurbished seat structures, all this work being done, of course, by hand.

The pair also made carpets and headlining to match. New chrome was sourced wherever possible, although some pieces are not available and so the originals were reused. A new wiring harness has been installed and the electrical system changed to negative earth so that modern electrical equipment can be used, and the car has also been fitted with power steering and an electric choke. In total, in excess of £15,000 has been spent on refurbishment since 2008. Associated bills are on file and the car also comes with a V5C registration document and an MoT certificate valid until late to 2016.

£23,000 - 26,000
€32,000 - 36,000

324

1938 STUDEBAKER COMMANDER SEDAN

Registration no. FGP 496

Chassis no. 4114127

Engine no. H48776

- *Original right-hand drive model*
- *Delivered new in the UK*
- *Highly original*
- *Used for film work*



Wagon makers since the middle of the 19th Century, the Studebaker brothers of South Bend, Indiana had been active in commercial vehicle manufacture long before the arrival of the 'horseless carriage'. Having made a fortune out of horse-drawn transportation, the Studebaker Brothers Manufacturing Company built the first of its own automobiles - an 'electric' designed by Thomas Alva Edison - in 1902 and its first gasoline-powered motor car late in 1903. Studebaker enhanced its reputation throughout the 1920s with a succession of rugged six-cylinder models, but company president Albert Erskine wanted an eight in the line-up and the result was the President, which arrived in 1928. A medium-priced six, the Commander became available with the straight-eight engine for 1929 and used this unit exclusively from 1931, the six-cylinder version being dropped. The Commander was dropped from the range in 1935, only to reappear for the 1938 season as an all-new six-cylinder car.

This Studebaker Commander sedan is an original right-hand drive model built for export and registered in the UK on 1st November 1938 as 'FGP 496', which it retains. It is believed to be one of only two survivors from ten vehicles shipped to the UK that year. The car is powered by Studebaker's 226ci (3.7-litre) sidevalve six, which is coupled to a three-speed manual gearbox.

An interesting feature is Studebaker's 'Hill Holder', which retains brake pressure while the car is stationary on steep inclines and is only released when the clutch is re-engaged. Studebakers of this period are renowned for being powerful, reliable, comfortable and above all very driveable. According to the registration document, 'FGP 496' has only had two previous keepers. We are advised that the car has spent most of its life as an indoor display item and more recently has been kept in a secure dry garage. The recorded mileage of 49,500 miles is believed to be genuine, though there is limited supporting paperwork.

The vendor states that the car is original in almost every respect and has recently undergone a thorough mechanical and electrical overhaul. The paintwork and interior are said to be all original, benefiting from expert refurbishment to improve their appearance while retaining their original qualities. Offered with sundry bills and a V5 registration document, 'FGP 496' is now in occasional use for pleasure and as a chauffeur-driven car for promotional events and film work.

£12,000 - 16,000

€17,000 - 22,000

325

1939 LAGONDA 4½ LITRE LG6 SPORTS SALOON

Registration no. GAT 173

Chassis no. 12339

Engine no. LG6/494/S4

- Long-term family ownership
- Fully restored for continental touring
- Sparingly used in recent years
- 1930s thoroughbred



'The much improved 4½... comes up to expectations... It is doubtful whether a fast car has ever been made so steady and yet so comfortable. It is almost uncannily easy to take this car round bends at high speeds and at the same time the insulation offered to passengers is of the highest order.' So wrote *The Autocar* magazine of Lagonda's LG6 in June 1938.

The Meadows engined M45 had been introduced in 1934 and, with the technical expertise of W.O Bentley, became progressively more refined with the introduction of synchromesh gears, central chassis lubrication and flexible engine mounts. The LG6 of 1937, produced alongside the sensational V12 cars, featured a cross-braced chassis with independent front suspension, hydraulic shock absorbers and Lockheed hydraulic front wheel brakes. The Frank Feeley designed factory coachwork was a match for the finest European design houses and even in saloon form the stylish LG6 claimed a top speed of 98 mph.

This elegant LG6 was first registered in Hull on 22nd July 1939, a matter of weeks before the outbreak of World War II and, although its early history is not recorded, it is likely therefore that it saw little use in the early years of its life. In 1958 the car is recorded in the ownership of architect Chas. Stainbury Madeley of Birmingham. Prior to the present long family ownership the car was owned by I.T. Jackson of Welwyn Garden City who had bought the car in the early 1960s from the late Cecil Bendall's renowned motor emporium at Paynes Park, Hitchin.

It appears that Jackson owned the car for 30 years but used it little, as MOT and tax disc records cease shortly after he acquired it and records of expenditure in his name only survive from the early 1990s, when he presumably attempted to re-commission it. It was at this time, approximately 20 years ago, that GAT 173 came into the present family ownership. A major restoration programme was embarked upon, embracing mechanical, electrical and coachwork elements, to prepare the car for fast, comfortable and reliable Continental touring.



Bills relating to that restoration, along with some restoration photographs, are on file and available for inspection. Great care was taken to retain originality wherever possible and thus some of the original upholstery was carefully conserved retaining the character of the car. Discreetly fitted modern flashing indicators and reversing lights are a concession to modern driving conditions. The restored and yet highly original car has subsequently been extensively rallied in Europe in the company of other fast thoroughbreds – performing immaculately on all occasions.

GAT 173 is generously equipped for the fast motor tour with its Lucas headlamps, twin trumpet horns and centre driving light, rear view mirrors and an encased side mounted spare wheel, the matching case on the other side providing storage for tools and other items. The car is equipped with a most practical central lubrication system and has a stainless steel exhaust.

Detail affording passenger comfort includes top and side scuttle ventilators, wind deflectors on all side windows, two courtesy lights and ashtrays to the rear, an opening windscreen and a sliding roof. The factory coachwork is attractively finished in burgundy livery with gold coach lining, having been the subject of a bare metal restoration, with repair to the wooden framework as necessary. GAT 173 is comfortably furnished with tan leather upholstery and matching leather bound carpets.

GAT 173 – a true and elegant thoroughbred which was state of the art in 1939 - has seen little use in the last few years but has been regularly started, cherished and housed in an excellent motor house with other thoroughbreds. It is offered with an old buff logbook from 1958 and current Swansea V5C document, along with old MOT certificates, tax discs, many restoration invoices and some restoration photographs, together with much useful technical information.

£55,000 - 65,000
€77,000 - 91,000

326 * N

**C.1982 FERRARI 512BBI COUPÉ
COACHWORK BY PININFARINA**

Registration no. not UK registered
Chassis no. ZFFJA09B000044753

- *One of 1,007 made*
- *From a Japanese collection*
- *Right-hand drive*





Having reasserted itself at the top of the supercar hierarchy with the first 'Boxer' - the 365GTB/4 BB - Ferrari went one better with its successor, the 512BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. Displacement was increased by enlarging both bore and stroke, while in addition the compression ratio was raised and dry-sump lubrication adopted. The result of all these changes was a useful increase in torque which, coupled with revised gear ratios, made the 512 more tractable.

Changes to Pininfarina's inspired coachwork were, not surprisingly, few. The running gear likewise came in for only minor revision while the already excellent all-round ventilated disc brakes remained unchanged. Inside, the 512 remained virtually the same as before but for the welcome adoption of multi-way adjustable seats in place of the fixed originals. Road & Track magazine had achieved a speed of 175mph (280km/h) in the preceding 365GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph (302km/h) was felt entirely realistic.

In 1981 the model was updated with Bosch fuel injection, becoming the 512BBi. Once again, maximum power remained unchanged but there was more available at lower revs and torque increased still further.

Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512BB was one of the most capable and exciting supercars of its era and is still capable of providing all the thrills that an enthusiastic owner-driver could wish for.

This right-hand drive example is one of only 1,007 512BBi models produced by Ferrari and is offered for sale by a Japanese collector. Finished in red with black interior trim, the latter possibly original and showing very little wear, the car displays a total of 29,835 kilometres (approximately 18,500 miles) on the odometer and has Michelin TRX tyres all round, with good tread. It comes complete with spare wheel, tool roll and jack. There are no documents with this Lot, which is sold strictly as viewed.

With the value of V12 Ferraris from the 1960s and 1970s having increased dramatically, users and investors alike have recognised the potential of the Berlinetta Boxer series, and particularly that of more practical fuel-injected models such as this one. Please note this lot will be subject to the reduced import tax of 5% on the hammer price should it remain in the EU.

£150,000 - 200,000
€210,000 - 280,000

327 N

1958 BENTLEY S1 SALOON

Registration no. ZV 24942 (Rol)

Chassis no. B476FA

Engine no. BF238

- Arguably the most user-friendly of all post-war Bentleys
- First registered in the UK
- Irish registered since 2005
- Gearbox reconditioned in July 2014



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

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

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

This Bentley S1 saloon was supplied new in the UK and first registered as 'WDA 7' (first tax disc on file). In February 2005 the Bentley was exported to the Republic of Ireland and was purchased by the current vendor in 2014, since when it has been kept in dry storage with occasional short excursions. Recent works, for which bills are available, include reconditioning the automatic gearbox; fitting a reconditioned dynamo and new voltage regulator; replacing the windscreen washer unit and window channel seals; and re-chroming the hubcaps. The car has also been fitted with electronic ignition. Accompanying documentation consists of the aforementioned bills and Republic of Ireland registration papers, and the Bentley also comes with a handbook and parts manual.

£22,000 - 26,000

€31,000 - 37,000

328

1968 JAGUAR 340 SPORTS SALOON

Registration no. MCF 134F

Chassis no. 1J50819DN

Engine no. 7J51054-8

- *Rare Jaguar model*
- *Only three owners from new*
- *Fully restored in the 1980s*
- *Many-times concours winner*



Introduced in September 1967, the 2.4-litre 240 and 3.4-litre 340 were the ultimate developments of the immensely successful Jaguar Mark 2, sports saloon, which had set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Intended as new base models, the pair were barely distinguishable from each other, and differed from the final Mk2s by virtue of their Ambler upholstery (leather was now an option), slimmer bumpers and the absence of built-in fog lamps. Only the 240 differed significantly from its 2.4-litre Mark 2 predecessor, gaining a more-powerful version of the classic six-cylinder XK engine. Tested by *Autosport* magazine in 1968, an overdrive-equipped 340 reached 124mph, a figure only bettered marginally by the deleted 3.8-litre Mk2. Although the 240 lasted - briefly - into the XJ6 era, the 340 was axed on the latter's introduction in September 1968 and thus is one of the rarest of the Jaguar Mark 2 family.

This overdrive-equipped Jaguar 340 saloon was purchased by the present (third) owner on 1st June 1983, having been known to him from new. 'MCF 134F' was sold new to one G D Morley of Bury St Edmunds and used as an everyday car, covering over 85,000 miles by 1st October 1979 when it was sold to Mr D W Cracknell of Thurston, Suffolk, a Jaguar engineer who had serviced it from new.

When acquired by the current vendor, the Jaguar was original but tired, and so a full restoration to concours standard was embarked upon with Mr Cracknell's assistance. A detailed list of works carried out is available (inspection recommended). The rebuild commenced in the autumn of 1983 and was completed in the spring of 1988, the car's first concours outing being to Beaulieu in May of that year for the JDC's International Spring Meeting where it received a 1st-in-class award. 'MCF 134F' continued to be shown for the next few years and a list of the many awards won is in the history file.

The car comes with a V5C document, current MoT certificate and a virtually complete service history from new, including the restoration invoices. The only notified deviations from factory specifications are front spot and fog lights plus their switches, a new radio (negative earth) and a fuel pump cut-off switch.

£20,000 - 25,000
€28,000 - 35,000

329

1972 CITRÖEN SM COUPÉ

Registration no. tba
Chassis no. 00SB9711
Engine no. 107.143

Combining Citroën's advanced chassis technology and Maserati's engine know-how, the SM (Série Maserati) featured DS-style hydro-pneumatic self-levelling suspension, power-assisted all-round disc brakes, self-centring steering and steered headlamps. Citroën had bought Maserati in 1968, principally to acquire the latter's engine technology for its new top-of-the-range Gran Turismo coupé, and the Italian firm responded to the brief with remarkable speed by the simple expedient of chopping two cylinders off its Indy four-cam 90-degree V8 to create the required V6.

- *One of the most desirable of all post-war Citroëns*
- *Single family ownership in Greece for the last 40 years*
- *Engine enlarged to 3.0 litres*
- *Citroën Heritage certificate confirming matching numbers*

After some juggling of engine dimensions, a capacity of 2,670cc was settled on for a power output of 170bhp. Citroën was the world leader in passenger car aerodynamics at the time, the SM's class-leading drag coefficient enabling it to reach 140mph, making it the fastest front-wheel-drive car ever at that time. Fuel injection arrived in 1972, an automatic transmission option became available the following year and the engine was enlarged to 2,974cc before the model was prematurely axed in 1975 following Citroën's acquisition by Peugeot. Fondly remembered, these technically advanced and functionally beautiful cars are increasingly sought after today.





This example has the desirable five-speed manual gearbox and comes with a Citroën Heritage certificate detailing its original specification and confirming matching chassis/engine numbers. Sold new in Belgium, the SM has been garaged for the most of its life and since 1975 has enjoyed the warm climate of Greece where it belonged to the same family for 40 years, having been purchased from the first owner by the vendor's uncle.

It is described as rust-free and has recently made the trip from Greece to the UK without any problems whatsoever; in fact, we are advised that the longer the journey progressed the better the engine performed. Since its arrival in the UK, the car has made several shorter trips without incident. All the electrics, including the air conditioning and all cabin lights are working, as are the hydraulic suspension and braking systems.

The car comes with servicing and parts documentation dating back to 1980, including receipts from Maserati, Modena for a full engine rebuild in 2006, which included boring out to 3.0 litres from the original 2.7 (photographs on file). Photographs of much of the major works undertaken throughout its life are supplied on a CD together with manuals relating to servicing and maintenance.

The owner undertook much of the general maintenance himself with the help of a mechanic who specialised in classic Citroëns, and also acquired two complete SMS for spares. For this reason the receipts pertain mainly to components used for the maintenance and rebuild/boring of the engine.

Prior to its arrival in the UK, the car had undergone a full body re-spray in its original colour and had new Michelin tyres and new indicators fitted together with a new air conditioning kit (hoses, compressor, cabin filters, etc). The SM has also undergone a full service: new fuel pump and relay, new ignition cassette and capacitors, new spark plugs, air filters, suspension fluid, engine oils, filters, new brake pads, new battery, new alternator and air conditioning belts, etc. All receipts and documentation relating to this work are supplied. The car also comes with two original keys, the full original tool kit and the original radio, which needs to be installed but is in full working order. A modern radio is currently installed.

Finished in Sable metallic with original cream velour interior, this fine Franco-Italian *Gran Turismo* is offered with the aforementioned Citroën Heritage certificate; a copy of original registration document; the original Greek import document (1975); original brochure and original manual; completed NOVA form; current MoT and a V5C registration document.
£40,000 - 60,000
€56,000 - 85,000

1971 JAGUAR E-TYPE 4.2-LITRE V8 SUPERCHARGED ROADSTER BY BEACHAM

Registration no. LYG 5K

Chassis no. 1S50394

Engine no. 0212041221

- *Comprehensively upgraded and improved*
- *Combining classic elegance with the best of modern technology*
- *Breathtaking performance*
- *Fully documented build*



'What we've done is give an E-Type Jaguar the total functionality of an XKR. The Beacham E-Type is destined for the classic enthusiast who requires reliability along with modern technology and all mod cons, plus a serious fun factor.' - Beacham Ltd.

One of the biggest names in the classic Jaguar world, Beacham first caught the motoring public's imagination back in the late 1980s when the company, based at Hawke's Bay in New Zealand's North Island, began offering its comprehensively restored, re-engineered and updated Jaguar Mark 2 saloons. Since then Dr Greg Beacham's company has expanded its activities to include restoration and upgrades for the Jaguar XK150, Aston Martin DB4, various Rolls-Royce and Bentley models and, of course, the immortal E-Type.

Introduced at the Geneva Motor Show in March 1961, the Jaguar E-Type (XKE in the USA) caused a sensation when it appeared, with instantly classic lines and 150mph top speed. Not since the Jaguar XK120's debut some 13 years previously had a new car made such an impact. While, inevitably, the E-Type's stupendous straight-line performance and gorgeous looks grabbed the headlines, there was nevertheless a lot more to the newcomer beneath the skin. Its design owed much to that of the racing D-Type; indeed, the E-Type would be one of the last great sports cars developed directly from a successful competition ancestor.

Just as in the D-Type, a monocoque tub formed the main body/chassis structure while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. With a claimed 265 horsepower on tap, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Developed from that of the original XK120 sports car and refined in the racing D-Type, the double wishbone, independent front suspension was mounted on the forward sub-frame that supported the engine. The rear suspension broke new ground for a large-capacity sports car, being independent at a time when most of its major rivals relied on the traditional live rear axle. Dunlop disc brakes were fitted to all four wheels; those at the rear being mounted inboard alongside the differential to reduce un-sprung weight. Only in terms of its transmission did the E-Type represent no significant advance over the XK150 whose durable four-speed Moss gearbox it retained.



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 most beautiful cars of all time.

Automotive technology, though, does not stand still and today, more than half a century since the E-Type's launch, there is a growing market for improved versions of this iconic model combining its beautiful classic looks with modern performance, handling and comfort. Beacham's approach is to build the engine, driver train and running gear of the Jaguar XKR sports car into an original E-Type bodyshell, that offered here being from a right-hand drive Series III V12 roadster.

Acquired by the current owner in 2008, the E-Type was despatched to Beacham for transformation and was delivered at the end of 2012, since when it has covered only some 4,500 miles. The history file contains a full photographic record of every stage of the build process. This car has the most powerful of the three XKR engine options, the 4.2-litre 400bhp supercharged V8, which drives via a six-speed automatic gearbox. The exhaust system is stainless steel. Performance is restrained by ventilated discs on all four wheels, with alloy four-pot AP Racing callipers at the front and ABS. Suspension is independent all round, up-rated with Evo adjustable shock absorbers, progressive springs and Nolathane bushes.

Ride height is adjustable and the car rolls on 7" chromed wire wheels shod with 225/60x16 W-rated Pirelli tubeless tyres. There is electric power assistance for the rack-and-pinion steering.

Features of the supremely well equipped interior include leather-upholstered heated seats; XKR centre console; FM/AM radio with integral CD player, GPS SatNav, DVD, iPod connection and Bluetooth 'phone system; air-conditioning with full climate control; driver and passenger airbags; voltmeter, clock and oil pressure gauges; XKR electrically operated steering column with memory and wiper/lighting controls; and the standard electrically adjustable XKR steering wheel with wood inserts. Other noteworthy features include the standard Jaguar security system with coded ignition key and central remote locking; tinted glass; electric windows; bonnet louvres; xenon headlamps; and a vehicle tracker.

A truly modern driving experience combined with unparalleled classic good looks, this expertly upgraded E-type Roadster is offered with the aforementioned photographic record of the build and its associated invoices; current MoT certificate (expires September 2016); an old-style logbook; and a V5C registration document. Being made before 1st January 1975, it is, of course, exempt from UK road tax.

£55,000 - 65,000
€78,000 - 92,000

331

1953 EMW 327 CABRIOLET

Registration no. 120 UYM

Chassis no. 87596

- *Classic BMW design of the pre-war era*
- *One of 505 made*
- *Left-hand drive*
- *Recently restored*





In 1933 came the first true BMW - the six-cylinder 303. The latter adopted a twin-tube frame and abandoned the rear swing axles in favour of a conventional live axle, while up front there was a superior transverse-leaf independent suspension and rack-and-pinion steering.

These features, along with the four-bearing, overhead-valve engine, would provide the basis for the more powerful and sportingly inclined models to follow. Introduced in 1938, the 327 sports-tourer used the shortened, boxed, ladder-type chassis of the 326 saloon, shared by the 320, but with semi-elliptic rear springing in place of torsion bars. The gearbox was a Hurth four-speed manual unit with freewheel between 1st and 2nd gears, enabling clutch-less gear changes at low speeds, while there were hydraulic brakes all round. BMW's pushrod six had by now been enlarged to 1,971cc and developed around 55bhp in the 327, which could also be ordered with the 328 sports car's 80bhp unit at extra cost.

After WW2, BMW's factory at Eisenach ended up behind the Iron Curtain but rather than strip it bare - their usual treatment of valuable German assets - the occupying Russians chose to restart production of pre-war designs. Both cars and motorcycles were made bearing BMW's distinctive blue and white quartered emblem until a successful legal action in 1950 saw the Munich firm successfully reassert its rights to the trademark. As a result, the Eastern Bloc offshoot adopted the name 'EMW' (Eisenacher Motoren Werke) and changed the blue sections of its badge to red.

As its name suggests, the EMW 327 was a continuation of the pre-war BMW 327 coupé and cabriolet, and was virtually identical to its ancestor apart from having front-hinged doors. Production continued until 1956 when the company, now known as VEB Automobilwerk Eisenach, dropped its old BMW-based models and began manufacturing the new Wartburg.

The beautiful EMW 327 Cabriolet offered here was in long term ownership for some 31 years before being acquired for the collection belonging to the Federation Hellenique Des Vehicules D'Epoque automobile museum in Nafplias, Greece. A matching numbers example, the car recently underwent a restoration including a re-spray in two-tone grey/silver and an interior re-trim in blue leather, undertaken by London-based specialists.

In addition, the engine was overhauled by LT Classics, also of London, together with the suspension, steering and brakes, while the original instruments were reconditioned, the electrics rewired, and a new hood and hood bag made. There are restoration bills in the history file totalling over £41,000, and the car also comes with a current MoT certificate and a V5C document. A wonderful opportunity to acquire one of these rare and charismatic German sports cars.

£80,000 - 100,000
€110,000 - 140,000

332

1990 BENTLEY CONTINENTAL CONVERTIBLE COACHWORK BY H J MULLINER, PARK WARD

Registration no. G213 SGO
Chassis no. SCBZD00A1LCX30140
Engine no. 7069914/01

- *Iconic Bentley model*
- *Left-hand drive*
- *Present ownership since May 2012*
- *Well maintained*



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 of the successor S-Type Continental - the final six-cylinder Bentley - only to re-emerge triumphantly in 1984 with the introduction of the T-Series Continental.

The re-launch of Bentley was a key factor in Rolls-Royce's marketing strategy for the 1980s. To rekindle interest in the marque, that glorious name from its past was resurrected - 'Continental' - and applied to the two-door model previously known, like its Rolls-Royce equivalent, as the Corniche. Introduced in March 1971, the Corniche was a revised version of the H J Mulliner, Park Ward-bodied two-door variants of the Rolls-Royce Silver Shadow and Bentley T-Series saloons, themselves notable as the Crewe factory's first unitary construction cars. In Corniche form Rolls-Royce's well-tryed 6.7-litre V8 produced around ten percent more power than standard and proved capable of propelling the car to a top speed in excess of 120mph, with sports car-beating acceleration to match. The model proved a major success for Rolls-Royce, and although its exterior style remained recognisably Silver Shadow, the Corniche/Continental benefited from the regular up-dates and improvements made to the contemporary Silver Spirit range.

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.

Originally built for a customer in Spain, this left-hand drive Bentley Continental Convertible was purchased by the current vendor from Nicholas Mee & Co in May 2012. Its previous owner had kept the car in Dubai. The Bentley had been serviced by Frank Dale & Stepsons prior to purchase, then by Nicholas Mee and subsequently has been cared for by White Rose Automotive in Liss, Hampshire. White Rose have maintained the car on a regular basis, the most recent major works, undertaken this year, concerning the cooling and air conditioning systems. All service invoices are offered with car, which also comes with a tool kit, V5C document and MoT to May 2016. A total of 83,224 kilometres is currently displayed on the odometer.

£50,000 - 70,000
€71,000 - 99,000



333

1933 MG MIDGET J2 ROADSTER COACHWORK BY CARBODIES

Registration no. FW 3919

Chassis no. 2532

Engine no. 29165A

- One of 2,083 produced
- Restored in the early 1980s
- Up-rated with hydraulic brakes
- Recently serviced



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. Manufactured by Carbodies of Coventry, it was narrow, light in weight and adorned with a most attractive boat tail.

Derived from the 'M' type and introduced for the 1933 model year, the two-seater J2 established the classic MG look which would characterise the Abingdon marque's sports cars into the 1950s. With its deeply cutaway doors, fold-flat windscreen and fixed cycle-type mudguards, it revealed its race-bred pedigree in every line and set the British sports car fashion for many years. This new Midget was given the factory designation 'J2' and it was announced simultaneously that a new 'super-sports' J3 model and a racing J4 would quickly follow.

The Midget's 847cc, overhead-camshaft, Wolseley-derived engine was coupled to a four-speed gearbox and housed in a simple chassis frame featuring half-elliptic springing all round and cable-operated 8"-diameter brakes. Thus equipped, the lightweight J2 possessed exemplary handling and steering by the standards of the day and was good for 65mph. Today the model is one of the most sought after of pre-war MG sports cars.

One of only 2,083 J2 Midgets produced, chassis number '2532' was purchased as a restoration project from a friend of the vendors in 1974, at which time it was fitted with a Ford sidevalve engine and a gearbox of unknown make. A complete 'chassis upwards' restoration commenced in 1978, was continued by Belcher Engineering in 1980 and completed by the latter in 1984. The body's ash frame was renewed during restoration and the car now has an MG engine (built up around an M-Type Midget cylinder block) and the correct type of gearbox, while the brakes have been up-rated to hydraulic operation. Used sparingly since the restoration and benefiting from a recent service by Spencer Longland, the car is offered with a substantial quantity of bills, an old-style continuation logbook (1965), lubrication chart, instruction manual, some expired MoT certificates and the current V5C document.

£22,000 - 26,000

€31,000 - 37,000

334 N

1970 FIAT 500L SALOON

Registration no. not UK registered

Chassis no. 2442840

Engine no. 2554401

- *Iconic Italian model*
- *Sold new in Italy*
- *Left-hand drive*
- *Recently restored*



Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph.

Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats and floor covering.

An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and a few years ago was voted 'Sexiest Car' by the readers of *Top Gear* magazine.

This FIAT 500L is currently in the hands of only its second owner. The first owner was a senior police official in Palermo, Italy, an enthusiast for classic cars, who gave the FIAT to his wife. She, however, preferred a more modern Mercedes-Benz and so the little FIAT was kept for many years as part of the owner's private collection, from which it was purchased by the vendor. A highly original example, the car had been well cared for by the first owner's staff and thus was an excellent candidate for restoration, having a solid body. Completed in the summer of 2015, the rebuild consumed numerous new parts of original specification, while the engine had been maintained in good condition and is original, as is the interior. The latter had been removed and another interior fitted when the car was first used on the road; it has since been refitted. We are advised that, in total, more than €7,000 has been spent on the restoration (some bills available).

£8,000 - 12,000
€11,000 - 17,000
No Reserve

335 N

**1964 VOLKSWAGEN TYPE 2 DE LUXE
MICRO BUS BY DEVON**

Registration no. not UK registered
Chassis no. 245 075 155

- *Delivered new to the UK*
- *Right-hand drive*
- *Extensively restored*
- *German registered*



As readily recognisable as the immortal 'Beetle' itself, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities.

The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. The first major revision of this outstandingly successful design occurred in 1967, by which time almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined.



The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'.

This spectacular 21-window 'Splittie' Micro Bus was ordered from the Volkswagen factory as a right-hand drive vehicle with the M 543 option, which meant that it was for delivery without rear seats to facilitate its conversion by the specialist coachbuilder Devon into one of its immensely popular 'Caravette' motor homes. According to the accompanying certificate issued by the Stiftung Auto Museum Volkswagen, which looks after the marque's heritage, it was built on 15th December 1964 and left the factory seven days later to be delivered to Ramsgate in the UK. The specification included paint in Seebrau (L360) with a Blauweiß (L 289) roof, the same colours it wears today. The engine is a 1.5-litre unit with a power output of 42bhp.

This ultra-rare Volkswagen features a host of desirable options such as a two-hob gas cooker; fridge with water tap; heating; two bench seats with a table, which can be converted into a double bed; curtains all round; storage compartments in doors and under the seats; wardrobe in the rear; additional interior lighting; and grey fabric upholstery. The current vendor purchased the car from the previous owner, who had owned it since 1997, and embarked on a comprehensive restoration, using original VW material for the roof lining, upholstery and door cards. The engine has been comprehensively overhauled also. We are advised that the Type 2 is as it left the Devon workshops, while an accompanying Classic Data report rates it as 'Condition 1' with a valuation of €150,000 (approximately £108,000).

A photographic record and 'photo book' comes with the vehicle, together with restoration invoices, the aforementioned Classic Data report, VW Zertifikat and German Zulassungsbescheinigung. This Type 2 has also featured in an edition of the 'Classic Ride' programme broadcast by the German television station Motorvision. An opportunity not to be missed.

£80,000 - 100,000
€110,000 - 140,000

1947 BENTLEY MARK VI SALOON COACHWORK BY VANDEN PLAS

Registration no. JLO 945

Chassis no. B294BH

Engine no. B147B

- Rare coachbuilt Mark VI Bentley
- Original Vanden Plas coachwork
- Known ownership history
- Well maintained



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 genuine 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, if 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. Delivered new in December 1947 to Major W R Norman of Pickwell Manor, Melton Mowbray, chassis number 'B294BH' carries saloon coachwork by Vanden Plas. London-based coachbuilder Vanden Plas had forged its not inconsiderable reputation by a most fortuitous alliance with Bentley, bodying some 700-or-so of the latter's chassis during the 1920s, including the Le Mans team cars. The firm survived Bentley's demise and resurrection under Rolls-Royce ownership, diversifying into other makes and resuming the relationship with its old partner to produce some of the most sublime designs on the 'Derby' and post-war Bentley chassis.

The Bentley's next owner, from 1958, was Beresford Willings of instrument makers Alfred Willings & Co, West Hartlepool followed by Arthur Dudley Johns of Leigh Sinton, Malvern, from 1979. Johns was followed by one Robert Jewery of Hutton, Brentwood, from 1999, and then the current owner, who acquired the car in 2005.



Since acquisition the Bentley has benefited from considerable expenditure on maintenance and servicing. Works carried out include fitting a new radiator, overhauled water pump and new exhaust system (2008); reconditioning the shock absorbers, repainting the body, replating the brightwork, and fitting new carpets and headlining (2009); and refurbishing the carburettors, fitting new spark plugs and points, renewing the tyres, overhauling the rear suspension, and re-upholstering the seats and door cards with Connolly leather (2014).

The most recent works, carried out this year, include overhauling the front suspension and fitting a new fuel gauge sender unit. All bills associated with the aforementioned works are on file and the car also comes with a quantity of expired MoT certificates and a V5C registration document. It should be noted that the odometer has not worked for some considerable time, as all MoTs since 1984 show the same mileage (72,166). The vendor estimates that he has covered a little over 100 miles in the Bentley since 2005.

£40,000 - 50,000

£57,000 - 71,000



337

**1930 ROLLS-ROYCE PHANTOM II
ENCLOSED DRIVE LIMOUSINE
COACHWORK BY R HARRISON & SON**

Registration no. GF 8793

Chassis no. 167XJ

Engine no. FC75

- *Rare Harrison-bodied Phantom II*
- *Illustrated in 'Those Elegant Rolls-Royce'*
- *Previously part of the Terry Cohn Collection*
- *Fitted with an overdrive*



The Rolls-Royce Phantom II had been introduced in 1929 as a successor to the New Phantom (retrospectively 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 Pl'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 Pl. 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, getting off to a flying start when a pre-production model ('26EX') designed by Ivan Evernden and made by Barker & Co (Henry Royce's favourite coachbuilder) won the Grand Prix d'Honneur at the Biarritz Concours d'Elegance in September 1930.

Chassis number '167XJ' was ordered on 23rd October 1929 by Car Mart Ltd of Park Lane, London for their valued customer, U J Phillipson of Richmond, Yorkshire, whose London address was The Marlborough Club in Pall Mall. The short chassis was specified and the enclosed drive, four-light limousine coachwork, with accommodation for six passengers, was entrusted to R Harrison & Son of Stanhope Street, London. '167XJ' features Harrison's 'British Flexible' coachwork produced by its subsidiary, British Flexible Coachworks Ltd, which had been set up in 1927 to build bodies using its patented method of lightweight fabric construction employing felt joints in the wooden frame and screws encased in rubber bushes.



Two spare wheel carriers were specified and a special 28-gallon fuel tank was provided for the longer tour. The car was delivered in April 1930. It seems that '167XJ' remained in the UK until the 1960s, subsequently finding its way to Alabama from where it returned to the UK in 1996.

Acquired by connoisseur collector, the late Terry Cohn, the Phantom was purchased by the previous owner at Bonhams & Brooks' auction at the R-REC's Annual Rally at Towcester Racecourse in June 2001 (Lot 721) when a selection of Terry's Rolls-Royces were offered for sale. After acquisition, the engine underwent a complete rebuild, the electrics were rewired, the dynamo overhauled, the radiator re-cored and the rear springs rebuilt. Additionally, the car has been fitted with a Tim Payne overdrive, full-flow oil filter, stainless steel exhaust system, new P100 headlights and new side mirrors.

This car is illustrated in *'Those Elegant Rolls-Royce'* by Lawrence Dalton (page 285) and is now resplendent in attractive cream over brown livery with beige leather upholstery to the front compartment and brown velour to the rear. Added refinements include a cocktail cabinet with decanters and glasses, and re-veneered walnut woodwork, while other noteworthy features include twin chromed trumpet horns, a rear mounted luggage trunk and whitewall tyres. Extensively rallied to the South of France and Germany as well as within the UK, '167XJ' is said to drive beautifully, cruising effortlessly at 60mph and possessing powerful brakes. The engine is quiet and very long-legged due to the overdrive, and the car runs comfortably in modern traffic. This beautiful Phantom II is offered with an old-style logbook, sundry restoration invoices, current MoT and a V5C registration document. A very well looked after example offered from enthusiast ownership, it will have had a full service prior to sale and be ready to enjoy.

£45,000 - 50,000
€64,000 - 71,000

1934 SS1 2½-LITRE SPORTS SALOON.

Registration no. WAS 238

Chassis no. 248788

- *The first SS model*
- *Extensively restored*
- *Fewer than 100 miles covered since the rebuild*
- *Restoration invoices available*



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

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

Marque status arrived in October 1931 with the launch of the SS1, a close-coupled coupé. Based on that of the Standard Ensign 16hp, the SS1's low, under-slung chassis was designed by Lyons and supplied exclusively to Swallow by John Black's Standard Motor Company, which also provided the 2.1/2.6-litre six-cylinder sidevalve engine and four-speed gearbox. Lyons' design for the body was startling: the SS1's excessively long bonnet, tiny passenger compartment and helmet-type front wings suggesting that it represented the ultimate in high performance. In so doing, the SS1 went some way towards establishing the pattern for future Jaguars, combining sporting good looks with a better-than-average specification and all at a bargain price. Indeed, so successful was Lyons' new venture that production of Swallow-bodied cars ceased altogether in 1933 and SS Cars Limited was formed, initially as a subsidiary of the Swallow sidecar-building business.

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



This SS1 saloon underwent a total 'ground upwards' restoration between 1995 and 2002, paying great attention to detail which was overseen by Tony Robinson of North Stables with on the ground co-ordination of the project carried out by Rob Green of Gloria Coachwork. The 2½-litre Standard engine was completely rebuilt, a new ash body frame constructed by Roger Wing, the sliding sunroof reconstructed, and many body panels renewed, after which the car was repainted in black and re-trimmed in brown Connolly leather with sunburst-effect door panels.

Other noteworthy features include an SS mascot, hexagonal instrumentation, wire wheels and concealed trafficators, all of which are authentic. 'WAS 238' has covered fewer than 100 miles since the restoration's completion and has been stored in an air conditioned environment. Accompanying documentation consists of restoration invoices totalling circa £30,000, a photographic record of the restoration, a 1934 Workshop Manual for the model, current MoT certificate and a V5C registration document.

£50,000 - 70,000
€71,000 - 100,000



339

**1933 MG MAGNA L1 TO
MAGNETTE K3 SPECIFICATION**

Registration no. TAS 513

Chassis no. L0472

Engine no. 783AL

- Marshall supercharger
- ENV pre-selector gearbox
- Triple M Championship 2nd place
- Extensively refurbished in 2015





The K series of Magnette sports cars was announced at the London Motor Show in 1932, the racing K3 being based on the short-wheelbase chassis of the two-seater K2 roadster. The Ks used an overhead-camshaft six-cylinder engine similar to that of the existing Magna series, but downsized to 1,087cc to gain entry into racing's 1,100cc Class G, success in which was considered vital by MG boss Cecil Kimber. For the K series, MG's long-stroke 'six' received a cross-flow cylinder head, and in the K3's case induction was by means of a Power Plus supercharger driven off the crankshaft nose and fed by a single SU carburettor. Power - up to 120bhp could be obtained depending on the state of tune - was transferred to the road wheels via an ENV Wilson pre-selector gearbox.

During the winter of 1932/33, two K3 prototypes were tested - one on the Monte Carlo Rally and the other in Italy in preparation for the forthcoming Mille Miglia. One of the toughest challenges in motor sport, the latter had been dominated by Italian makes and a home victory in the '33 event was considered a foregone conclusion. Un-fancied MG entered a team of three K3s driven by Early Howe/Hugh Hamilton, George Eyston/Count Lurani and Henry Birkin/Bernard Rubin, confounding the pundits with an astonishing 1, 2 finish in their class as well as the team prize.

This magnificent victory vindicated Kimber's decision to build the K3, which remained at the very top of its class in international motor racing for the next few years and today is one of the most sought after of all MGs.

Manufactured on 8th June 1933 and registered with the Triple M Register, this Magnette K3 recreation has been built by Peter Gregory using a Magna L1 chassis and engine to two-seat, pointed tail, K3 specification. Other noteworthy features include an original Marshall supercharger with Elektron casing; an ENV pre-selector gearbox; and a Bellevue Garage-style radiator cover. Between 1995 and 2002 the MG belonged to Peter Green, and after Peter Gregory's ownership belonged to C E Jones (2002 to 2003) and then Rob Stansfield. The car raced with the VSCC between 2003 and 2006, with 26 races recorded and a 2nd place finish in the Triple M Championship.

Considerable refurbishment was undertaken earlier this year (2015) with in excess of £20,000 being spent. Works included fitting a second aero screen; a full supercharger rebuild by Derek Chinn; new cylinder head complete with valves, guides, springs and seats, supplied by Mike Dowley; cylinder head and engine block Drydecked; block re-bored and fitted with forged racing pistons from Baynton Jones; new steel con-rods; Allen steel crankshaft; engine fully balanced by Swaymar Marine; dynamo and starter overhauled; brake hydraulics rebuilt; steering box overhauled; supercharger blow-off valve overhauled; Scintilla magneto overhauled; cam drive bevels changed; and new cam bearings. The engine is lubricated with Castrol R and still has to be run in, it currently has fewer than 15 miles on it. UK registered and perfectly usable on the road, this superb K3 re-creation comes with sundry restoration invoices, FIVA Passport and VSCC 'Buff Form'.

£100,000 - 120,000
£140,000 - 170,000

340

**1901 DE DION BOUTON 4½HP TYPE G
'VIS-À-VIS'**

Registration no. VF 24
Engine no. 6060

- *VCC dated*
- *Long-term ownership*
- *Much recent mechanical work*
- *Seasoned rally campaigner*





Following the success of its tricycles and quadricycles, the De Dion-Bouton company introduced a new generation of four-wheeled vehicles in 1899 with a rear-mounted engine driving the rear wheels via a train of gears. With the new car came the renowned De Dion rear axle, which would find favour with many makes over the years. Originally powered by a 3½hp engine, it was upgraded with a 4½hp in 1900 and this example has the latter power unit.

This De Dion has a long association with East Anglia. It resided in the Suffolk area from its earliest days and is known to have been registered there as 'BJ 1721'. After the war the car was given to long-term owner, the late Hugh Smith of Holt in Norfolk by Ralph Barker of Ralph Barker Engineering of Northumberland Street, Norwich, having suffered from the hostilities and being in need of attention. Hugh was a brilliant self-taught engineer, who set about restoring the car to its original specification and, after years of painstaking work and effort ensuring that every detail was correct, he completed the task at the end of the 1970s. Upon completion, the De Dion was blessed in Holt Parish Church in July 1980 and a photograph of it in the church is included in the paperwork.

Hugh Smith died in 1988 and his De Dion was auctioned together with his many other cars and spares on 22nd March 1989. It found its way into a museum collection in Japan before returning to the UK in 1999 where it was again auctioned, on this occasion by Brooks at its RAF Museum, Hendon sale in April 2000 (Lot 727). The De Dion was purchased by the current owner two years later from the buyer at that sale. It participated in every London to Brighton Veteran Car Run from 2000 to 2011 in addition to those when owned by Hugh Smith in the 1980s, as well as many other rallies both in the UK and Europe, such as the Schnaufferl Wanderfahrt and Teuf Teuf Club 'Rallye des Ancetres'.

Hugh Smith's restoration has aged gently and remains in generally very tidy order today. The car has been rewired and the ignition coil has been rewound. In recent years a considerable amount of attention has been paid to the rear suspension and drive train, with new axle end tubes (stub axles) being fitted, together with new stud bushes and refurbished drive shafts, all this work being carried out by specialists Archer's of Dunmow. It comes with several spares, such as inlet and exhaust valves, a heavy-duty cover, purpose-built small trailer (which can be collected by arrangement with its seller) and is dated by the VCC (Certificate No. 2331).

£60,000 - 70,000
£85,000 - 100,000

341

1942 WILLYS JEEP

Registration no. DPY 638

Chassis no. 153355

Engine no. 2065303

- *The most iconic military vehicle of WW2*
- *Complete with military accessories*
- *UK registered since 1947*
- *Ideal for the Goodwood Revival*



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

The Pentagon though, doubted Bantam's ability to meet the military's post-Pearl Harbour demands so the major contracts went to Willys - the only other firm that had submitted a tender - and the Ford Motor Company, which would be responsible for the Jeep's trademark slotted radiator grille. Willys made various modifications to take advantage of a revised maximum weight requirement, which meant it was able to use its relatively heavy but adequately powerful 'Go Devil' engine. It was in this revised form that the Jeep would enter volume production. Willys-Overland's final production version was the Model MB, Ford's being designated the Model GPW. There were subtle differences between the two versions, Ford's having its components marked with the letter 'F'.

After extensive field testing, the Jeep's off-road capability was first publicly demonstrated early in 1941 when one was driven up the steps of the United States Capitol by Willys's test driver, Irving 'Red' Haussman. 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.

Finished in traditional military olive green livery, this Willys Jeep was first registered for the road on 1st April 1947 after its service career was over. The canvas roof is in good condition and the tyres are all serviceable, and the vehicle comes complete with canvas side screens and the usual accoutrements of shovel, axe, jerry can, etc. Presented in generally good-to-very-good condition, starting readily, 'DPY 683' is offered with its original buff logbook, sundry bills, old (copy) and current V5C documents, and MoT to November 2016. Welcome at any gathering of military vehicles, this well presented and well equipped Willys Jeep would also be ideal period transport for next year's Goodwood Revival meeting.

£19,000 - 23,000
€27,000 - 32,000

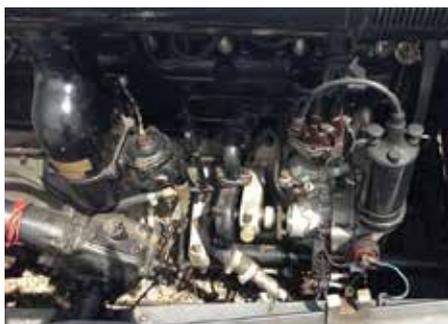
342

**1934 ROLLS-ROYCE 20/25HP
THREE-POSITION DROPHEAD COUPÉ
COACHWORK BY AUTOMOBILE SERVICES**

- *Present ownership since circa 1993*
- *Re-bodied in the mid-1990s*
- *Extensively rallied*
- *Engine rebuilt 5,000 miles ago*

Registration no. DT 6010

Chassis no. GWE 40



The introduction of a smaller Rolls-Royce - the 20hp - in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The 'Twenty' proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Nevertheless, by the late 1920s the trend towards ever-heavier coachwork was beginning to have a detrimental effect on the Twenty's performance.

Introduced in 1929, the successor 20/25hp model addressed this problem, featuring numerous improvements, the most significant of which was an enlarged (from 3,127 to 3,669cc) version of the Twenty's six-cylinder, overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralised chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period.

Off test on 24th September 1934, chassis number 'GWE 40' was originally completed with limousine coachwork by Rippon Brothers of Huddersfield, Yorkshire, Britain's oldest coachbuilder and without question one of its finest. The car's first owner was one A Thompson and it was registered as 'DT 6010', a Doncaster mark.

The current vendor purchased 'DT 6010' from Peter Plunkett of Automobile Services, the marque specialist and coachbuilder in Greenfield, Greater Manchester around 24 years ago. Peter agreed to re-body the car to the owner's choice. A copy of a three-position drophead by Gurney Nutting was chosen, and Peter undertook the work a couple of years later, circa 1994. The interior was upholstered by Stewart Epps of Mulliner Park Ward fame and the engine fully rebuilt, including the installation of a new aluminium cylinder head by Geoff Sutton, the former engine builder from Brunts of Silverdale, who undertook the work after Brunts closed in the late 1990s. 'DT 6010' has been rallied extensively in Ireland as well as on Welsh tours, but otherwise has been used for high days and holidays only. Fewer than 5,000 miles have been covered since the engine rebuild, and the car has only been used for local outings over the last few years. Lacking the fuel gauge, which never returned from the repairers some years ago, the instruments would benefit from cosmetic restoration. The car is offered with a substantial history file and a V5 registration document.

£42,000 - 45,000
€59,000 - 64,000

1962 FACEL VEGA FACEL II COUPÉ PROJECT

Registration no. 491 HYX

Chassis no. HK2 A114

Engine no. 212132

- One of only 182 built
- Rare right-hand drive version
- Importer's press car
- Offered for restoration



'HK2 A114' featuring in a period advertising photograph. (image part of lot)

In its relatively short life, the French firm of Facel produced approximately 2,900 cars, all of which were stylish, luxurious and fast. Hand built, they were necessarily very expensive – the Facel II was priced in Rolls-Royce territory – and bought by the rich and famous seeking something exclusive and distinctive. The roll call of owners includes royalty, politicians, diplomats and entertainers: Tony Curtis, Danny Kaye, Ringo Starr, Joan Fontaine and Ava Gardner being counted among the latter. Confirming that there was high-performance substance behind Facel's unquestionable style, they were owned and driven by great motor racing figures such as Sir Stirling Moss, Maurice Trintignant and Rob Walker.

Launched in 1961, the Facel II was destined to be the last of the V8-engined models, production ceasing in 1964 after an unsuccessful venture into engine manufacture effectively bankrupted the company. Production of the preceding HK500 amounted to only 500-or-so units between 1958 and 1961, and that of the Facel II to a mere 182. Today these rare Franco-American classics are highly sought after.

This Facel II, chassis number 'HK2 A114', had reached H W Motors (HWM) by 26th February 1962 when a first service was carried out, but was not registered (as '958 XPF') until 2nd April. It was the 15th Facel II built and the 4th right-hand drive car, but 'HK2 A112' (RHD also) was written off in an accident at the factory before being sold, so 'A114' was effectively the 14th car and 3rd RHD. HWM's demonstrator, '958 XPF' was registered in the name of Intercontinental Cars Limited and featured in *Autocar's* road test published in its edition of 3rd August 1962 (copy article available) and *Motor's* of 12th September '62, the latter describing the Facel as 'Brute Strength and Elegance'. It is also pictured in Jean Daninos's book on the marque.

The car was originally finished Facel Blue metallic with blue-piped black leather interior. HWM had decided that the standard imitation-wood dashboards were inferior and planned to have all its Facel IIs fitted with real wood ones made to their order, but after a couple had been made (one of which is in 'A114') the supplier declined to make any more.



On test at Silverstone, 1963
(image part of lot)



In November 1962 HWM changed the rear axle ratio to the optional 3.31:1 (from the stock 2.93:1) among various other tweaks they carried out. HWM produced a nice little booklet of photographs of this car, which had covered nearly 30,000 miles in their hands before being sold in October 1963 via a dealer in Forres to J Hepburn-Wright of Westerton House, Pluscarden, Morayshire.

There were several more changes of owner during the 1960s (details on file) and somewhere along the way the odometer appears to have been turned back some 20,000 miles as it read 38,900 on 5th September 1964 but 19,896 on 12th October of that year. Recording the change of registration from 'FSO 1' to the current '491 HYX', the accompanying old-style continuation logbook records the owner at time of issue (11th November 1970) as Wensley Haydon-Baillie. Once one of this country's 50 richest individuals, businessman and entrepreneur Haydon-Baillie enjoyed a rags-to-riches rise to prominence - he is a former owner of Wentworth Woodhouse near Rotherham, one of Europe's largest and most imposing Georgian-era private houses - before going into voluntary liquidation in 1998 with debts of £13 million.

The Facel's flared wheelarches, wide alloy wheels and 7.2-litre Chrysler New Yorker engine are modifications believed to date from his ownership.

Its next owner is believed to have been a Mr Scantlebury, who lived somewhere near Huntingdon, followed by the dealers Greenwell & Grimwood of Ashwood, Devon, from whom it was purchased by the recently deceased owner in December 1976 (purchase receipt on file). Intending to restore the Facel, its owner consigned the car to his garage where it has remained to this day, untouched. Offered for restoration and sold strictly as viewed, 'A114' represents a wonderful opportunity to restore one of these supremely elegant Grandes Routières to its former glory. The car comes with an old-style V5 registration document, a document from Firestone to Haydon Baillie making reference to racing tyres and a host of valuable spare parts including a windscreen, drivers door glass, four wings, headlight glasses, chrome strips, various light lenses and other items.

£60,000 - 70,000
€85,000 - 100,000

344

1983 ROLLS-ROYCE CORNICHE CONVERTIBLE COACHWORK BY H J MULLINER, PARK WARD LTD

Registration no. HBA 586Y
Chassis no. SCAZD42A7DCX07052
Engine no. CZ36255

- *Iconic soft-top Grande Routière*
- *Imported from the USA*
- *Left-hand drive*
- *Recently serviced*



'The name Corniche has been chosen for the latest coachbuilt models because it symbolises their higher cruising speeds and their ability to cover greater distances with the minimum of fatigue for driver and passengers.' - Rolls-Royce.

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 Ltd - were limited to just two, a two-door coupe or similar convertible, the former arriving in March 1966 and the latter in September the following year. These 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.

The Corniche proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

This left-hand drive Corniche was imported from the USA and first registered in the UK on 1st December 2014, since when it has had only one private owner. The car was purchased from Gullwing Motor Cars Inc of Astoria, New York and comes with a generally favourable Inspection Report dated 1st October 2014, compiled by Steve Linden Specialised Vintage Vehicle Services. This report notes that the original induction system has been replaced with computerised fuel injection manufactured by FAST. Since its acquisition by the vendor, the Rolls-Royce has benefited from expenditure of approximately £5,000 on various works including specialist engine servicing, new suspension spheres, new steering rack, sanded and re-polished paintwork, and re-Connollyed interior leather (bills available). In storage since May 2015 'HBA 586Y' has recently benefitted from a service by Nigel Sandell and re-connollying of the leather trim at a combined cost of circa £1300, the car also comes with the aforementioned Inspection Report, current MoT certificate and a V5C registration document.

£35,000 - 40,000
€49,000 - 56,000

345

1954 BENTLEY R-TYPE 4½-LITRE SPORTS SALOON

Registration no. WSJ 389

Chassis no. B51ZX

Engine no. B25Z

- Improved 4½-litre model
- Automatic transmission
- Original interior
- Well maintained



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 latter was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith which, although mechanically similar to the Mark VI, was nevertheless exclusively a coachbuilt car. The new 'standard steel' body - produced by the Pressed Steel Company, of Oxford - was available at first only on the Bentley Mark VI, the equivalent Rolls-Royce - the Silver Dawn - not appearing until 1949. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the Mark VI (and Silver Dawn) measuring 10' exactly.

The Crewe-built range featured a new design of independent front suspension, hydraulic front brakes and a new 4,257cc, six-cylinder, 'F-head' (inlet-over-exhaust) power unit. The latter was enlarged to 4,566cc in 1951 while a much-needed improvement to the standard bodywork arrived mid-way through 1952 in the shape of an enlarged boot together with associated alterations to the rear wings and suspension, subsequent models incorporating these changes being known as the R-Type Bentley and E-Series Silver Dawn.

An elegant and desirable Bentley sports saloon, standard steel chassis number 'B512X' is traditionally finished in black over silver with grey leather interior, and has the optional automatic transmission. Copy chassis cards on file reveal that the Bentley was retailed by J Olding & Co Ltd of London W1 and sold via Dec Autos of Newcastle-on-Tyne to G Stephenson (Builders & Contractors) Ltd of Bishop Auckland, County Durham. Its original colour scheme was Velvet Green/Shell Grey with grey upholstery.

The current registered keeper, an engineer, acquired the car in February 2006 and is reported to have maintained it well, including an engine overhaul in 2010. Although the car has been repainted, it retains its original interior, the latter beautifully patinated. Regularly driven to many R-REC and BDC events, it comes with its original tools, including a complete set in the under-seat tray, and also has a large file containing service history, expired MoT certificates and copies of the aforementioned chassis cards. Although now exempt from testing, the car has an MoT certificate valid until April 2016.

£24,000 - 28,000

€34,000 - 40,000

346

Sold in aid of the National Motor Museum Trust

**1970 ROLLS-ROYCE PHANTOM VI LIMOUSINE
COACHWORK BY H J MULLINER, PARK WARD LTD**

Registration no. BML 77H

Chassis no. PRH4597

Engine no. 4597

- Originally owned by Lady Beaverbrook
- Donated by her to the National Motor Museum Trust
- In museum storage since 1999
- Requires re-commissioning



With development of its dependable six-cylinder engine nearing an end and facing competition from faster rivals in the United States market, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the new 6,230cc all-alloy engine graced the Rolls-Royce Silver Cloud II and Bentley S2 as well as the Rolls-Royce Phantom V. Introduced at the same time, Rolls-Royce's new limousine model, the long-wheelbase Phantom V, effectively replaced both the royalty/heads of state-only Phantom IV and the Silver Wraith.

Built on a much modified and strengthened Silver Cloud II chassis, the new Phantom measured over 6 metres (19' 6") in length and enabled coachbuilders to combine the desirable qualities of spacious interior accommodation with generous boot space and graceful lines. A lower final drive ratio ensured that, while top speed was a little down on that of its stable-mates, though still in excess of 100mph, the new Phantom could all but match them for acceleration.

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

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

The last word in motoring luxury in its day, Phantom VI chassis number 'PRH4597' was supplied new via Mead of Maidenhead Ltd to Lady Beaverbrook, widow of press baron Lord Beaverbrook, whose address is given as 121 Fleet Street, London EC4. Accompanying copies of the factory paperwork reveal that the Phantom was originally finished in Astrakhan with green Bridge of Weir hide interior, and was equipped with fog lamps, safety belts and a Radiomobile radio. The cocktail cabinet was not required. Lady Beaverbrook kept the Rolls-Royce for the next three decades before donating it to the National Motor Museum Trust in 1999. Kept in museum storage for the last 16 years, the car will require re-commissioning before returning to the road and would also benefit from some attention to the paintwork.

£40,000 - 50,000

€57,000 - 71,000



347

1927 HUMBER 9/20HP TOURER

Registration no. UE 4357

Chassis no. 4708

Engine no. 4710

- Premier British make
- Eligible for VSCC events
- Present ownership for 14 years
- Offered with a quantity of spare parts



Founded as a bicycle maker in 1868, Humber later became associated with Harry Lawson's British Motor Syndicate, from which it purchased the rights to various unlikely automobile designs dreamt up by American E J Pennington. Freeing itself from Lawson, the reconstituted company commenced motor car production in 1900 with the unconventional (front-wheel drive, rear-wheel steered) M D Voiturette. A more conventional range of De Dion-powered light cars soon followed, which was notable for its use of shaft drive in an era when chain was the norm for such vehicles.

Four-cylinder 12hp and 20hp models, designed by Louis Coatalen, had been added by 1903, but that year's most significant introduction was the Humberette. The latter was powered by a 5hp single-cylinder engine and featured two-speeds-plus-reverse transmission and, of course, shaft drive. It was the first Humber motor car to be produced in significant numbers and it is a tribute to the design's fundamental soundness that so many survive today.

1923 was a significant year for Humber, marking as it did the adoption across the range of new inlet-over-exhaust engines (replacing the earlier sidevalve units) and the introduction of a new luxury small car, the 985cc 8hp (later called the 8/18hp). Very much a 'big car in miniature' and generously equipped by the standards of the day, the latter developed through the 1,056cc 9/20hp to the improved 9/28hp introduced for 1929, by which time full-pressure lubrication, coil ignition and four-wheel brakes were standard equipment.

This Humber 9/20hp tourer was acquired by the current vendor in 2001. Since acquisition the car has been MoT'd on four occasions (2001, 2002, 2006 and 2011), the certificates recording an increase in the recorded mileage from 62,684 to 65,422, a distance of 2,738 miles in ten years. (It should be noted that the first and last certificates are in error, the actual odometer readings being 52,684 and 55,422 respectively). The current odometer reading is 55,630. We are advised that the car is in running order with exception of the electrical system, which is not charging. Accompanying documentation consists of the aforementioned MoT certificates, an old-style logbook and a V5C registration document. A substantial quantity of spares is included in the sale (inspection recommended).

£10,000 - 12,000

€14,000 - 17,000

348

1913 HUDSON MODEL 37 TORPEDO TOURER

Registration no. DS 8178

Chassis no. 36570

Engine no. 3704

- Premier American make
- Right-hand drive
- VCC dated
- This ownership since 1993



The Hudson Motor Car Company took its name from Joseph L Hudson, who provided the finances that enabled a group of experienced ex-Olds Motor Works employees to embark on a new automobile manufacturing venture. Incorporated in February 1909, Hudson built its first car in July of that year and 12 months later had sold 4,000 units, the industry's best first-year sales record to date. Although it would later become famous for the record-breaking Super Six range, Hudson's first product was the four-cylinder Model 20, introduced as a 1910 model. Not content to rest on its laurels, Hudson introduced an entirely new car for 1911. Introduced in October 1910 and manufactured alongside the original Model 20, this was the Model 33, another inline four. After two years in production the Model 20 was dropped, leaving the Model 33 as the only Hudson on offer for 1912.

In July of that year the Model 33 range was superseded by the longer wheelbase Model 37. The latter was powered by a Continental-built four-cylinder 37hp engine displacing 280.6ci (4.6 litres) and there were five models in the line-up, arguably the most stylish of which was the five-seater torpedo tourer costing \$1,875. Lavishly equipped, the latter came with an electric starter and lights, clock and speedometer, illuminated dashboard, detachable wheel rims, and a 'Rain Vision' windshield.

Found in a complete, original and untouched state, the Hudson had been restored to a high standard by a prominent Veteran Car Club member when it was offered for sale at a UK auction in 1993. Purchased there by the current vendors, it has been extensively rallied all over the UK, Ireland and beyond. This car even travelled from Portree on the Isle of Sky to South Cheshire in one day, a journey in excess of 500 miles. The Hudson has hardly ever seen a trailer, being quicker to drive to its destination than to load up! It features full weather gear while the very robust monobloc engine (overhauled five years ago) has masses of 'grunt'. Works carried out include a repaint and a new radiator core to original specification, both ten years ago. A 'go anywhere car' with lots of VCC history, this Hudson is very well known and is only being sold as the vendors' family has grown up and five seats are no longer required.

Offered with a V5 document and VCC dating certificate, this car represents a rare opportunity to acquire an historic first-of-the-line model belonging to one of the USA's most famous marques.

£35,000 - 45,000

€49,000 - 64,000

349 N

1962 AMPHICAR 770 CABRIOLET

Chassis no. 103911022008

Engine no. GK659HE

- *Rare amphibious car*
- *Previously resident in Canada*
- *Left-hand drive*
- *Freshly MoT'd*



Industrial designer Hans Trippel's experiments with amphibious vehicles began in the 1930s, bearing fruit in wartime in the form of the Volkswagen based Schwimmwagen, more than 14,000 of which saw service with the German Army in WW2. Trippel revived the concept post-war with the Amphicar (originally called the Eurocar), which was the first amphibious vehicle mass-produced for public sale. It was manufactured initially by Deutsche Industrie-Werke at Lübeck and later in Berlin by Deutsche Waggon und Maschinenfabriken.

Necessarily of unitary construction, the cabriolet-style Amphicar was powered by a 1,147cc four-cylinder Triumph Herald engine mounted in the rear and driving the rear wheels. A special transmission drove the two propellers that afforded a maximum cruising speed on water of around 6 knots (7mph), the top speed on land being around 70mph (112km/h) hence the choice of name: '770'. One owner was quoted as saying that he had 'the fastest car on the water and the fastest boat on the road.'

No special steering gear was required for use on water, the car being guided in the normal way using the steering wheel. The design certainly worked, as demonstrated by a well-publicised stunt that saw a pair of Amphicars successfully cross the English Channel from France to England in 1965 on their way to the Frankfurt Motor Show, while that same year another pair of Amphicars successfully navigated the Yukon River in Alaska.

Nevertheless, and despite the attractions of its dual capability, the Amphicar was not a commercial success. In what should have been, and indeed was, its biggest market - the USA - the Amphicar was handicapped by the many difficulties involved in trying to make it comply with emissions and safety regulations. Demand for what was essentially a novelty vehicle never remotely approached the 20,000 units projected annually, a little under 4,000 being constructed before production ceased in 1968. The Amphicar's quirkiness often attracted the attention of filmmakers and it has appeared in several movies, including 'Inspector Clouseau' (1968).

This particular Amphicar spent most of its life in central Canada and has only recently come to the UK. The vendor advises us that it was tried recently on the River Medway and performed well, with no leaks or nasty noises. Supplied with a fresh MoT, the vehicle is offered for sale following a change in the vendor's plans. The only deviation from factory specification notified is the non-original front seats.

£28,000 - 32,000

€40,000 - 45,000

350

From the Arthur Carter Collection

1949 RILEY RMC 2½-LITRE ROADSTER

Registration no. YVL 744

Chassis no. 59SS-5380

Engine no. 5380

- One of the most elegant British cars of its era
- Rare, being one of approximately 100 right-hand drive models
- Restored by Classic Restorations in 2004/2005
- Beautiful condition



'... this car gives the strongest possible impression, always associated with the Riley marque, of efficient design... and honest workmanship and construction. With its high performance, its useful seating capacity and its quite exceptional luggage space, it should have an especial appeal to those... who want a car of character capable of covering big distances fast and tirelessly...' - *The Autocar*.

Despite producing some fine small saloons and sporting cars, and carving out an enviable competition record for itself during the early 1930s, Riley had lost its battle to remain independent by the decade's end and became part of the Nuffield Organisation. Rileys of the immediate post-war years were, nevertheless, recognisably products of the 'old firm'. Most popular of these was the 1½-litre RMA sports saloon, which came with torsion bar independent front suspension, rack-and-pinion steering, Girling hydro-mechanical brakes, four-speed synchromesh gearbox and Riley's classic twin-camshaft, overhead-valve engine in four-cylinder guise.

Further up the range there was the 2½-litre RMB (identical to the 1½-litre model from the windscreen backwards) which used the pre-war Big Four's 90bhp engine in a lengthened RMA chassis. Built at Coventry and introduced in 1946, the RMB was blessed with 100bhp from 1948 (at which time production was shifted to the MG works at Abingdon) and in this form was good for a top speed of around 95mph.

Three-seater RMC roadster and RMD drophead coupé versions were manufactured between 1948 and 1951 before the surviving Riley 2½-Litre saloon model was face-lifted in 1½-Litre RME fashion, becoming the RMF. A total of 507 RMCs and 502 RMDs had been completed by the time production of soft-top RMs ceased.

One of approximately 100 manufactured in right-hand drive configuration, this rare - top of the range - RMC roadster was restored in 2004/2005 by Classic Restorations of Alyth, Perthshire and appears to be in near concours condition. The restoration was carried out while the car belonged to the previous owner, Mr Keir, a resident of the Isle of Skye (just imagine how enjoyable it would be driving the roadster on this beautiful Scottish isle), who had bought it from respected dealer Malcolm Elder & Sons in September 1997.

Running and driving well on a recent road test, the Riley was acquired by Arthur Carter a few years ago to join his collection in Scotland. The RMC is highly recommended and offered with a large file of restoration photographs and invoices, an instruction book, workshop manual, old-style continuation logbook (1962), expired MoT (2005) and a V5C registration document.

£25,000 - 30,000

€35,000 - 42,000

351

**1926 BENTLEY 3-LITRE 'LIGHT TOURER'
COACHWORK BY VANDEN PLAS**

Registration no. MO 8100

Chassis no. HP393

Engine no. HP389

- *One of only 42 Light Tourers made*
- *Matching numbers throughout*
- *Known ownership history from new*
- *Present ownership for the last 22 years*

'A great deal of care has been taken to design a roomy body which will seat four comfortably and five on occasions, and which will give ample protection for passengers in the rear seats' - Bentley Motors' advertising copy for the Open Touring Car on the Light Touring Chassis.

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

Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory.

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change.





The pressed-steel chassis started off with a wheelbase of 9' 9½", then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

In only mildly developed form, this was the model that was to become a legend in motor racing history and which, with its leather-strapped bonnet, classical radiator design and British Racing Green livery, has become the archetypal Vintage sports car.

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) on the existing 9' 9½" wheelbase, short standard chassis. Identified by the Red Label on its radiator, the Speed Model differed by having twin SU 'sloper' carburettors, a higher compression ratio, different camshaft and the close-ratio A-type gearbox, the latter being standard equipment prior to 1927 when the C-type 'box was adopted. These engine changes increased maximum power from the standard 70 to 80bhp and raised top speed to an impressive 90mph. Other enhancements included the larger (11-gallon) fuel tank and (usually) Andre Hartford shock absorbers. Bentley made approximately 1,600 3-Litre models, the majority of which was bodied by Vanden Plas with either open tourer or saloon coachwork.

Dating from February 1926, the Bentley 3-Litre offered here is an example of the Light Tourer on the 9' 9½" wheelbase chassis, only 42 of which were made. The Light Tourer was an 'economy' model with a chassis price of £795 and a complete car price of £995. It carried the standard 4/5 seater open body by Vanden Plas and was available in only three standard colours: Maroon, Dark Blue and Grey, with others available at extra cost. A shorter steering column was fitted to give greater space in the body. Today the Light Tourer is very rare, with only two or three known survivors.

Chassis number 'HP393' was completed with Vanden Plas body number '1219', engine number 'HP389' and an 'A' type gearbox. The engine was a low-compression unit with a single Smith carburettor, while the exterior of the car was finished in grey and black with grey upholstery and black weather equipment.

The car was registered with the number 'MO 8100', a Berkshire mark, and is highly unusual among surviving Bentleys of this period in retaining a full set of matching numbers: chassis, engine, gearbox, body, axles, steering box, registration, etc. The body number is stamped in various places on the car and even on the top of the dashboard, which still has all its original instruments.



The Bentley's first owner was one P J Lynch of Woolhampton, Berkshire, who kept it at least until the end of the Service Record in June 1932. A history of Woolhampton School contains the following reference to the Bentley: 'Colonel Patrick Lynch lived next to the school in Woolhampton Lodge with his housekeeper Miss Weatherston. It is remembered that he owned an immaculately maintained Bentley that glittered, particularly the large lamps and the shiny nuts in the gleaming hubcaps.'

The first time the car was registered with the Bentley Drivers' Club was in 1952 when it was owned by Mr J Sutcliffe of Egham. The next recorded owner was Mr P J Brookes in 1956 followed by Barry Cooper in 1959, and the car is known to have been in the USA with Mr G Morris from October 1971. In 1977 the car was in the ownership of a Mr Quisenberg in Florida. In the 1987 BDC members listing, the car is with Mr D Powers in Florida, USA. The interior was re-trimmed circa 1970 while the Bentley was in the USA.

'MO 8100' was then re-imported into the UK and sold at auction in 1988. A Mr M Eyears from London owned the car for a short while, followed by a Mr Hamperle from 1989 until 1993 when it was sold to the current vendor.

A large history file comes with the car containing bills from 1989 to date amounting to £7,200, mainly from Donald Day, expired MoT certificates and tax discs dating back to 1988, plus black and white photographs dating from Barry Cooper's ownership in the 1950s. We are advised that the engine was rebuilt in 1990, and that the car benefits from partial rewiring and an overhauled dynamo.

'MO 8100' currently has a VSCC Buff Form as a standard car and has won a few awards in navigational rallies but has never been raced or trialed. It is pictured in Clare Hay's book, 'Bentley - The Vintage Years', the photograph dating from 1952. It should be noted that some sources incorrectly state that the car now has engine number '916', whereas it has always had the original unit, 'HP389'. The only notified deviation from factory specification is the provision of flashing indicators in the sidelights.

The vendor describes 'MO 8100' as in generally excellent condition, not concours but very tidy and usable, and currently on the road. With matching and correct chassis, body, engine, gearbox, steering box and front/rear axle numbers, this unmolested 3-Litre ticks every box.

£190,000 - 220,000
€270,000 - 310,000



The following five cars are offered from the collection of the late Barclay Dodd



352

1992 MERCEDES-BENZ 500 SL CONVERTIBLE

Registration no. J737 JKM

Chassis no. tba

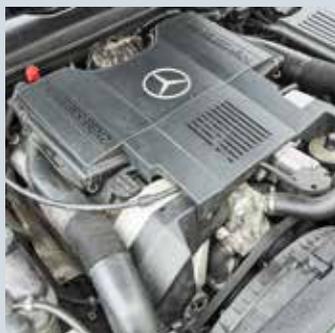
Engine no. tba

In 1989 Mercedes-Benz retired its classic Type 107 bodysheet that had been used for a succession of beautiful sports roadsters for almost the preceding 20 years, replacing it with an equally appealing, sleek new design in the modern idiom. This new Type 129 body style was used for three different engine types: 6.0-litre V12, 5.0-litre V8 and 3.0-litre straight six. As installed in the 500SL, the fuel-injected, 32-valve V8 produced 326bhp and delivered stupendous performance, delivering a 0-100km/h (62mph) time of 6.2 seconds and a top speed of 156mph. As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and were lavishly equipped in the best Mercedes-Benz tradition. This 500 SL Convertible was first registered in January 1992 and sold via Drake & Fletcher Ltd of Maidstone, Kent. The car was purchased by the late owner in 1994 via Lancaster's of Bow, London E3 for £59,000 at 7,880 miles and was serviced regularly by Rivervale of Brighton up to 2006 (stamps in service book). The current odometer reading is now circa 55,000 miles. Finished in blue/black metallic with cream hide interior trim, this modern soft-top Mercedes-Benz requires a little tender loving care and is offered with an original owner's wallet/and all handbooks.

£5,000 - 8,000

€7,100 - 11,000

No Reserve



353

C.1972 FIAT 500 SALOON

Registration no. JAP 131L

Chassis no. tba

Engine no. tba

Replacement for FIAT's much-loved 500 'Topolino', the Nuova 500 debuted in 1957. A radical departure from its predecessor's essentially pre-war design, FIAT's new baby featured unitary construction, an opening fabric roof and all-independent suspension while carrying its engine at the rear. The 479cc power unit was an air-cooled overhead-valve twin and the gearbox a four-speeder. The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switchgear stalks and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph. Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. Unfortunately, nothing is known about the history of this particular FIAT 500, which is offered without documents and sold strictly as viewed.

£2,000 - 4,000

€2,800 - 5,600

No Reserve



354

C.1931/32 DODGE EIGHT ROADSTER COUPÉ

Registration no. PJ 1863

Chassis no. E142RW

Engine no. 15884

In Canadian and overseas markets, Chrysler Corporation pursued a policy of offering a smaller, less expensive 'junior' Dodge, which in actual fact was a re-badged Plymouth. The traditional Dodge 'Fast Four' was one of the first casualties of the Chrysler takeover, disappearing during 1928, and for the next few years the range comprised six-cylinder models only. Despite worsening economic conditions following the Wall Street Crash, Dodge added an upmarket eight-cylinder car to the range in January 1930. Powered by 220.7ci (3.6-litre) sidevalve engine producing 75 horsepower, the 'DC' Eight was the biggest and most expensive car in the Dodge line-up. The Eight was revised for the 1932 season on a longer wheelbase (122", up from 114") and with a 282.1ci (4.6-litre) 90 horsepower engine. This rare, right-hand drive, 2/4-seater Dodge Eight was purchased by its late owner, Barclay Dodd, for £100 just after WW2 via a builder from Edenbridge, Kent. It was Barclay's first car purchase (he was a motorcycle man originally). In 1999 a new cylinder head was fitted by Technilock of Swadlincote, Derbyshire, while the trim and paintwork have been restored by Polyfacto of Hailsham. In regular use until relatively recently, the Dodge comes with its original instruction book, a V5C registration document and sundry bills for general works over recent years undertaken by a local garage and Chariots of Lewes.

£10,000 - 15,000

€14,000 - 21,000



355

1929 CHRYSLER 75 ROADSTER

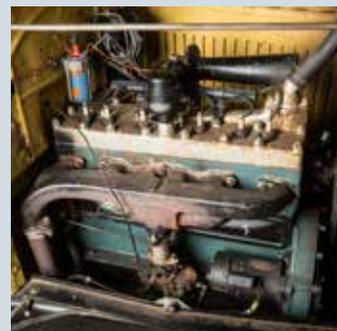
Registration no. AYX 209

Chassis no. R291011

The original Chrysler Model 70 six remained 3.3 litres in capacity until 1926 when it was enlarged to 3.6 litres. A smaller, 3.0-litre Model 60 six was introduced for 1927, while the 70 grew to 4.1 litres for 1928, becoming the Model 72. By this time the range had expanded to encompass not just the smaller six but a four and the fabulous Imperial, the latter larger and more expensive than the original and intended to compete with the likes of Cadillac, Lincoln and Packard. Its cheaper four-cylinder cars having been re-badged as Plymouths, Chrysler fielded an all six-cylinder line-up for 1929, the Series 75 sitting in the middle of the range between the Series 65 and Imperial. The Series 75 was powered by a 248.9ci (4,080cc) sidevalve engine producing 75 horsepower as standard (84 with the optional high-compression cylinder head) and there were no fewer than 11 models to choose from. Lockheed hydraulic brakes and Lovejoy shock absorbers were standard equipment. We are advised that its late owner, Barclay Dodd, bought this Chrysler from his good friend Colin Rogers of Chipping Sodbury in 2001, Colin having acquired the car in 1991. The car was immediately sent to Chariots of Lewes where the front bench seat was replaced with separate seats. Not used since last MoT'd in 2011, this striking soft-top Chrysler comes with a V5C registration document and bills from Chariots and Technilock. Re-commissioning will be required before it returns to the road.

£10,000 - 15,000

€14,000 - 21,000



C.1915 SIMPLEX CRANE MODEL 5 46HP LIMOUSINE COACHWORK BY BREWSTER

Registration no. SV 9227

Chassis no. 2196

Engine no. 2099

- One of America's premier makes
- Formerly part of the Powers Museum Collection
- Restored by Neve Engineering
- Little used during this ownership



Producer of one of the finest and most exclusive luxury cars built in the USA before World War I, the Simplex Automobile Company was founded when wealthy textile importer Herman Broesel purchased the Manhattan-based S & M Simplex company in 1907. The latter had come into being in 1904 when A D Proctor Smith and Carlton R Mabley set up as automobile manufacturers in order to avoid the punitive customs duties levied on the foreign makes they imported. These included some of Europe's finest: FIAT, Panhard, Renault and the Daimler-built Mercedes, whose advanced Simplex range inspired a host of imitators, Messrs Proctor Smith and Mabley included. Designed by Edward Franquist, the four-cylinder S & M Simplex was a very expensive car (\$6,750 in 1904) and although the price dropped to \$5,750 under Broesel's ownership, it remained within the reach of only a privileged few.

Broesel's first Simplex was another Franquist design: a 50hp 'T-head' four featuring four-speed sliding gear transmission and twin chain drive. These 50hp Simplexes were formidable competition cars – an example finished 6th in the first Indianapolis 500 – but more often were seen in luxury car guise boasting extravagant coachwork by the likes of Brewster, Demarest, Healey, Holbrook and Quinby. Following Herman Broesel Senior's death in 1912, his sons sold out to a New York-based consortium. The new management identified the need for a six-cylinder model to maintain Simplex's place in the front rank of luxury car manufacturers and took the short cut of purchasing the Crane Motor Car Company which was already building an exclusive and expensive (\$8,000 for the chassis alone) 'six' at Bayonne, New Jersey.

Simplex also retained the services of Henry M Crane, whose reputation as a car designer was reinforced by his previous work in marine engineering, engines of his design and construction having powered Dixie speedboats which won the coveted Harmsworth International Trophy on four occasions.

The new model that Crane created for Simplex was very similar to the Crane Model 4 that his company had been building but on a longer (144") wheelbase. Of 4.375"x6.25" bore/stroke, the six-cylinder engine displaced 563ci (9.2 litres) and was almost identical to that of the Crane model. Cast in two blocks of three cylinders, with all valves on one side, it was claimed to develop 100-110bhp at 1,800-2,000rpm. The crankshaft ran in three main bearings of 2.75" diameter and the connecting rods were machined all over. The carburettor was a Newcomb design, modified by Crane, and there was magneto ignition. Drive was via a single-plate clutch and three-speed transmission to a 3.0:1 ratio rear axle. These attributes endowed this massive car with outstanding acceleration as well as a high top speed. Officially titled 'Simplex Crane Model 5', the new car became the 'Crane-Simplex' in popular parlance. When introduced, the chassis price was \$5,000, which was raised to \$6,000 a year later and to \$7,000 the year after that.

It is evident from the serial numbers that Crane wanted his previously built cars taken into account when Simplex assigned serial numbers to its new model. Four-cylinder Simplex numbers had reached the 1500 region and allowance was made for the continued production of those cars by starting the numbers of the six-cylinder cars at 2000.



However, since previously built Crane cars had been numbered from 1 to 38, allowance was also made for these, so Simplex Crane Model 5 numbers began at 2039. In 1916, Simplex was acquired by the Wright-Martin Aircraft Corporation and its New Brunswick factory turned over to Hispano-Suiza aero engine production following the USA's entry into WWI.

Automobile production was suspended for the duration of the war but never resumed, although a few cars were constructed from existing parts. By this time fewer than 500 'Crane-Simplexes' had been built. Rights to the Simplex name were acquired in 1920 by former Packard vice-president Emlen S Hare and shortly thereafter by Henry Crane himself, but no further cars were made. It was a sad end to a marque that, in its day, had ranked within the highest echelons of the world's luxury automobiles. The Model 5 offered here previously formed part of the collection belonging to the Powers Museum in Connecticut, USA and was first registered in the UK in June 2002. Restored by Neve Engineering (the fuel pump is a modification), the car has seen very little use since its acquisition by the late Barclay Dodd, and was last taxed in 2014.

The 'Crane-Simplex' truly deserves its reputation as one of the finest American automobiles of the industry's heroic, pioneering age, and this wonderful example should reward a future owner with many enjoyable miles and years of use.

£40,000 - 50,000
€56,000 - 71,000



357

**1933 ROLLS-ROYCE 20/25HP SEDANCA COUPÉ
COACHWORK BY FREESTONE & WEBB**

Registration no. RR 9839

Chassis no. GBA64

Engine no. P7A

- *First owned by Sir Maxwell Joseph*
- *Restored in the 1990s*
- *Maintained with no expense spared*
- *Extensive history file*



The introduction of a smaller Rolls-Royce - the 20hp - in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The 'Twenty' proved eminently suited to town use, yet could cope admirably with Continental touring when called upon. Nevertheless, by the late 1920s the trend towards ever-heavier coachwork was beginning to have a detrimental effect on the Twenty's performance.

Introduced in 1929, the successor 20/25hp model addressed this problem, featuring numerous improvements, the most significant of which was an enlarged (from 3,127 to 3,669cc) version of the Twenty's six-cylinder, overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralised chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period.



The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile. Most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. Off test in October 1933, chassis number 'GBA64' boasts exquisitely proportioned Sedanca Coupé coachwork by Freestone & Webb of North London, one of the finest of all British coachbuilders and a firm associated with quality marques from its earliest days, particularly Rolls-Royce, Bentley and Mercedes-Benz. Tom C Clarke's definitive work, *'The Rolls-Royce 20/25HP'*, records that 'GBA64' was first owned by businessman Maxwell (later Sir Maxwell) Joseph, founder of the Grand Metropolitan Hotels Group, while documentation contained within the accompanying history file reveals that the car has spent time with owners in both Europe and America.

Finished in black with Burgundy-trimmed interior, 'GBA64' was owned during the 1990s by Hans Peter Lang for whom Ristes and other marque specialists carried out considerable restoration work on the already cosmetically restored car's mechanicals.

Details of the work carried out are recorded in the accompanying history file, which also contains copy build sheets, a V5C registration document and assorted correspondence between owners. Noteworthy features of 'GBA64' include a cartridge-type oil filter, flashing indicators and Silver Shadow electric fuel pumps.

The current vendor acquired the Rolls-Royce in 2008 from its purchaser at Bonhams' Olympia Sale in December 2007 (Lot 701). Since then the car has been looked after by marque specialists West Hoathly Garage and has been used sparingly but wanted for nothing over the last seven years, there being related invoices for servicing and other works on file totalling circa £22,000.

£100,000 - 130,000
€140,000 - 180,000

358

**1935 ROLLS-ROYCE PHANTOM II
CONTINENTAL SALOON
COACHWORK BY BARKER & CO**

Registration no. BYU 155

Chassis no. 36UK

Engine no. SW35

- *One of only 11 Phantom II Continentals on the long-wheelbase chassis*
- *Ordered new by Sir George Macpherson-Grant*
- *Recently restored*
- *The acme of between-the-wars style*



The Phantom II Continental was the last Rolls-Royce to be designed under the personal supervision of Henry Royce, before his death in 1933. As its name suggest, this new Rolls-Royce was intended for fast continental touring; indeed, there were few roads in Britain where its outstanding performance - the top speed was around 95mph - could safely be exploited to the full.

The Phantom II on which the Continental was based had been introduced in 1929 as a successor to the New Phantom (retrospectively 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. Introduced in 1930, the Continental version was conceived as 'an enthusiastic owner driver's car' and featured revised rear suspension, higher axle ratio and lowered steering column. 'Powerful, docile, delightfully easy to control and a thoroughbred, it behaves in a manner which is difficult to convey without seeming to over-praise,' declared *The Motor* after testing a PII Continental in March 1934.



Highly favoured by prominent coachbuilders, the Phantom II chassis provided the platform for some of the truly outstanding designs of its day, getting off to a flying start when a pre-production model ('26EX') designed by Ivan Evernden and made by Barker & Co (Henry Royce's favourite coachbuilder) won the Grand Prix d'Honneur at the Biarritz Concours d'Elegance in September 1930.

Produced for a relatively short period, during which time only 281 examples were completed, the Phantom II Continental typically sold for around £2,500 complete with coachwork (more in some cases), a quite staggering amount to ask for a motor car and equivalent to the cost of no fewer than six or seven average-priced houses in the UK at that time! The Continental's - necessarily wealthy - owners included such famous names as the racing drivers Sir Malcolm Campbell and Woolf Barnato, Prince Ali Khan, Princess Alexis Midvani, the Prince of Nepal, Lord Londesborough, the Earl of Warwick, the Earl of Roseberry, Lord Doverdale, Lionel de Rothschild, Anthony de Rothschild, the Maharaja of Bahawalpur, the Maharaja of Jodhpur, N S Gulbenkian and Noel Coward.

Belonging to the final ('UK') batch of Phantom II production, chassis number '36UK' was ordered new by Sir George Macpherson-Grant of Ballindalloch, Elgin, a member of the famous whisky-distilling dynasty, Grant's, and owner of one of Scotland's finest herds of Aberdeen Angus cattle. Bodied as a saloon by Barker & Co, '36UK' is one of only 11 Phantom II Continentals built on the long-wheelbase chassis, a variant even more expensive than the short-wheelbase version, and incorporates typical features such as the 12x41 high-ratio rear axle; five-plate road springs; F-type steering column; a second spare wheel in the nearside front wing; and six Ace wheel discs. As a late Phantom II, it also has the four-speed gearbox with synchromesh on the upper three gears. The car retains matching numbers - registration, chassis, engine - and is featured in Raymond Gentile's book, *'The Rolls-Royce Phantom II Continental'* (page 80).

'36UK' was imported into the UK in 2012 from Indiana, USA and has since been restored to former glory, the restoration costing its owner in excess of £70,000. The associated bills are on file and the car also comes with a current MoT certificate and V5C registration document.

£70,000 - 90,000
€100,000 - 130,000

359

The Holley Enterprises

1978-79 FORMULA 4 RACING SINGLE-SEATER

Chassis no. tba

Engine no. 711M015AA

- From the Arthur Carter Collection
- Successfully raced by Brian Turner
- Originally based on a Hawk
- Current ownership since 1977



Here we offer a very nicely-preserved, rare and interesting single-seat club-racing car which would offer a new owner the promise of very low-cost enjoyable hill-climbing, sprinting or circuit racing – ideal as an introduction to the Historic single-seater racing world.

We understand the car started life as a space-frame designed Hawk that was converted in period to an alloy tub by Arthur Carter and Brian Turner.

Formula 4 was initially created in 1966 as an exceptionally modest racing category for uncomplicated single-seater cars powered by off-the-shelf 250cc motor-cycle engines. After its initial season, the Formula was changed for 1967 to accept small, lightweight single-seater racing chassis powered by either motor-cycle engines of up to 675cc or motor car engines of up to 875cc.

The hyper-active British 750 Motor Club took over the series in 1970, and for 1971 introduced a new Formula 4 Class 'B' for cars with Group 1 or Group 2 engines up to 1000cc with twin carburetors. For 1977 a 1300cc Ford option was introduced, restricted in tune to ensure fair competition with the existing 1000cc Imp engine and ex-F3 MAE engine options.

This particular Formula 4 racing car is powered by a Ford 1300 Crossflow engine with a single side draft weber carburetor modified in period by a respected engine tuner and mated to a hewland gearbox. It has been in its original ownership since completed in 1977-78, when it was campaigned very successfully upon Arthur Carter's behalf by club-racing driver Brian Turner. It achieved numerous first, second and third-place finishes at such British circuits as Silverstone, Cadwell Park and Snetterton.

The car's long-term owner and present vendor is a prominent British motor racing enthusiast and car collector of many decades' standing, and this attractive little single-seater has been well preserved amongst his wider collection. Not run for many years, it is offered here as seen and we recommend specialist inspection, evaluation and preparation before a new owner makes any attempt to run it. Upon superficial inspection it presents, however, particularly well. The car is also offered with numerous trophies for wins and podium finishes.

£8,000 - 12,000
€11,000 - 17,000

360

1991 ALFA ROMEO SZ COUPÉ COACHWORK BY CARROZZERIA ZAGATO

Registration no. H462 CMT

Chassis no. ZAR16200003000058

Engine no. AR61501 00008

- Rare limited edition model
- Left-hand drive
- Present ownership for the last ten years
- Recent cam belt change



Reviving its tradition of building special-bodied Alfa Romeos, including the original SZ (Sprint Zagato) competition coupé of the late 1950s, Carrozzeria Zagato unveiled its outrageous new SZ at the 1989 Geneva Salon. Built at Zagato's factory at Terrazano di Rho, the SZ was a joint project that also involved the styling departments of both Alfa Romeo and its parent company, FIAT, whose Robert Opron was responsible for the initial sketches.

Originally typed 'ES-30' (Experimental Sports 3.0-litre) but known popularly as 'Il Mostro' (The Monster) the aggressive-looking two-seater coupé eschewed the rounded styling and aluminium-alloy coachwork hitherto associated with Zagato's high-performance Alfas in favour of an angular bodyshell crafted in lightweight moulded plastic - alloy roof excepted - and bonded to the floor pan of the existing Alfa 75. Lessons learned from the latter's race programme influenced the SZ's suspension, which endowed the car with superlative handling and roadholding, some drivers recording lateral cornering forces of up to 1.4G. Suspension development was overseen by engineer Giorgio Pianta, formerly team manager of the FIAT and Lancia works rallying teams.

Powering the SZ to its highly respectable 152mph top speed was a 206bhp version of Alfa's superb 3.0-litre four-cam V6, widely recognised as one of the finest power plants of recent times. Demand for the 1,000-or-so units scheduled for series production greatly exceeded supply, and today this rare and highly individual supercar is much sought after. There was also an even rarer open spyder version: the RZ.

The limited edition Alfa Romeo SZ was only manufactured in left-hand drive form and this example was first registered in the UK on 28th June 1993. The car has been in the current vendor's hands since October 2005, having been purchased with light-to-medium frontal damage (see notes on V5C document). It was repaired and re-sprayed by the insurer's certified and approved garage using original parts and another SZ donor car, and since completion has covered only some 4,000 kilometres (approximately 2,500 miles). The current odometer reading is 38,000 kilometres (23,600 miles). Noteworthy features include the rare Brembo brakes upgrade, Pirelli P Zero tyres and a new Wolfrace free-flow exhaust system in stainless steel. We are advised that the cam belts were changed some 1,000 kilometres ago and that the engine starts 'on the button'; however it should be noted that the car does not lock despite the central locking motors being operational. Accompanying documentation consists of the aforementioned V5C and a current MoT.

£25,000 - 30,000

€35,000 - 42,000



361

1949 LARMAR MONOCAR

Registration no. FMO 106
 Chassis no. A2VJ39260
 Engine no. ZC10 1976

Built in Ingatestone, Essex by the Larmar Engineering Co Ltd and first introduced in 1946, the single-seater Larmar Monocar was designed primarily for invalids, for whom the main attraction was its ability to fit through a doorway - the vehicle was only 28½" wide! The Larmar was powered by a BSA 249cc single-cylinder air-cooled motorcycle engine, as fitted to the Birmingham firm's C10 and C11 models, which was mounted behind the driver and drove only one of the two rear wheels. Sliding-pillar front suspension and independent rear suspension made for a relatively comfortable ride, while top speed was a giddy 35mph. More refined than the majority of invalid carriages of the day, the Larmar came with a single headlight, folding convertible hood and a windscreen, and was later made available in improved form with a 350cc engine. Production ceased in 1951. This rare Larmar Monocar had been in a museum in Pembrokeshire since the 1970s before being acquired for a private collection earlier this year. Believed to be the only survivor in roadworthy condition, the vehicle was repainted earlier this year and has been shown since. It comes complete with a trailer and V5 registration document. Prospective purchasers should note that the electric starter needs attention.

£5,000 - 7,000
€7,100 - 9,900
No Reserve



362

1960 CHEVROLET BEL AIR SEDAN

Registration no. 422 YVS
 Chassis no. 01619N203843

Originally applied to a two-door hardtop coupé version of the Styleline Deluxe in 1950, the evocative Bel Air name was subsequently used to signify a top-of-the-range luxury trim level, commencing in 1953, rather than a separate and distinct body style. Six Bel Airs formed the 1960 line-up, though the bewildering multitude of engine, transmission and convenience options meant that a customer could order a vehicle direct from the factory that was tailored specifically to his or her taste. The Bel Air's basic engines comprised the 235.5ci (3,861cc) overhead-valve six and a 283ci (4.6-litre) V8. Power output depended on the transmission specified, and if the stock V8's 185bhp wasn't enough, there were numerous performance options available with outputs as high as 320 horsepower. Americana at its best and one of the most desirable of all standard Chevrolets, this 1960 Bel Air sedan has the 283ci V8 engine and Powerglide automatic transmission. Restored at date unknown, the car was imported into the UK from the dry State of Texas and first registered in this country in June 2013. Described by the vendor as in stunning condition for a 55-year old beauty, the Bel Air has spent the 2014 and 2015 seasons as a 'show queen' as well as serving as a popular wedding car for brides in the 'Three Counties' region of Southern England. Finished in white with aquamarine vinyl/velour interior, this beautiful classic American is offered with MoT to June 2016 and a V5C registration document. Alloy wheels and lap-type safety belts are the only notified deviations from factory specification.

£14,000 - 16,000
€20,000 - 23,000



363

**1992 SAAB 900 TURBO T16S
AUTOMATIC CONVERTIBLE**

Registration no. J542 VRX

Chassis no. Y53AD76L5M7015067

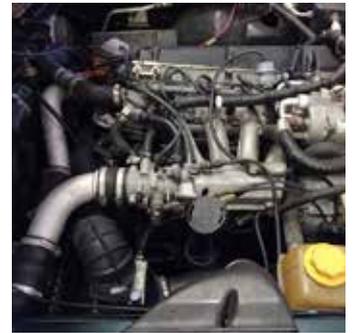
Engine no. B2202L3A03M018654

When it bolted a turbocharger to its otherwise unremarkable 99 saloon in 1977, Swedish manufacturer SAAB, hitherto associated with extremely rugged but rather dull fare, succeeded in creating one of the most iconic high-performance road cars of the era. The Turbo variant continued on the lengthened but otherwise similar successor 900 range in 1979, gaining the 16-valve 175bhp engine in 1984. Two years later the range was augmented by the 900 Turbo Convertible, though it would be 1990 before it became available in the UK. With a 0-60mph time of 7.5 seconds and a top speed of 126mph, SAAB's luxurious two-seater soft-top had no trouble keeping up with hottest of hot hatches. This rare SAAB 900 Convertible has the full pressure 175bhp turbocharged 16-valve engine and automatic transmission. Finished in Scarabe Green metallic with grey leather interior, it benefits from a new convertible hood, installed in May 2011 at a cost of £1,700. Always garaged and said to drive very well, 'J542 VRX' has had only two owners, the last from 1994, and has covered 108,800 miles from new. It comes with MoT to October 2016, a V5C document and a substantial service history including the owner's book pack and manuals.

£4,000 - 6,000

€5,600 - 8,500

No Reserve



364 N

1924 MORRIS 11.9HP COWLEY TOURER

Registration no. not UK registered

Chassis no. 33558

Closely related to the existing 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. The adoption of a flat radiator and an increase in engine capacity to 1,548cc were the biggest changes made for 1927, the mechanicals continuing much as before apart from a new semi-elliptically sprung chassis. All-steel bodies began to be phased in and four-wheel brakes became standard equipment after 1927. This particular 'Bullnose' Cowley was restored by a Danish enthusiast in 2010, and since 2011 has been owned by the current vendor, the President of the Royal Veteran Car Club of Belgium. A past participant in the Champagne Rallye (2013) and Flanders Rallye (2015), the Cowley is said to run very nicely and is only sold to make way for a two-seater. Offered with Belgian registration papers.

£12,000 - 15,000

€17,000 - 21,000



365

1959 JAGUAR XK150S 3.4-LITRE DROPHEAD COUPÉ

Registration no. YOE 890

Chassis no. T827334DN

Engine no. VS1947-9

- *One of only 104 XK150S drophead coupés*
- *Only two owners in the last 30 years*
- *Well maintained and documented*
- *Benefiting from recent extensive refurbishing and improvement*



A progressive development of the sensational XK120 and XK140, the XK150 retained the same basic chassis, 3.4-litre six-cylinder engine and four-speed Moss transmission of its predecessors but benefited from an entirely new body providing increased interior space and improved visibility courtesy of a single-piece wraparound windscreen.

A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes; at last the XK had stopping power to match its prodigious straight-line speed. Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupe forms, the open version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter sufficient to propel the XK150S to well over 130mph. Overdrive and automatic transmission were options.

This overdrive-equipped example of one of the most sought-after of XK150 variants was purchased by the immediately preceding owner from Porters of Kensington in May 1985 (purchase invoice and Sunday Times advertisement on file). Its accompanying Jaguar Heritage Certificate records that the car was originally supplied as a demonstrator to Birmingham dealership P J Evans on 20th April 1959.

Shortly after acquiring the 'XK', the preceding owner entrusted it to specialist restorers V & R Autos of St Johns Wood, London for what turned out to be a two-year major coachwork restoration including a colour change from black to Old English White, the interior having already been re-trimmed in red leather (see detailed photographic record and invoices on file). From then onwards the car was used sparingly, including one or two continental tours.

When purchased from Porters, 'YOE 890' came with a profusion of maintenance invoices and the preceding owner continued to have the Jaguar maintained in top mechanical condition as evidenced by numerous accompanying bills.



Also on file is an almost complete run of expired MoT certificates (22 in number) dating from January 1985 to November 2010, from which it may be deduced that the speedometer was changed in the late 1990s. It is estimated that the preceding owner had driven the car around 20-22,000 miles before offering it for sale at Bonhams' Beaulieu auction in September 2012 (Lot 585) where it was purchased by the current vendor.

A full inspection was then undertaken by JD Classics and all subsequent restoration work has been carried out by a local Jaguar specialist, spanning the period 2013 to date. Works undertaken have included repairs to the body, trim, instruments and electrical items; replacing fuel tank, windscreen, fuel pipes/hoses and air cleaner assembly; and fitting new wire wheels and spinners; seals and rubbers; bonnet and boot badges; hood cover and relevant fittings and fixtures. In addition, the car has received a power steering kit, electric cooling fan kit and a new higher capacity battery. The interior too has been extensively refurbished and the leather upholstery re-Connollised. We are advised that the total cost of the aforementioned works was in excess of £22,000 (bills available). Said to look good, drive well and turn heads wherever it goes, this beautiful and desirable XK150S drophead coupé is offered with current MoT and a V5C registration document.

£70,000 - 90,000
£99,000 - 130,000



1970 FORD LOTUS CORTINA MARK II SPORTS SALOON.

Registration no. CYG 315H
Chassis no. BA91 KT17534
Engine no. 701M60 15BA

- *Iconic 1970s sports saloon*
- *One of 4,032 made*
- *Believed restored recently*
- *With UK and Italian registration papers*



Ford's 1960s profile-raising competition programme included recruiting Lotus boss Colin Chapman to give the new Cortina a sporting makeover. Chapman's brief was to develop a Group 2 competition version; Lotus would then build the 1,000 cars required for homologation. Launched in 1963, the Lotus Cortina - Cortina Lotus in Ford parlance - featured the Elan's Ford-based, twin-overhead-camshaft, 1.6-litre engine in the two-door bodyshell. McPherson strut independent front suspension was retained, with revised spring and damper rates, while the rear leaf springs were replaced by coil-spring/damper units, axle location being achieved by trailing arms and an 'A' bracket. The adoption of an alloy differential casing proved a mixed blessing, the lightweight component proving far less oil-tight than the original. Reversion to Ford's standard leaf-sprung axle cured the problem.

Lotus Cortinas dominated saloon racing's 2-litre class, often challenging for outright honours. Works cars were driven by Jim Clark, Graham Hill, Peter Arundell and Jackie Ickx, while Sir John Whitmore, driving an Alan Mann-entered Lotus Cortina, was European Touring Car Champion in 1965. After the axle change, the hitherto fragile Lotus Cortina proved a highly capable rally car, works driver Bengt Soderstrom winning the Acropolis and RAC rallies in 1966.

Launched at the 1966 Earls Court Motor Show, the new Cortina continued the successful collaboration between Ford and Lotus in the form of the Lotus Cortina Mark II. But whereas the 'Mark I' had been built by Lotus at Hethel, the new car would be made at Ford's Dagenham works. The mechanical specification continued much as before, though servo-assisted brakes, wider wheels and the 109bhp Special Equipment engine were now standardised together with the Corsair 2000E gearbox. Available, unlike the Mark I, in a full range of colours, the Mark II was given an improved interior for 1968, the model name changing to 'Twin Cam' at the same time. A total of 4,032 cars had been made by the time production ceased in September 1970.

Painted in the famous Alan Mann Racing red/gold livery and sure to turn heads wherever it appears, this stunning Lotus Cortina Mark II is believed to have been restored recently and is presented in apparently very good order. Imported into Italy in 2014, it comes with a UK V5C registration document.

£28,000 - 35,000
€40,000 - 49,000

367 N

1964 ALFA ROMEO GIULIA TI SUPER COMPETITION SALOON

Registration no. Not UK registered

Chassis no. AR 595469

Engine no. AD18

- One of only 501 built
- 6th place Sebring 3-Hour race 1965
- Autodelta works entry for Teodoro Zeccoli



Despite their boxy, unitary construction body, the Giulietta and Giulia were paragons of aerodynamic efficiency and possessed a distinctly sporting nature, the 92bhp produced by its classic, twin-cam, four-cylinder engine making the Giulia TI a genuine 100mph car. Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - apart from early cars - disc brakes all round. Announced in April 1963, the Giulia TI Super was a lightweight and more powerful 'homologation special' built for international touring car racing, only 501 of which were produced. Alfa Romeo missed the deadline for 1963 homologation, so the TI Super was forced to compete in the Gran Turismo class that year before being accepted for touring car racing in 1964.

The racing version of the Giulia TI Super was, as usual, the responsibility of the factory's Autodelta competitions department, which had been founded in 1961 as an independent company by Carlo Chiti and Ludovico Chizzola, and subsequently absorbed by Alfa Romeo. This particular Giulia TI Super is generally accepted as being one of the cars prepared by Autodelta for the 1965 Sebring 3-Hour race in the USA, run on 26th March that year. Driven by long-time Alfa Romeo works driver Teodoro Zeccoli, this car finished 6th overall and 3rd in class behind the winning Ford Lotus Cortina of Jim Clark. The Alfa also competed in the SCCA GT2 class in 1979 driven by Ernie Walclen, John Boloul and a Mr Cary (photographs on file).

On static display for the preceding 20-plus years, the Giulia was purchased in 2008 by the current vendor from America and imported into Japan. It had previously been restored in 1982 for static display purposes, complete with correct lightweight body panels and the lightweight grille and taillights. The running gear was restored at the same time as the body, while the engine is claimed to produce in excess of 200bhp. It features the full oiling block; hardened crankshaft and con-rods; 12:1 compression, big-valve cylinder head; cold air box; oil cooler; heavy duty clutch; and twin Weber 45DCOE14 carburetors, a type used only for the Alfa Romeo TI Super, GTA and TZ. The brakes are ATE discs all round and the car has Koni adjustable shock absorbers. Other noteworthy features include full roll cage; original Campagnolo magnesium wheels (7Jx14); Autodelta air intake; and a spare TI Super engine block, 'AR00516.00264'.

Included in the sale is an SCCA logbook; US title; Alfa Romeo SpA Certificates of Conformity and many other documents. A rare opportunity to acquire one of these highly desirable ex-works Alfa Romeo 'homologation specials' prepared by Autodelta and possessing in-period race history. Potential bidders should be advised that this vehicle has been in store for some time, there is evidence of emulsification of the oil and the car will require a level of re-commissioning/restoration prior to use. Sold strictly as viewed.

£40,000 - 50,000
€57,000 - 71,000

368 * N

**C.1976 FERRARI 308 GT BERLINETTA VETRORESINA
COACHWORK BY PININFARINA/SCAGLIETTI**

Registration no. not UK registered

Chassis no. 19357

- *Early, glassfibre-bodied, dry-sump model*
- *One of 712 made*
- *From a Japanese collection*
- *Right-hand drive*





The Ferrari 308 GTB offered here has lighter glass fibre (vetroresina) bodywork and dry-sump lubrication of the very first cars produced, which are the most sought after by enthusiasts today.

Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB – Ferrari's second V8-engined road car - marked a welcome return to Pininfarina styling following the Bertone-designed Dino 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the newcomer had changed little mechanically apart from a reduction in wheelbase, retaining its predecessor's underpinnings and transversely mounted quad-cam 3.0-litre V8 engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the aerodynamically efficient 308 to a top speed of 150mph (240km/h).

Produced initially with dry sump lubrication and glass fibre (vetroresina) bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977. The change brought with it a considerable weight penalty (around 80kg) and consequent reduction in performance, as well as an increased susceptibility to corrosion.

Naturally, anyone wanting to race a 308 GTB started out with the vetroresina version if they could. Further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

One of only 712 vetroresina 308 GTB coupés produced, this rare right-hand drive example, chassis number '19357', is offered for sale by a Japanese collector. It has been on static display at the Shikoku Automobile Museum in Japan since July 1991 and has not been touched since then. Finished in silver metallic with blue interior trim, the car displays a total of 62,238 kilometres (approximately 38,600 miles) on the odometer and comes with an old tax disc in a Mansell/Ferrari holder, indicating that it was once registered as 'OFX 108P' in the UK. There is a Japanese import document with this Lot, which is sold strictly as viewed. A wonderful opportunity to acquire an example of this most desirable version of the iconic 308GTB. It is hoped this vehicle will be re-commissioned prior to the sale. Please note this lot will be subject to the reduced import tax of 5% on the hammer price should it remain in the EU.

£100,000 - 120,000
€140,000 - 170,000

1959 JAGUAR XK150 3.4-LITRE COUPÉ

Registration no. XYH 309

Chassis no. S825026DN

Engine no. V7368-8

- One of 1,368 3.4-litre fixed-head coupés
- Manual/overdrive transmission
- Matching numbers
- Extensive history file



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

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

An original right-hand drive model retaining matching chassis and engine numbers, this XK150 coupé was delivered new to the Henley dealership and had three owners to prior to the current vendor: one for 21 years and the immediately preceding for 32 years. The previous owner bought the XK as a sound but slightly tired example and treated it to a comprehensive restoration in 1980/1981, after which the car was carefully maintained by marque specialists Swallow Engineering. In 2011, by which time it had covered some 8,000 miles post restoration, the car was offered for sale at a UK auction where it was purchased by the current vendor.

Noteworthy features include an up-rated radiator, Kenlowe electric cooling fan and a stainless steel exhaust system. The substantial history file contains numerous recently issued (2010 onwards) receipts from SNG Barratt and other specialists together with older receipts and expired MoT certificates dating back to the late 1970s/early 1980s. The car also comes with a full tool kit, Heritage Certificate, current MoT and a V5C registration document.

£30,000 - 35,000
€42,000 - 50,000

370

1952 LAND ROVER 'SERIES I' 80" 4X4

Registration no. tba
Chassis no. 36100013
Engine no. 36100059

- Matching chassis, engine and gearbox numbers
- Used on a farm in Ireland until the 1980s
- Fully restored to original specification
- Only 20 miles since completion



This Series I on the 80" wheelbase chassis has the 1,997cc petrol engine introduced in 1952 and was supplied by Henly's of London, first owner unknown. In 1962 the vehicle was sold to a farmer in Bruree, County Limerick by Cyril Groomsbridge (the dealer sticker has been scanned and copied). Thenceforth the Land Rover had an Irish registration number, 'BT1 649', and was used on the farm until being laid up in the 1980s. The vendor is trying to find out the original UK number from the Council in Dooradoyle, Limerick.

The vendor bought the 'Landie' in November 2014 and has carried out a painstaking 'ground upwards' restoration. All nuts and bolts have been sourced through Frank Mell and the Land Rover Owners' Club, and have the correct and original sheradised finish. The engine is the original, matching numbers, 'spread bore' unit and has been rebuilt by Terence Bradley with parts all sourced through Cox and Turner, while all alloy parts have been vapour blasted, giving them a better-than-new finish, as can be seen in the photographs.

The original, matching numbers gearbox was overhauled by the longest-serving engineer for Lookers/Charles Hurst Land Rover, Billy Lee, who completely rebuilt it with a new layshaft and all new bearings, leaving the 'box as new.

Autosparks supplied the correct cotton-weave wiring loom, while the original dynamo and starter motor have refurbished. The vendor has also been able to source new-old-stock trafficators.

The bulkhead is the Achilles Heel of these early Land Rovers and this example's has been completely renovated by marque specialist Dale Radford of Aberdeen. The chassis is original and has been blasted, repaired, galvanised and repainted, ensuring that it will last for years to come. Amazingly all original, the body has been carefully restored and repainted in the original deep bronze green, while all galvanised parts have been stripped of the old galvanising and refinished. The axles and brakes have all new bearings and wheel cylinders. Marque specialist Tom Pickford supplied a new interior and hood. The restoration was completed in November 2015 and the vehicle comes with the associated bills and a V5C registration document.

Restored with admirable attention to detail, this is as good a Series I Land Rover as you are likely to find. Having covered fewer than 20 miles since completion, this stunning 'Landie' must be among the very best currently available.

£35,000 - 40,000
€50,000 - 57,000

371

**1962 JAGUAR E-TYPE 'SERIES 1'
3.8-LITRE COMPETITION COUPÉ**

Registration no. PFL 478

Chassis no. 860657

Engine no. R6121-9

- 20-year competition career
- Rob Beere engine (340bhp)
- Fully prepared and race ready
- Current FIA/HTP papers





A production sports car, the E-Type had never been intended for racing, even though its design owed a lot to that of the D-Type, and it was abundantly clear to all at Brown's Lane that considerable modification would be required to make it competitive at the highest level. Nevertheless, when the GT Class was elevated to Manufacturers' Championship status for 1963, Jaguar decided to develop a small batch of very special lightweight cars to challenge Ferrari.

The FIA's regulations for the Gran Turismo category stipulated that a minimum of 100 cars had to be built but permitted coachwork modifications, thus enabling Jaguar to claim that its lightweights were standard E-types fitted with altered bodywork. (This is the same loophole exploited by Ferrari to get the limited edition 250 GTO homologated, by claiming that they were re-bodied 250 GTs). In fact, all 12 lightweight E-Types constructed in period were built from scratch with aluminium bodies, though they were invoiced as a new standard road car with additional modifications and numbered in the normal production sequence.

To create the 1963 lightweight version, the E-Type's steel monocoque tub and outer body panels were remanufactured in aluminium and the engine dry-sumped and fitted with an alloy cylinder block, 'wide-angle' head and Lucas mechanical fuel injection, producing in excess of 300bhp. The production four-speed gearbox was used initially before a ZF five-speed unit was adopted towards the end of 1963.

Sadly, the lightweight and low-drag E-Types failed to fulfil their potential in the endurance classics, though they did prove able to take on and beat the Ferrari GTOs at shorter distances. Since then E-Types have been raced successfully the world over, with development continuing well beyond the level achieved by Jaguar themselves.

This particular E-Type coupé has enjoyed an illustrious 20-year competition career, which has included participation in the Spa 6-Hour endurance race and Goodwood Members' Meeting. Maintained regardless of cost by the current owner, it is fitted with a very tractable, triple Weber-equipped racing engine built by the acknowledged maestro, Rob Beere, which was refreshed in 2015 and is said to produce 340bhp. Other noteworthy features include peg-drive wheels, correct brakes, Avon competition tyres, plumbed-in fire extinguisher, roll cage, leather seats, full synchromesh close-ratio gearbox, 3.54:1 ratio Powr-Lok differential, and a fast road/race suspension set-up. This car is eligible for the Jaguar Heritage and other historic sports car series or would be equally suited to fast road use. Fully prepared and race ready, 'PFL 478' comes with sundry invoices, MoT to August 2016, a V5 registration document and current FIA/HTP papers.

£100,000 - 120,000
£140,000 - 170,000

372

1963 JAGUAR MARK 2 3.8-LITRE SPORTS SALOON

Registration no. VSJ 393

Chassis no. 206215

Engine no. 7B 50576-8

- *Restored condition*
- *Upgraded interior*
- *Recently commissioned*



One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mark 2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Its immediate predecessor - retrospectively the 'Mark 1' - had been introduced in 1956 and is of historic significance, being the Coventry firm's first unitary construction saloon car. It was replaced in October 1959 by the closely related, albeit extensively revised, Mark 2. The latter offered better all-round visibility courtesy of larger windows, while the Mark 1's rear wheel spats disappeared and the rear track was widened, which improved both roll-resistance and stability.

The dashboard was redesigned with the speedometer and rev counter relocated in front of the driver, the six toggle switches and four minor gauges being set across the centre. Independent front suspension was by wishbone and coil springs, with a leaf-sprung live axle at the rear. This, combined with superior Dunlop disc brakes all round and a choice of 2.4, 3.4 and 3.8-litre XK engines, provided the discerning, string-back-gloved, enthusiast driver with one of the finest sports saloons available in the 1960s.

In its ultimate, 3.8-litre, overdrive-equipped form, the Mark 2 could reach 125mph with 60mph coming up in 8.5 seconds, impressive figures for a saloon of its size even by today's standards. Although there was a slight performance penalty with the optional Borg-Warner automatic transmission installed, the '3.8' in this form was an increasingly popular choice, particularly in the North American market.

This Mark 2 was restored over a ten-year period by two owners and has just been assembled and commissioned to a high standard by Revival Motorsport. All service parts have been renewed or replaced. Refinished in British Racing Green with full cream leather interior, the car features XJ40 electric seats, a modern radio/CD player, new chromed wire wheels and fresh tyres. Adjustable shock absorbers are fitted, as is a Moss four-speed manual gearbox of the correct type, the original automatic transmission having been removed. We are advised that everything is working, except the clock, and that the car drives extremely well. Accompanying documentation consist of sundry restoration bills, MoT to October 2016 and a V5 registration document.

£24,000 - 28,000

€34,000 - 40,000

373

1995 MG RV8 ROADSTER

Registration no. M900MGR

Chassis no. SARRAWBMBMG001242

Engine no. UEA48A/01152-A

- *Rare modern MG roadster*
- *Sold new in Japan*
- *Full service history from new*
- *Well maintained*



In 1992, 12 years after the last MG sports car had rolled off the Abingdon production lines, Austin-Rover made the inspired decision to revive this most charismatic of British marques by introducing an entirely new model - the MG RV8. The success of the Heritage MGB replacement bodyshell had demonstrated the continuing popularity of that car, so the decision was taken to base the new model on MG's most successful sports car, suitably re-engineered for the 1990s. The MG RV8 was announced at the 1992 Motor Show, its launch being timed to coincide with the MGB's 30th anniversary. Although recognisably related to its distinguished forebear, the RV8 was wider, lower and sleeker, featuring fully integrated body-coloured bumpers in the modern idiom.

Beneath the power-bulged bonnet there was the latest 3.9-litre version of the Rover V8 engine, a modern derivative of that used to power the MGB V8 back in the 1970s, mated to a Rover LT77 five-speed manual gearbox. With a maximum power output of 188bhp and capable of a top speed of 135mph, the RV8 was the most powerful MG ever at the time of its launch. The UK price on introduction was £26,500.

Only 1,983 MG RV8s were built in total, around 75% of which were exported to Japan with the remainder sold new in the UK. There was no left-hand drive version.

Carrying the apt registration number 'M900 MGR', this example was imported from Japan in 2002 by HS Imports and has had one owner in Japan and three in the UK. Noteworthy features include wheelarch flares (from new), convertible hood, tonneau cover, stainless steel boot rack, and an 'MPH' speedometer. The car comes with full service history from new, 18 stamps in total, the Japanese section having been translated, and has covered 66,700 miles to date, 36,566 miles (48,729 kilometres) in Japan. This RV8 has always been kept garaged and said to drive very well, having benefited from considerable expenditure on maintaining it in top condition. Finished in pearlescent Woodcote Green with Stone leather interior, the car comes complete with all book packs, BMIHT Certificate, V5C document, MoT to May 2016 and MG Rover Group British National Type Approval Certificate.

£12,000 - 15,000

£17,000 - 21,000

374

C.1962/63 MERCURY SPORTS RACER

Chassis no. tba

Engine no. tba

Body no. 002

- Based on the Lotus 23
- One of an estimated three survivors
- 1,600cc Lotus Twin Cam engine
- Campaigned extensively in Italy



The Mercury sports-racer was produced by D&A Shells of Stratford, East London, a firm that took its name from the initials of founders Dennis Pollard and Alan Fowler. D&A specialised in making body kits for the converting the open Lotus 23 sports-racer into a closed GT car, thus enabling owners to gain entry into the latter class. The firm also produced a tiny handful of complete cars built along Lotus 23 lines, that offered here being one of an estimated three survivors.

Catering for owners of the Lotus 23 was a shrewd move on D&A's part, as the Colin Chapman-designed sports-racer was one of the most popular and successful of its day. The Lotus 23 had debuted in 1962 using a widened version of the contemporary Type 20 Formula Junior chassis. The design had originally been intended for engines of up to 1,300cc but such was its popularity that a 23B version with stronger chassis was introduced to cater for the 1.5/1.6-litre Ford-Lotus Twin-Cam engine. Over 130 of all types were produced and today these versatile little cars are enormously popular in historic sports car racing worldwide.

This ultra-rare Mercury sports-racer was imported into Italy in 1992 and widely campaigned by Guido Caffi, a member of the same family as former Formula 1 driver Alex Caffi. He used the car mainly on Italian hill climbs until 2010 when it was sold to a Mr Zavarini, who continued to compete with the Mercury in similar events until 2011.

Highly competitive and without doubt great fun on either hill climbs or the racetrack, the car comes with a HSCC Vehicle Identity Form dated 1990 and an FIA Historical Technical Passport from 2010 for Period F (1962 to 1965, FIA class: BC 1600) as well as two Italian CSAI Technical Passports. The 1,600cc Lotus Twin Cam engine is believed to produce some 190bhp, which, in conjunction with the light weight and low centre of gravity, should provide ample thrust.

£47,000 - 55,000

€66,000 - 78,000

375 N

1980 FERRARI MONDIAL 8 COUPÉ COACHWORK BY PININFARINA

Registration no. not UK registered
Chassis no. ZFFLD14B000046213

- *Delivered new in Italy*
- *Left-hand drive*
- *Last registered owner since 1989*
- *Italian registered*



'Ferraris have always been exciting beautiful and exclusive. Blend those attributes with the charisma of virtually unequalled racing success and it's no wonder that the name Ferrari has spread throughout the world as the pinnacle of motoring pleasure. The Ferrari Mondial carries much of that pedigree while at the same time offering an everyday practicality unmatched by most exotic cars.' - *Exotic Cars 1*.

Introduced at the 1980 Geneva Motor Show, the Mondial 8 was Ferrari's first effort at building a car suitable for markets throughout the world. A mid-engined coupé, the Mondial 8 deployed the 308 GT4's 3.0-litre quad-cam V8 engine in a lengthened version of the latter's chassis. Transmission and running gear remained much the same, with five-speed transaxle and independent suspension all round. Although reckoned by some to be less sporting than other Ferraris, the Mondial was still good for 140mph-plus and its ride quality and comfort scored over long distances. Considerably roomier than previous Ferrari 2+2s, the Pininfarina-styled Mondial has been described by *Car* magazine as, 'the closest you'll get to supercar family transport.'

Developments included a proper (non-Targa) Cabriolet, the introduction of a more-powerful 'Qv' (quattro-valvole: four valves per cylinder) engine in 1982 and enlargement to 3.2 litres for 1985. But Ferrari had not finished with the Mondial just yet. For 1989 the V8 engine was increased in capacity once again - this time to 3.4 litres - and, demonstrating that racing really does improve the breed, transmitted its 300bhp to the road via a trasversale (transverse) five-speed gearbox developed using experience of this transmission arrangement gained in Formula 1. The Mondial 't' featured two other Ferrari 'firsts': power-assisted rack and pinion steering and cockpit-adjustable ride quality control. Anti-lock brakes were another standard feature, as was air conditioning.

This left-hand drive Mondial was first registered in the Italian province of Padua and subsequently to a lady owner in Brescia. The last registered owner has owned the Ferrari since 1989. A manual transmission example finished in red with tan leather interior, the car is described as in generally good original condition and offered with Italian registration papers. Arguably the most practical and easy-to-live-with of all Ferraris.

£25,000 - 30,000
€35,000 - 42,000

376 N

1968 JAGUAR 340 SPORTS SALOON

Registration no. not UK registered

Chassis no. J50494BW

- Rare Jaguar model
- Automatic transmission
- Extensively restored
- Currently registered in France



Introduced in September 1967, the 2.4-litre 240 and 3.4-litre 340 were the ultimate developments of the immensely successful Jaguar Mark 2, sports saloon, which had set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Intended as new base models, the pair were barely distinguishable from each other, and differed from the final Mk2s by virtue of their Ambla upholstery (leather was now an option), slimmer bumpers and the absence of built-in fog lamps.

Only the 240 differed significantly from its 2.4-litre Mark 2 predecessor, gaining a more-powerful version of the classic six-cylinder XK engine. The latter was fitted with a 4.2-litre-type straight-port cylinder head, twin SU carburetors and a dual exhaust system. The result was an increase in maximum power from 120 to 133bhp and a big improvement in performance; top speed increasing from 96 to 106mph and the 0-60mph time being cut to 12.5 seconds. Tested by *Autosport* magazine in 1968, an overdrive-equipped 340 reached 124mph, a figure only bettered marginally by the deleted 3.8-litre Mk2.

Although the 240 lasted - briefly - into the XJ6 era, the 340 was axed on the latter's introduction in September 1968 and thus is one of the rarest of the Jaguar Mark 2 family.

This automatic transmission Jaguar 340 saloon previously belonged to a garage owner in France, who died while in the process of restoring it. The car then passed via a trader to a Mr Jean Chauraqui, from whom it was purchased by the current vendor in 2013. Since acquisition the car has benefited from extensive restoration: the cylinder head, electrics, starter motor, carburetors, radiator, cooling system and fuel tank all receiving attention, though no bills are available. We are advised by the vendor that he has driven the Jaguar from Marseilles to Poitiers, a distance of 800 kilometres, without encountering any problems. At present the car is undergoing further maintenance and servicing at the premises of Francis Trichet, a classic Jaguar specialist in Buxerolles, France. The car is offered with French Carte Grise.

£12,000 - 15,000
€17,000 - 21,000

377 *

1959 PORSCHE 308 N SUPER TRACTOR

Chassis no. tba

- *From one of the world's premier performance marques*
- *Resident in Switzerland all its life*
- *Air cooled engine*
- *Recent partial restoration*



Following spells at the Austro-Daimler, Mercedes-Benz and Steyr companies, all of which benefited greatly from his monumental engineering prowess, Dr Ferdinand Porsche set up his own design consultancy in Stuttgart on 25th April 1931. Dr Ing hc F Porsche KG's most celebrated product of the 1930s was, of course, Hitler's 'People's Car' - the Volkswagen - but the company was also active in other fields, literally so in the case of its tractor project. A handful of prototypes was constructed prior to WW2, the first of which were powered by petrol engines, before Dr Porsche turned to diesel power, eventually developing a series of one-, two-, three- and four-cylinder air-cooled engines ranging in output from 14 to 55bhp. An unusual feature of Porsche's tractor system (fitted to all models right up to the end of production) was its hydraulic coupling between engine and gearbox, which permitted smooth clutch-less gear changes and thus reduced wear on the transmission components.

After the war's end Porsche was barred from producing its own tractors (only companies that had been making tractors prior to and during the war were permitted to do so) and thus was forced to license its designs to other manufacturers.

Agreements were concluded with two companies - Allgaier GmbH in Germany and Hofherr Schrantz in Austria - and then in 1954 Mannesmann AG diversified into tractor manufacture by acquiring the rights to Porsche's engine and Allgaier's tractor design, setting up Porsche-Diesel Motorenbau GmbH. In 1956 Mannesmann built a new manufacturing facility at the old Zeppelin factory in Friedrichshafen-Manzell, where Porsche tractors continued to be built until production ceased. Porsche-Diesel Motorenbau manufactured over 125,000 tractors between 1956 and 1963, many of which were exported, its products gaining the same reputation for sound engineering and superb build quality as their road-car relatives.

Resident in Switzerland all its life, this Porsche 308 N Super tractor is powered by a three-cylinder air-cooled engine of 2,467cc producing 38bhp. We are advised that the vehicle was bought in 2012 and part-restored in 2014, benefiting from a repaint and rewired electrics. Running and driving at it should this Porsche is offered with restoration invoices. Should the vehicle remain in the EU it will be subject to low rate import tax of 5%.

£16,000 - 20,000
€23,000 - 28,000

378 N

1969 JAGUAR E-TYPE 4.2-LITRE 'SERIES 2' COUPÉ PROJECT

Registration no. not UK registered

Chassis no. 1R25711

Engine no. 7R3219-9

- Sold new in the USA
- Left-hand drive
- Known ownership history
- Offered for restoration



The first significant up-grade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase.

In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers.

In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles.

This left-hand drive Series 2 E-Type Coupé was delivered in the USA via Irv Pollock in Toledo, Ohio and sold new on 22nd December 1969 to one James Noble in the same city. In November 1972 Mr Noble sold the Jaguar to Paul R Dukes Sr of the Ohio Citizens' Trust (presumably a dealer) who sold it that same month to the third keeper, Stephen E Schilt of Toledo. Mr Schilt kept the E-Type until earlier this year when it was purchased by the current vendor and imported into the UK. Mr Schilt had used the car up to approximately 1995 before laying it up in his garage, from whence it would occasionally emerge to be driven around the block. Apparently original and un-restored, it requires new sills, floor pans and wheelarch repairs. A change in the vendor's personal circumstances has prevented him from carrying out the planned restoration, and so this most worthwhile project is now offered for sale. Sold strictly as viewed, the car comes with an Ohio title, owner's manual, service record, dealers list, warranty card, maintenance chart and numerous bills.

£12,000 - 16,000
€17,000 - 23,000

379

1988 JAGUAR XJ-S V12 CONVERTIBLE

Registration no. F1 LXC

Chassis no. SAJJNADW3DA147386

Engine no. 85056253HA

- *The ultimate soft-top XJ-S*
- *Fully restored with no expense spared*
- *Full documentation of the rebuild*
- *Valuable registration included*



Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S had not been designed with an open version in mind, so the Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof.

Essentially an exercise in niche marketing to test public reaction, the Cabriolet's production was entrusted to outside specialist contractors, with bodysells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final despatch. Following the Cabriolet's deletion, both the Coupé and conventional Convertible models lasted until the end of XJ-S production in 1996.

This automatic transmission XJ-S V12 Convertible has undergone a detailed 'last nut and bolt' rebuild with no expense spared, the works being carried out during 2012/2013. 'F1 LXC' comes with a full history file containing all its original paperwork, restoration invoices and a full photographic record of the rebuild showing the car before, during and after. Finished in brown with matching leather interior, this quite spectacular XJ-S V12 Convertible is offered with current MoT certificate and a V5C registration document. The only notified deviation from factory specification is the provision of a rear bench seat, replacing the carpeted shelf.

£18,000 - 24,000

€25,000 - 34,000

380

1913 MORRIS OXFORD 8.9HP 'BULLNOSE' TWO-SEAT TOURER

Registration no. LT 7113

Chassis no. 343

Engine no. 6268

- One of the earliest cars built by Morris
- Dated 1913 by the VCC in 1959
- Period acetylene and oil lighting sets
- Older restoration



One of the best known and most readily recognised Vintage cars, the 'Bullnose' Oxford had its roots in the Edwardian era. The first examples, fitted with 1,018cc 8.9hp White & Poppe engines, were manufactured in 1913, embodying William Morris' successful formula of offering technically unexciting but well built and well equipped cars at a bargain price. The specification included a three-speed gearbox, multi-plate clutch, worm drive rear axle and steel artillery wheels. Production at Morris' Cowley factory began in March 1913 and by the end of the year 393 cars had been sold, including the example offered here. Today, only some 17 of these early cars are known to the Bullnose Morris Club.

'LT 7113' was dated as of September 1913 manufacture by the Veteran Car Club Dating Committee in 1959. Prior to its purchase by the vendor in 1992, the Bullnose had been the subject of a sympathetic restoration and had been painted in its current maroon and red livery, with black leather upholstery. Originally the car had a dickey seat but this was never a very practical feature and currently this space forms a boot for tools or luggage, having a lockable lid. Believed to be those shown in a 1960 photograph of the car, the headlamps are acetylene and the side and rear lamps are oil.

The Ducellier acetylene generator fitted to the running board is thought to be complete, although the acetylene system has not been tested or connected by the vendor, while the three oil lamps are complete. The 8.9hp White & Poppe four-cylinder sidevalve engine has the correct Bosch magneto ignition system, but the original White & Poppe carburettor has been replaced, probably early in the car's life, with the present vintage SU carburettor to provide better performance.

In the vendor's 23-year ownership the car has only covered a few miles and has been stored in a dehumidified garage. 'LT 7113' is described as having excellent bodywork, with the interior and mechanical parts in good condition. A new fuel tank was installed this year and the engine starts easily and runs well. The hood is in fair condition. The car is offered with a V5 registration document; VCC Dating Committee file from 1959; spare wheel, tyre and inner tubes; vintage speedometer (not fitted); and a collection of Bullnose Morris Club magazines and other relevant literature.

£20,000 - 25,000

€28,000 - 35,000

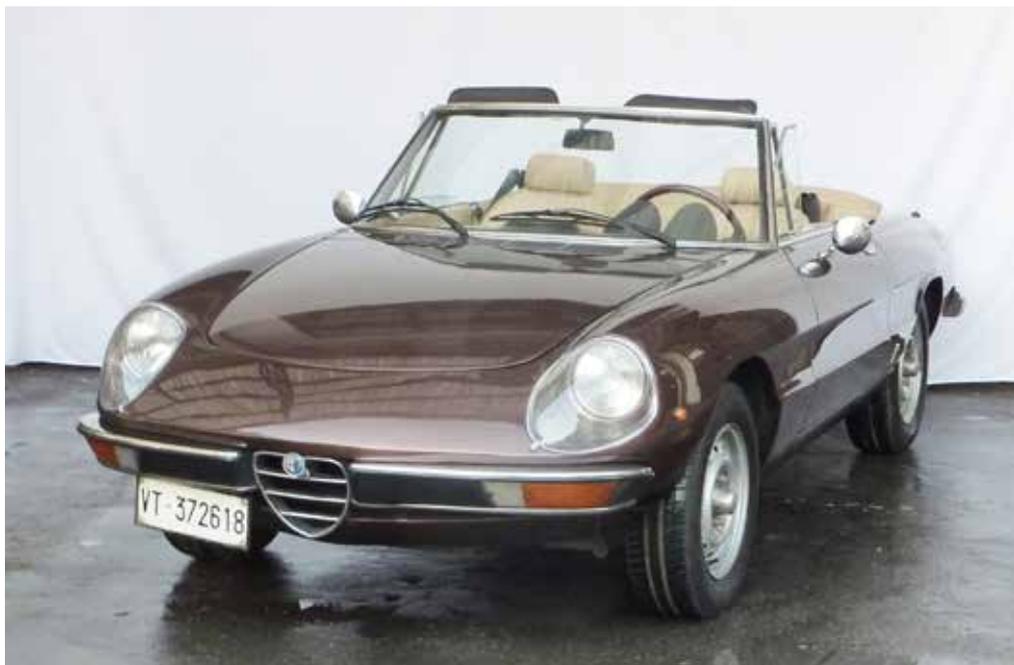
381

1980 ALFA ROMEO SPIDER 1600 JUNIOR COACHWORK BY PININFARINA

Chassis no. AR 11535.0004094

Engine no. AR 00526A

- *Iconic Alfa Romeo soft-top*
- *Sold new in Italy*
- *Left-hand drive*
- *Italian registered*



A modern classic by Pininfarina, the simple yet elegant spider bodywork premiered on the 1966 Duetto would prove enduringly popular after a rather critical initial reception, lasting well into the 1990s. Under the skin, the Duetto's mechanicals were essentially those of the 105-Series Giulia saloon, featuring independent front suspension, a coil-suspended live rear axle and four-wheel disc brakes. The power unit was the 1.6-litre, 109bhp version of Alfa's classic double-overhead-camshaft four as installed in the Giulia Sprint GTV. Performance fully matched the Duetto's stunning looks, with 60mph reachable in around 11 seconds and a top speed of 116mph. The model achieved worldwide public recognition after starring alongside Dustin Hoffman in the film, *The Graduate* but was produced for only two years before being superseded by the 1.8-litre '1750' Spyder Veloce in 1967.

A year later, Alfa Romeo took the opportunity to offer a version of the Spider powered by the 1.3-litre Giulietta engine: the 1300 Junior. Cheaper than the larger Spider yet only some 7mph slower, the 1300 Junior came with an 89bhp engine offering superior fuel economy and occupied a more favourable taxation category, thus extending the possibility of Alfa Romeo ownership to a wider market.

In 1971 the Spider was restyled, gaining a squared-off 'Kamm' tail, a move that coincided with introduction of the 2.0-litre '2000' model. These later cars are known by the sobriquet 'coda tronca' (literally: truncated tail), the earlier version being the 'coda tonda' (round tail). The following year the Spider 1300 Junior was joined by the 1600 version, the only difference between the two being the latter's 1.6-litre engine, as used in the original Duetto.

This Spider 1600 Junior is finished in bronze metallic with beige vinyl interior, a particularly attractive and unusual colour combination that makes a nice change from the more common red. Delivered new to Rome and subsequently registered in the Viterbo province some 80 kilometres north of the Italian capital, it has had three registered owners from new and is presented in generally very good condition. The car is offered with Italian registration papers (Libretto and Certificato di Proprietà).

£12,000 - 16,000
€17,000 - 23,000

1938 HRG LE MANS SPORTS PROJECT

Registration no. GPH 477

Chassis no. W73

- *The only Le Mans model completed*
- *Entered in the 1938 Le Mans 24-Hour Race*
- *Current ownership for the last 50 years*
- *Period Goodwood entrant*



In 1935, ten years after the dissolution of the GN cyclecar company, the "G" - H.R. Godfrey was back in business with new partners E.A. Halford and G.H. Robins, the trio adopting the name "HRG" for their new firm. Their aim was to build a lightweight Vintage-style sporting car endowed with the virtues of brisk acceleration and positive steering and in this they succeeded brilliantly. With its sturdy yet flexible ladder-type frame, tubular front axle, firm suspension, ash-framed alloy coachwork and using the 1 ½ litre Meadows 4ED engine, the highly versatile HRG soon made its mark in racing, rallies and trials.

The Meadows 4ED, developing 58 bhp with twin SU carburettors and improved exhaust manifold, combined with an overall weight of less than 1,600 lbs (approximately 727 kg) meant that 50 mph came up in under 10 seconds, with a top speed offered of 90 mph, coupled with remarkable roadholding, an excellent performance for a 1½ litre car of the period. Known to owners and enthusiasts as "Hurgs", HRGs embodied the principal virtues of the ideal owner-maintained sports car, being amenable to daily use, yet capable of showing a decent turn of speed in weekend competitions, coupled with rugged reliability, was the Holy Grail of the gentleman driver.

Archie Scott, Old Etonian and turf accountant to the nobility, drove his production HRG with Ted Halford into 2nd place in class at Le Mans in 1937 and at the end of the racing season he commissioned the HRG factory at Tolworth to construct a true sports-racing model, designed with Le Mans 1938 in mind. Scott's aim was to win the Biennial Cup, won the previous year by Mort Morris-Goodall's Aston-Martin, which had finished 11th overall. However, in the interim Scott had got married and family pressure resulted in the car being withdrawn. It was nonetheless completed and was offered as a catalogued model, along with an 1100cc version in the autumn of 1938.

The "Le Mans", priced at £535, featured a tuned Meadows engine with 8.0-1 compression pistons, complete with a modified cylinder head, close ratio gearbox, a long-distance fuel tank with twin fillers and spare wheels, mounted within the pointed tail of the body. All fastenings were lock-wired or split-pinned and other fitments included twin fuel lines and pumps, a gauze racing windscreen and aero screens, bonnet straps, a dashboard lap scorer, plus an identification light for night racing- in short, it was a ready-to race machine, with body by Alban Crofts of Croydon, a coachbuilder who had supplied all the early production HRG bodies.



'GPH 477' going through the chicane, Goodwood, 1952
© Ferret Photographic



As originally bodied, Prescott, 1948
© Ferret Photographic



Gerry Ruddock, running 'GPH 47' stripped, Goodwood, 1951
© Ferret Photographic

It was expected to have a maximum speed of 100 mph. Sadly, the deteriorating world political situation deterred buyers and W73 was the only one of its type completed. It may have been driven competitively, but no records exist.

The car, registered GPH 477 was purchased in 1939 by Sussex garage owner Gerry Ruddock. During his first ownership, he was able to rectify a number of teething problems and improve the performance of the car, notably by changing the cylinder head, which had been damaged and fitting an experimental Godfrey-design unit, with enlarged water passages and with a reversed layout, with the exhaust on the offside and nearside-mounted inclined SU carburettors. A description of the car appeared in *'The Autocar'* Talking of Sports Cars in June, 1942, by which time Ruddock had sold it.

Following the war years, when the car was owned by several notable HRG enthusiasts, including Ken Baillie-Hill, Ruddock re-purchased GPH and entered it for the first Goodwood meeting in September 1948, thence competing with it for the next three years with considerable success. However, at the end of 1949, believing that he had reached the limit of the car's performance, he stripped off the Croft body, replacing it with a lightweight construction, featuring a radiator cowl extending over the front axle.

GPH is described and pictured, both as originally built and with the 'new' body, in "HRG-The Sportsman's Ideal" by Ian Dussek who states "Gerry Ruddock's lightened and extensively rebuilt Meadows-engined HRG was one of the fastest cars in its class, though, sadly, its original Le Mans body was sacrificed in the process of updating its performance."

GPH was sold in 1951, when Ruddock became a founder member of the 'Monkey Stable', having purchased one of Harry Lester's remarkable Lester-MGs. The HRG had several owners in the 1950's and continued to race in club events. Unfortunately, it was left unprotected during a particularly cold winter and the resulting freeze destroyed the engine, which was replaced by a four cylinder Ford Consul engine and gearbox, in which form it was subsequently raced by Chris Hillier, who sold it to John Andrew Green, the deceased owner, in 1965.

From circa 1970, the HRG was garaged in dismantled condition; all instruments are present, as is the all-important chassis plate and the car will have been carefully pieced back together for display purposes by Ashridge Automobiles of Great Billington prior to the sale. An exciting opportunity to return this unique and historic HRG competition car to the racetrack.

£30,000 - 40,000
£42,000 - 57,000

383 N

1929 RENAULT 15CV VIVASIX LANDAULETTE DE VILLE COACHWORK BY KARL STRAKOSCH

Registration no. not UK registered

Chassis no. 475583

Engine no. 974

- Sold new in Austria
- Rare Austrian coachbuilder
- Right-hand drive
- Full restoration



Founded by Louis Renault and his brothers Marcel and Fernand in 1898, the company that would become France's biggest automobile manufacturer started humbly enough, with a solitary 1¼hp De Dion-engined prototype. By 1904 Renault was building its own engines - large-capacity fours at first, followed by the AX twin - and in 1908 introduced its first six-cylinder model despite Louis Renault's aversion to such complication. Sixes were an established feature of the Renault range by the 1920s, and in 1925 a new 3.2-litre 15CV six-cylinder model was introduced, replacing the similar-sized four.

Renault's first six with a detachable cylinder head, the 15CV retained the familiar sidevalve layout and came with only three speeds in the gearbox, such as the new engine's low-speed pulling power, while the single-plate clutch was a welcome improvement on the previous cone type. The 15CV was renamed 'Vivasix' for 1928, with choice of either magneto or coil-and-battery ignition systems, while the four-wheel brakes gained servo assistance. There was also a more luxuriously appointed version, the 'Vivastella'.

Featuring unusual and most attractive coachwork by the somewhat obscure coachbuilder, Karl Strakosch of Wien (Vienna), this right-hand drive, six-cylinder Renault dates from the period when conventional front-mounted radiators (which this car has) were beginning to replace Renault's traditional rear-mounted type.

The current vendor purchased the car as a 'for restoration barn find' at Bonhams' sale at the National Motor Museum, Beaulieu in September 2006 (Lot 432). At that time it was stated that the remains of the original Austrian registration number - 'W2223' - were still on the rear plate, while the cracked windscreen, which had been removed, had the Austro-Hungarian double-headed eagle on it. The engine turned freely on the handle. We said at the time that this Vivasix would make a wonderful car when fully restored, and so it has proved, the owner making an excellent job of the project. The only notified fault is a noisy 2nd gear and the big Renault recently completed a circa 200-mile rally without any problems. Accompanying documentation consists of the original Austrian logbook (in German) and current Irish registration papers.

£22,000 - 26,000
€31,000 - 37,000

384 N

1970 FIAT 500L SALOON

Registration no. not UK registered

Chassis no. 110 F 2615911

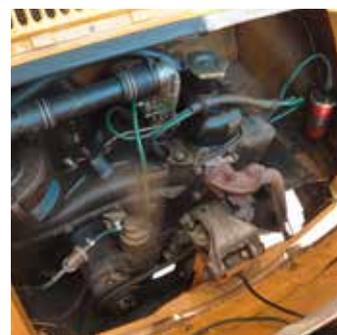
Engine no. 110 F 2752067

The basic 500's austerity was not well received, prompting the introduction of a revised and better equipped version endowed with refinements such as wind-down windows, upholstered rear seat, column-mounted switch gear stalks and hubcaps. Introduced in 1960, the 500D used the 499.5cc engine of the 500 Sport in de-tuned form. In 1965 it was superseded by the 500F, the latter's altered bodywork incorporating front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Maximum power increased to 22bhp and the top speed to within a whisker of 60mph. Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The Nuova 500 remains as popular today as it ever was, and a few years ago was voted 'Sexiest Car' by the readers of *Top Gear* magazine. Finished in the charming colour combination of Mustard Yellow with black vinyl interior, so typical of the 1970s, this particular FIAT 500L has spent all his life in its native Italy. It has the correct Pirelli tyres, including spare, and is described as in generally good condition, starting readily and running well. The car is offered with Italian registration documents (Libretto and Certificato di Proprieta).

£7,000 - 10,000

€9,900 - 14,000

No Reserve



385

1949 BENTLEY MARK VI SPORTS SALOON PROJECT COACHWORK BY H J MULLINER

Registration no. HFS 939

Chassis no. B-3-EW

Engine no. B252E

The new 'standard steel' body was available at first only on the Mark VI Bentley, its Rolls-Royce sister car, the Silver Dawn, being delayed until 1949. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, that of the Mark VI (Silver Dawn) measuring 10' exactly. Notable features included independent front suspension and hydraulic front brakes. Powering the range was a new 4,257cc six-cylinder engine featuring inlet-over-exhaust valve gear and breathing through a Stromberg carburettor (Rolls-Royce) or twin SUs (Bentley). Despite the popularity of the 'standard steel' body, a coachbuilt alternative remained the preferred choice of many Rolls-Royce and Bentley customers. Bodied by H J Mulliner, a company Rolls-Royce would later acquire, chassis number 'B-3-EW' has had only one owner since 1968. We are advised that the Bentley received a new engine and gearbox in 1967, and that it has not run since the last MoT certificate was issued in January 2012. Offered for restoration and sold strictly as viewed, the car comes with the aforementioned expired MoT certificate and a V5 registration document.

£7,000 - 10,000

€9,900 - 14,000

No Reserve



386

1995 ASTON MARTIN VANTAGE COUPÉ

Registration no. tba

Chassis no. SCFDAM2S3RBR70027

Engine no. 590/70027/M

- *One of the fastest and most powerful supercars of its day*
- *Automatic transmission*
- *24,200 miles recorded*
- *From an exclusive private collection of Aston Martins*





'What the Vantage is, and what the Virage, Volante and Zagato are not, is a real Aston Martin: a big, very beautiful, very fast, albeit expensive GT with so much appeal and purpose behind it that it is more an experience than it is mere transport...' - *Autocar & Motor*.

'Brutal' was a word used more than once to describe the fastest Aston Martin ever on its introduction in 1993, but as the Vantage had no less than 550bhp available to propel its two tons, the choice can only be judged fair comment.

After almost 20 years in production, Aston's V8 had been updated for the 1990s as the Virage. A consummate fast tourer, the Virage left room at the top of the range for an out-and-out sports car, hence the Vantage. Although the two models appeared superficially similar few panels were shared, while beneath the skin the Vantage chassis boasted the kind of extensive re-engineering required to cope with the massive increase in performance. The latter came courtesy of a blown version of Aston's 5,340cc V8, twin mechanically driven Eaton superchargers being preferred to turbo-charging on the grounds of superior throttle response. Quite apart from its stupendous maximum output of 550bhp, remarkable enough in itself, the Vantage engine is monstrously torquey, producing 550lb/ft at 4,000rpm, a figure that made even the mighty the Chrysler Viper V10's 450lb/ft seem puny by way of comparison.

And for those who found 550bhp insufficient, there was the Works Service-developed 'V600' enhancement that brought with it an additional 50 horsepower together with upgrades to the wheels, suspension and brakes.

On test with *Autocar* magazine, a development Vantage raced to 60mph in a Ferrari 512TR-destroying 4.6 seconds, reaching the 'ton' just 5.5 seconds later. The standing kilometre was achieved in 23.1 seconds with the speedometer registering close to 150mph and although a true top speed figure proved unobtainable, the Vantage was reported as having already recorded 191mph while on test in France. Its price at launch was as eye-watering as the performance figures: a cool £177,600.

According to the Aston Martin Car Record Card (copy on file), this stunning Vantage was ordered in the beautiful colour combination of DB7 Brecon Anthracite with a black-piped tan leather interior and Parchment Alcantara headlining. Fitted with the optional automatic transmission, it was sold through Stratstone of Mayfair to its first (lady) owner, who resided in Berkshire.

In recent years the Vantage has formed part of an exclusive collection of fine Aston Martins and other exotica. Currently displaying a total of only 24,200 miles on the odometer, the car is currently registered on a private plate which is not included in the sale. We are advised that an age-related UK registration has been applied for.

£100,000 - 120,000
£140,000 - 170,000

387

1966 MERCEDES-BENZ 220 SEB CONVERTIBLE

Registration no. KGW 429D

Chassis no. 111 023 220 788 52

Engine no. M127 984 220 03851

- *Classic soft-top Mercedes-Benz*
- *Well maintained throughout its life*
- *Extensively restored*
- *From an exclusive UK private collection*





The 220 SEb Convertible and Coupé were luxurious derivatives of the 220 SEb saloon that had debuted at the Frankfurt Show in 1959. This new 220 family moved Mercedes-Benz's styling into the modern era; longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, enlarged rear window and vertically positioned twin headlamps. Two-door Coupé and Convertible models appeared in 1960 and 1961 respectively, minus the saloon's already dated-looking tail fins. The pair were better appointed too, being equipped as standard with a rev counter, leather upholstery and four-speed automatic transmission with floor-mounted gear change. The all-independent suspension was given more sporting characteristics, while the 134bhp fuel-injected version of the 220 SE's overhead-cam six was standard, giving this well-proportioned car a top speed nudging 110mph. Matching this enhanced performance was the replacement of the saloon's fade-prone drum brakes with superior Girling discs.

This 220 SEb Convertible has been fastidiously maintained throughout its life, enjoying only one owner from new until 2006. The car benefits from a no-expense-spared total restoration, completed in 2000, which has stood the test of time well because, most importantly, it was not in poor condition to begin with.

Restoration work included a full engine rebuild with crankshaft, pistons and con-rod balancing by Gosnays Engineering; unleaded/LPG conversion; re-polishing of the original wood fittings; new convertible mohair hood and lining (plus other upholstery items) faithfully reproducing the original and including a new wooden rear spar (custom made in America); re-plating of brightwork; bare metal re-spray (engine, suspension, interior and hood removed) in original Mercedes silver blue metallic, including first two coats with epoxy mastic cured resin and extensive use of lead loading; all door, glass and other rubber seals renewed; new windscreen; new brakes and gas suspension. The cream leather interior remains original, retaining its original Becker radio (with iPod interface). Maintenance post restoration was carried out in accordance with the manufacturer's recommendations by marque specialists Rodger Edwards Motors of Wembley, Middlesex, and the car comes with the associated service history.

This elegant 1960s four-seat convertible boasts disc brakes, power steering, fuel injection, automatic transmission and a stainless-steel exhaust system, and can be driven without any allowances being made for its age as well as affording the additional benefit of low-cost classic car insurance. Forming part of an exclusive UK private collection since 2008, the car is offered with restoration invoices, an owner's handbook and a V5C document.

£60,000 - 70,000
€85,000 - 99,000

388

1989 JAGUAR XJ-S 5.3-LITRE V12 LISTER CONVERTIBLE

Registration no. F363 UPC
Chassis no. SAJJNADW3DA146261
Engine no. 85055036HA

- *Lister converted and enhanced*
- *One of the ultimate Jaguars of its day*
- *Plentiful service history*
- *68,000 miles recorded*



One of the most illustrious names in sports car racing history, the Lister-Jaguar, designed by Brian Lister, swept almost all before it during its first full racing season in 1957, while in recent years cars bearing the Lister name have been a major force in GT racing worldwide. From the early 1980s the name has also graced some of the world's fastest road cars, following an agreement, first with BLE Automotive and then WP Automotive, saw converted XJ-S models marketed as Lister-Jaguars.

Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S made use of the Jaguar XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. The car's 150mph performance was not achieved without penalty however, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the HE (High Efficiency) V12 in 1981 and the introduction of the smaller six enabled it to weather the storm. The introduction of the six-cylinder model in 1983 coincided with that of the Targa-style Cabriolet - the first open Jaguar since the E-Type's discontinuation - but it was not until 1988 that a full convertible became available.

Lister's developments of the XJ-S included a 6.0-litre engine and twin-supercharger induction, and by 1995 a 'full house' Mark III conversion cost a staggering £53,505+VAT, on top of the price of the donor vehicle!

This stunning XJ-S V12 Convertible boasts the full Lister body kit, interior, suspension, wheels, racing brakes and tuned 5.3-litre engine. 'F363 UPC' has covered only 68,000 miles from new and comes with expired MoT certificates and plentiful service history, including bills totalling over £1,000 for a top-end overhaul and air conditioning repair. Described as in generally good condition, this rare Lister-modified XJ-S comes with MoT to October 2016 and a V5C registration document. Finished in red with matching carpets and red-piped cream leather interior, it represents an exciting opportunity to acquire an exciting car possessing an exceptional specification, as well as a direct link with one of the greatest of Jaguar exponents.

£25,000 - 30,000
€35,000 - 42,000

The ex-Anna Maria Peduzzi
2nd Place at the Coppa Int. Delle Dame
1953 FIAT 8V ELABORATA
Coachwork by Zagato

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..... *Auction*

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*Matching numbers, long nose
and torque tube example*

1966 FERRARI 275 GTB

Chassis no. 8973

Engine no. 8973

€2,500,000 - 3,500,000

To be offered without reserve

LES GRANDES MARQUES
DU MONDE
— AU —
GRAND
PALAIS



Bonhams

From the Collection of Willem van Huystee
The Ex-Sommer, Fagioli, Nuvolari, Biondetti,
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Chris Leydon and D.L. George Coachworks
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1952 JAGUAR C-TYPE SPORTS RACING TWO-SEATER

Chassis no. XKC 011

Bonhams

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AU

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Main image

**1954 MV AGUSTA
DISCO VOLANTE**

€11,000 - 17,000



1948 GILERA SATURNO
€11,000 - 16,000



1949 MONDIAL 125CC SPORT
€7,000 - 10,000



1956 PARIILLA 175CC
€5,600 - 7,000



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£60,000 - 80,000



1939 BROUGH SUPERIOR 982CC SS80 SPECIAL PROJECT
£20,000 - 30,000

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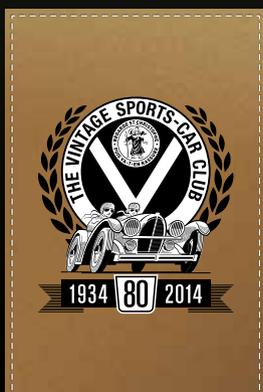
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Practitioners of the craft of private banking



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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*

The *Buyer's premium* is payable for the services to be provided by *Bonhams* in the *Buyer's Agreement* which is contained in the *Catalogue* for this Sale and for the opportunity to bid for the *Lot* at the Sale.

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.

China UnionPay (CUP) debit cards: No surcharge for using CUP debit cards will apply on the first £100,000 invoiced to a *Buyer* in any Sale; a 2% surcharge will be made on the balance over £100,000.

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

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;				
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
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	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> .
7.1.5	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	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.6	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;	8.1.1	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.
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	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.
7.1.8	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;	8.1.3	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> .
7.1.9	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;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.		
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:	10	OUR LIABILITY
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> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2	Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
		9	FORGERIES	10.2.1	handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
		9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.		
		9.2	Paragraph 9 applies only if:		
		9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and		

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com 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 "indemnity" 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)

Sale title: THE DECEMBER SALE		Sale date: 10 December 2015													
Sale no. 22705		Sale venue: RAF Museum, London													
<p>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.</p> <p>General Bid Increments:</p> <table border="0"> <tr> <td>£10 - 200by 10s</td> <td>£10,000 - 20,000by 1,000s</td> </tr> <tr> <td>£200 - 500by 20 / 50 / 80s</td> <td>£20,000 - 50,000by 2,000 / 5,000 / 8,000s</td> </tr> <tr> <td>£500 - 1,000by 50s</td> <td>£50,000 - 100,000by 5,000s</td> </tr> <tr> <td>£1,000 - 2,000by 100s</td> <td>£100,000 - 200,000by 10,000s</td> </tr> <tr> <td>£2,000 - 5,000by 200 / 500 / 800s</td> <td>above £200,000at the auctioneer's discretion</td> </tr> <tr> <td>£5,000 - 10,000by 500s</td> <td></td> </tr> </table> <p>The auctioneer has discretion to split any bid at any time.</p>				£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	
£10 - 200by 10s	£10,000 - 20,000by 1,000s														
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£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion														
£5,000 - 10,000by 500s															
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: <input type="text"/> <input type="text"/> / <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>		Please tick if you have registered with us before <input type="checkbox"/>													

Please note that all telephone calls are recorded.

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. UK/06/14

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367	1964	Alfa Romeo Giulia TI Super Competition Saloon	328	1968	Jaguar 340 Sports Saloon
381	1980	Alfa Romeo Spider 1600 Junior	376	1968	Jaguar 340 Sports Saloon
360	1993	Alfa Romeo SZ Coupé	378	1969	Jaguar E-Type 4.2-Litre 'Series 2' Coupé Project
349	1962	Amphicar 770 Cabriolet	330	1971	Jaguar E-Type 4.2-Litre V8 Supercharged Roadster
386	1995	Aston Martin Vantage V550	379	1988	Jaguar XJ-S V12 Convertible
351	1926	Bentley 3-Litre 'Light Tourer'	308	1988	Jaguar XJ-S V12 HE Lynx Eventer
302	1935	Bentley 3½-Litre Sports Saloon	388	1989	Jaguar XJ-S 5.3-Litre V12 Lister Convertible
306	1936	Bentley 4¼-Litre 'Owen' Sedan Coupé	305	1938	Lagonda V12 Drophead Coupé
307	c.1938	Bentley 4¼-Litre 'High Vision' Coupé	325	1939	Lagonda 4½ litre LG6 Sports Saloon
301	1939	Bentley 4¼-Litre 'Razor Edge' Brougham Saloon	370	1952	Land Rover 'Series I' 80" 4x4
304	1939	Bentley 4¼-Litre Drophead Coupé	361	1949	Lamar Monocar
336	1947	Bentley Mark VI Saloon	352	1992	Mercedes-Benz 500 SL Convertible
385	1949	Bentley Mark VI Sports Saloon Project	318	1993	Mercedes 320CE Convertible
345	1954	Bentley R-Type 4½-Litre Sports Saloon	387	1966	Mercedes-Benz 220 SE Cabriolet
303	1958	Bentley S-Series Continental Flying Spur Saloon	374	c.1962/63	Mercury Sports Racer
327	1958	Bentley S1 Saloon	339	1933	MG Magna L1 to Magnette K3 Specification
332	1990	Bentley Continental Convertible	333	1933	MG Midget J2 Roadster
317	1985	BMW M635CSi Coupé	373	1995	MG RV8 Roadster
362	1960	Chevrolet Bel Air Sedan	380	1913	Morris Oxford 8.9hp 'Bullnose' Two-seat Tourer
355	1929	Chrysler 75 Roadster	364	1924	Morris 11.9hp Cowley Tourer
329	1972	Citroën SM Coupé	377	1959	Porsche 308 N Super Tractor
340	1901	De Dion Bouton 4½hp Type G 'Vis-à-Vis'	316	1985	Porsche 911 Carrera 3.2-Litre Convertible
354	c.1931/32	Dodge Eight Roadster Coupé	383	1929	Renault 15CV Vivasix Landalette de Ville
331	1953	EMW 327 Cabriolet	350	1949	Riley RMC 2½-Litre Roadster
343	1962	Facel Vega Facel II Coupé Project	337	1930	Rolls-Royce Phantom II Enclosed Drive Limousine
368	c.1976	Ferrari 308 GT Berlinetta Vetroresina	357	1933	Rolls-Royce 20/25hp Sedan Coupé
375	1980	Ferrari Mondial 8 Coupé	342	1934	Rolls-Royce 20/25hp Three-position Drophead Coupé
326	c.1982	Ferrari 512BBi Coupé	358	1935	Rolls-Royce Phantom II Continental Saloon
334	1970	FIAT 500L Saloon	311	1968	Rolls-Royce Silver Shadow Coupé
384	1970	Fiat 500L Saloon	346	1970	Rolls-Royce Phantom VI Limousine
353	1972	FIAT 500 Saloon	344	1983	Rolls-Royce Corniche Convertible
366	1970	Ford Lotus Cortina Mark II Sports Saloon	312	1992	Rover Mini 'British Open Classic' Saloon
315	1986	Ford Capri MkIII 2.8i Coupé	321	1993	Rover Mini Sprite Saloon
359	1978-79	Formula 4 Racing Single-Seater	363	1992	SAAB 900 Turbo T16S Automatic Convertible
382	1938	HRG Le Mans Sports Project	310	1999	Sebring SX Roadster
348	1913	Hudson Model 37 Torpedo Tourer	356	c.1915	Simplex Crane Model 5 46hp Limousine
347	1927	Humber 9/20hp Tourer	338	1934	SS1 2½-Litre Sports Saloon
314	1957	Humber Hawk MkVIA Police Car	324	1938	Studebaker Commander Sedan
323	1957	Jaguar Mark VIII Saloon	322	1972	Triumph TR6 Roadster
369	1959	Jaguar XK150 3.4-Litre Coupé	319	1992	TVR Griffith Roadster
365	1959	Jaguar XK150S 3.4-Litre Drophead Coupé	335	1964	Volkswagen Type 2 De Luxe Micro Bus by Devon
309	1960	Jaguar Mark IX Saloon	320	1978	Volkswagen 'Beetle' 1200L Saloon
371	1962	Jaguar E-Type 'Series 1' 3.8-Litre Competition Coupé	341	1942	Willys Jeep
372	1963	Jaguar Mark 2 3.8-Litre Sports Saloon			

MOTORCYCLE INDEX

Lot No	Year	Model	Lot No	Year	Model
207	1926	AJS 350cc Model G6 'Big Port'	212	1929	Levis 247cc '6 Port'
209	c.1940	Ariel 348cc W/NG	223	1938	Morgan Super Sports Roadster
216	1953	Ariel 998cc Square Four Mark II	210	1975	OSSA 350 MAR Trials Motorcycle
217	1964	Ariel 247cc Arrow Super Sports	201	c.1965	Raleigh 49cc RM6 Runabout Moped Project
213	c.1939	BSA 500cc M20/M24 Gold Star	202	1968	Raleigh 49cc RM6 Runabout Moped Project
206	1967	BSA 654cc Thunderbolt & Watsonian Grand Prix Sport Sidecar	218	1951	Rumi 125cc
219	1954	Ceccato 175cc Turismo	208	1934	Scott 498cc Flying Squirrel
221	c.1950	FB Mondial 125cc	211	1959	Scott 596cc Flying Squirrel
203	1975	Honda 49cc C100	222	c.1952	Sunbeam-Porsche 990cc Special
204	c.1975	Honda CB200	214	1953	Triumph 498cc Speed Twin
220	1959	Laverda 98cc Lusso Sport	205	1957	Triumph 649cc Tiger 110 Project
			215	1981	Triumph 744cc T140V Bonneville 'Royal Wedding'

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