

THE DECEMBER SALE

Collectors' Motor Cars, Motorcycles and Automobilia
Wednesday 7 December 2016
Olympia, London



Bonhams

THE DECEMBER SALE

Collectors' Motor Cars, Motorcycles and Automobilia
Wednesday 7 December 2016 at 11:00
Olympia, Kensington, London

VIEWING

Tuesday 6 December
16:00 to 19:30
Wednesday 7 December
from 09:00

SALE TIMES

Automobilia 11:00
Motorcycles 14:00
Motor Cars 16:00

SALE NUMBER

23599

CATALOGUE

£30.00 + p&p
(admits two)

BIDS

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

Please note that bids should be submitted no later than 18:00 on Tuesday 6 December 2016. All bids should be sent directly to the Bonhams office, +44 (0) 20 7447 7401 fax or Email: 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
motorcycles@bonhams.com

Automobilia
+44 (0) 8700 273 619
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 370
Back cover: Lot 119 & Lot 234

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 International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Jon Baddeley, Rupert Banner, Geoffrey Davies,
Jonathan Fairhurst, Asaph Hyman, James Knight,
Caroline Oliphant, Edward Wilkinson, Leslie Wright.

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Antony Bennett, Matthew Bradbury,
Lucinda Bredin, Simon Cottle, Andrew Currie,
Paul Davidson, Jean Ghika,
Charles Graham-Campbell, Matthew Haley,
Richard Harvey, Robin Hereford, David Johnson,
Charles Lanning, Miranda Leslie,

Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, India Phillips,
Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, James Stratton, Ralph Taylor,
Charlie Thomas, 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 dagger (†) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium will be 25% on the first £100,000 of the Hammer Price, 20% from £100,001 to £2,000,000 of the Hammer Price, and 12% on the balance thereafter.

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

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

Cash Limit Acceptance

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

Methods of Payment

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

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

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

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

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

We accept the following methods of payment:

- **Sterling cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. cheques drawn by third parties cannot be accepted. Cheques drawn by third parties cannot be accepted;
- **Cash:** you may pay for lots purchased by you at this Sale with notes or coins 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 or notes.
- **Bank Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank Account
Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

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

- **Debit cards drawn on a UK bank:** there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 2% surcharge.
- **Credit cards:** Visa and MasterCard. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards.

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

VAT

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

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

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

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

NOVA

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

Vehicles imported under Temporary Admission (TA)

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

Vintage Sports-Car Club Eligibility Documents

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

The Veteran Car Club of Great Britain Dating Plates and Certificates

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

VMCC Statement of Search/Dating Certificates

The DVLA have revised their policy for the issuing of a VMCC Dating Certificate. Accordingly, any Vintage Motor Cycle Club Statement of Search Certificate issued before serial number 18999, will no longer be accepted by the DVLA for dating and registration purposes due to the insufficient depth of information provided.

Whilst Bonham's may refer to old style VMCC dating certificates in the catalogue description of a lot and their physical presence within the lot's history file, the old style dating certificate cannot be relied upon as evidence in correspondence with the DVLA. In all cases, prospective bidders must satisfy themselves as to the date and manufacture of a machine and its major mechanical components prior to bidding. Please contact the VMCC Library for replacement applications and further details.

Professional Catalogue Photography

Simon Clay
Tom Wood
Tim Scott

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 +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

Yes, we should have every vehicles file available for inspection during the view.

Motorcycle Frame and Engine Numbers

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

Keys and Documents

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

Important 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 or notes. We accept the following methods of payment.

Payment by card

You may pay by debit card. You may also pay by the following credit cards: Visa and MasterCard. 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 up to 10 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately

Bank transfer

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

Cash Limit Acceptance

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

Are there any other charges?

Like the vast majority of auctioneers Bonhams charge what is known as a Buyer's Premium 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 dagger (†) printed beside the lot number in the catalogue.

For Automobilia the Buyer's Premium will be 25% on the first £100,000 of Hammer Price, 20% from £100,001 to £2,000,000 of Hammer Price, and 12% on the balance thereafter.

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

When can I clear my purchases?

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

Can someone deliver the vehicle for me?

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

IMPORTANT V5/V5C INFORMATION

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder you fill in the registration document on the day of the sale, with the name and address for which the vehicle is to be registered to. If you are unable to attend the sale, please contact Bonhams as soon as possible post-sale with the correct name and address. For motor car registration please contact Alexandra Lippai.

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

Richard Hudson Evans
+44 (0) 01789 414983
richard.hudson-evans@bonhams.com

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

Mark Garside
+44 (0) 7811 899905
mark.garside@bonhams.com

Motor Car Administrators

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

Alexandra Lippai
+44 (0) 20 7468 5806
alexandra.lippai@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

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

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

Press Office

Lorna Cumming-Bruce
+44 (0) 20 7468 8210
+44 (0) 20 7468 8209 fax
lorna.cumming-bruce@bonhams.com

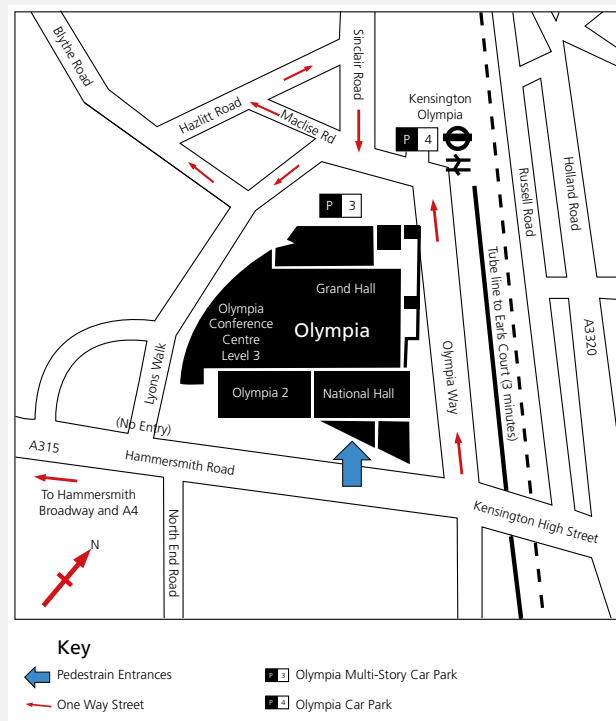
Catalogue subscriptions

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

Transporter

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

Directions to Olympia



Sale Admission for Catalogue Holders

Via the Hammersmith Road entrance to the Olympia National Hall

Bonhams at Olympia

Olympia National Hall
Hammersmith Road
London, W14 8UX

By Public Transport

Olympia is easily accessible by:
London Overground
District Line
Central Line
Piccadilly Line
Hammersmith & City Line
Circle Line

Car Parking

(P3) Olympia multi-storey parking
(P4) Olympia Motorail

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 12pm on the day after the sale. With the exception of those lots marked with the $\diamond\diamond\diamond$ symbol, and unless Bonhams Automobilia Department have received and confirmed instructions otherwise, 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 Monday 12 December 2016 by appointment directly with Toby Wilson or Adrian Piroos of Bonhams Automobilia department

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

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. Unless specific arrangements have been confirmed with the Automobilia Dept before the sale clearance time and date listed above, all such lots will be removed from the saleroom by our recommended transporter Polygon Transport to their storage premises and will be subject to Uplift and Storage charges at the buyer's expense.

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

Motor Cars & Motorcycles

Motor Cars & Motorcycles must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Thursday 8 December 2016.

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

Removal and Storage of Vehicles

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

Polygon Transport registered address:

Polygon Transport

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

Vehicle Removal charges

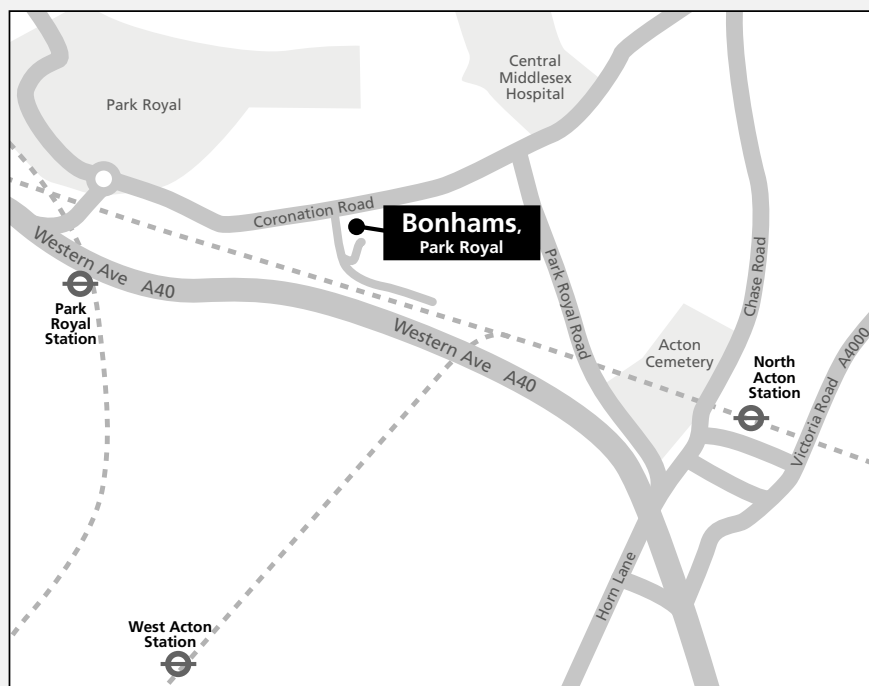
£125 + VAT per motorcycle
£175 + VAT per motorcycle combination
£260 + VAT per motor car

Storage charges

£10 + VAT per day
per motorcycle
£12.50 + VAT per day
per motorcycle combination
First 14 days
£15.00 + VAT per day
per motor car

Transport and Shipping

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



AUTOMOBILIA

11am

Lots 1 - 163

Images of all automobilia lots are
available at [bonhams.com/automobilia](https://www.bonhams.com/automobilia)

Not all imperfections are stated.

All lots sold as viewed







1

1
A RARE 'CASTROL OIL' GLASS PETROL PUMP GLOBE,
white glass cube, lettered in red and green, 22cm high, small chips to neck.
£500 - 700
€560 - 790

2[◇]
A 'NATIONAL PREMIUM' GLASS PETROL PUMP GLOBE,
diamond shaped, lettered in light blue, 49cm high, together with a Mobil glass petrol pump globe, lettered in red and blue, 31cm high and a PEP plastic petrol pump globe, 35cm high.
(3)
£500 - 700
€560 - 790

3[◇]
A 'MAJOR SUPREME' GLASS PETROL PUMP GLOBE BY HAILWARE,
transfer printed in three colours, 42cm high, together with three plastic petrol pump globes for Thrust, SJO and Burmah.
(4)
£500 - 700
€560 - 790

4^{◇◇}
AN 'ESSO BLUE' GLASS PARAFFIN PUMP GLOBE BY HAILWARE,
39cm high, together with three Esso plastic petrol pump globes including Extra (damaged to top) and Autodiesel, and a plastic Esso Blue globe.
(5)
£500 - 700
€560 - 790

5[◇]
A 'NATIONAL ECONOMY' GLASS PETROL PUMP GLOBE,
diamond shaped, lettered in maroon, 49cm high, together with an MS glass petrol pump globe, 35cm high, and two plastic globes for Jet and Globe petrols.
(4)
£500 - 700
€560 - 790

6^{◇◇}
FIVE 'ESSO' PLASTIC PETROL PUMP GLOBES,
for Plus (x2), Extra (x2) and Popular, (some with cracks and chips to neck), together with an Esso Tiger globe shade.
(6)
£500 - 700
€560 - 790

7[◇]
A RARE 'BP/SHELL DERV' 'D'-SHAPED GLASS PETROL PUMP GLOBE BY WEBB'S CRYSTAL,
40cm high, (damaged to top corner), together with a Pink Paraffin glass paraffin pump globe (faded) and Thor plastic petrol pump globe, (damage to neck).
(3)
£500 - 700
€560 - 790

8[◇]
A 'REGENT SUPER' GLASS PETROL PUMP GLOBE,
some fading, 36cm high, together with three plastic petrol pump globes for Texaco, Trident and Elf.
(4)
£500 - 700
€560 - 790

9[◇]
A 'SUPER NATIONAL' GLASS PETROL PUMP GLOBE,
diamond shaped, lettered in maroon (faded), 49cm high, together with three plastic petrol pump globes for ICI (repair to frame), Globe and Jet.
(4)
£500 - 700
€560 - 790

10[◇]
A 'SHELL DIESOLINE' GLASS PETROL PUMP GLOBE,
lettered in red and black, together with a 'Not For Resale' glass petrol pump globe, and two plastic petrol pump globes for Butler and Pace.
(4)
£500 - 700
€560 - 790

11^{◇◇}
ASSORTED COMMERCIAL ADVERTISING SIGNS,
comprising 'Bourneville Cocoa' enamel sign, number 105, single sided, 41 x 112cm, a 'Wills's Woodbine' enamel sign, single sided 91 x 61cm, a 'Brooke Bond Tea is good tea' enamel sign, single sided, 102 x 76cm, 'Lyons Cakes', double sided, flange mounted, 36cm high, 'Colman's Mustard', single sided enamel 50 x 234cm and other assorted signs for Café Player's Please, double sided, metal sign, 51cm high, Access, Dialcard, Post Office, Wall's Ice Cream, No Smoking and Visa, together with an R Whites enamelled triangular waste bin, with internal basket.
(Qty)
£500 - 700
€560 - 790

12[◇]
A 'BMC SERVICE' PRINTED SIGN,
alloy (scratched), 91cm high, together with a cast and painted plastic BMC rosette, 60cm high, (chips to ribbon), a 'Ford Sales and Facilities' printed tin sign, 92cm high, and a 'BP Motor Spirit' Union Jack enamel sign (for restoration), 92 x 137cm, all single sided.
(4)
£500 - 700
€560 - 790

13^{◇◇}
ASSORTED MOTORING ADVERTISING SIGNS,
including an illuminating double-sided British Leyland Morris sign, 122cm wide, a Firestone Tyres printed tin sign by Franco Signs, 183cm wide, a Goodyear Tyres enamel sign, 92cm wide, a British Regent Petrols circular enamel sign (restored and overpainted) 92cm wide, and an Esso Extra Motor Oil printed tin sign, 61cm high.
(5)
£500 - 700
€560 - 790



21

14⁰

A LARGE 'ESSO' ILLUMINATING SIGN,
double-sided moulded plastic in oval alloy
frame, 87cm high, together with an Esso
plastic sign, (cracked) and four Regent circular
advertising signs, the larger 46cm diameter.
(6)

£500 - 700

€560 - 790

15⁰

**SIX FLANGE-MOUNTED DOUBLE SIDED
ADVERTISING SIGNS,**

comprising enamel Royal Daylight Lamp Oil
(faded), enamel Esso Blue, white enamel
Aladdin Pink Paraffin, printed tin Esso Blue, pink
enamel Aladdin Pink Paraffin and a printed tin
Champion Spark Plug Service, together with
Bluecol Tester, Michelin tyre pressures chart,
Gulfthane, India Tyres enamel, CarPlan spray
paint and a cut-out Nigel Mansell advertising
standee.

(12)

£500 - 700

€560 - 790

16⁰

NINE ASSORTED SIGNS,

including Castrol Wakefield Motor Oil, single
sided enamel, 51 x 76cm, Duckhams Q
Motor Oil enamel thermometer, 51 x 66cm,
Fram Filters printed tin thermometer, National
Breakdown Agent, two small replica signs and
others, together with the sliding door from a
Shell Oil cabinet, a Castrol poster (reprint),
an MG K3 Magnette print and a Long Vehicle
warning plate.

(Qty)

£500 - 700

€560 - 790



22

17⁰

AN 'AA SERVICE' ILLUMINATED SIGN,

56cm wide, as fitted to the roof of AA patrol
cars, metal light-box with lettered red plastic
'glazed' panels, two plastic AA signs for
Appointed, wall mounted, and a two spanner
symbol, hanging off wall bracket and an AA
cast iron post-head with warning reflectors.

(4)

£500 - 600

€560 - 670

18⁰

**AN 'RAC GET-YOU-HOME SERVICE'
ILLUMINATED HANGING SIGN,**

diamond shaped, metal frame (rusted) with
glass panels, 74cm high, with wall mounting
bracket, together with a matching enamel sign,
an RAC Rescue Service enamel sign and an
RAC Join Here printed sign.

(4)

£500 - 600

€560 - 670

19⁰⁰

A LARGE 'JET' ILLUMINATED SIGN,

metal frame with double sided plastic panels,
130 x approximately 160cm wide, together with
a large British Leyland illuminated sign, alloy
frame with plastic panels, 102 x 102cm, a large
Murco plastic sign panel and two other Murco
signs.

(5)

£500 - 600

€560 - 670

20⁰

**AN 'AA GARAGE' DOUBLE-SIDED SHIELD
SHAPED HANGING ENAMEL SIGN,**

by BB Kent of London, 80cm high, with wall
mounted hanging bracket.

£500 - 700

€560 - 790



23

21⁰

**A 'BMC SERVICE' ILLUMINATING WALL
MOUNTING SIGN BY FRANCO OF
LONDON S.W.1.,**

advertising The British Motor Corporation Ltd.,
double-sided, moulded white plastic panels
bearing transfer emblems of the rosette design,
some minor some loss to transfer in places on
one side, the other side with loss to transfer
throughout, fixed to a wall bracket with steel
plate for side mounting, wired for illumination,
measuring 100 x 73 x 20cm overall.

£500 - 700

€560 - 790

22⁰

**AN 'AA GARAGE' WALL MOUNTING
ENAMEL SIGN BY B.B. KENT OF LONDON,**

single sided, black painted steel shield-
shaped frame fitted with four side lugs for wall
mounting, with black on yellow enamel panel
featuring the motoring badge design, enamel
in seemingly good general order with bright
colours, 80 x 57cm.

£500 - 700

€560 - 790

23⁰

**AN 'AA GARAGE' DOUBLE-SIDED ENAMEL
HANGING SIGN BY B.B. KENT OF LONDON,**

black painted steel shield-shaped frame, set
with black on yellow enamel panels featuring
the motoring badge design, enamel in generally
good order with bright colours, 79 x 56cm,
complete with hooks for hanging to upper
edge.

£800 - 1,000

€900 - 1,100



26



27



29

24⁰

AN 'ASTON MARTIN LAGONDA' ILLUMINATING LIGHT BOX SIGN,

modern, green painted aluminium frame, single-sided, with Perspex panel featuring the Aston Martin and Lagonda emblems, 113 x 62 x 12cm, wired for illumination.

£500 - 800

€560 - 900

25⁰

A 'PORSCHE' ILLUMINATING SIGN,

modern, aluminium frame, single-sided with raised moulded plastic panel featuring the Porsche emblem, 82 x 103 x 14cm, wired for illumination.

£500 - 800

€560 - 900

26

A FERRARI 246 DINO JACK BY BATTAINI,

painted yellow, some surface corrosion in places, complete with crank with 'B' handle and grommet, lacking upper cap, 42cm long, together with wheel brace and with black leather pouch.

(3)

£1,000 - 1,500

€1,100 - 1,700

27

A CASED FERRARI 355 TOOL KIT AND BROCHURE,

tan leather case by Schedoni, with carrying handle, 39cm wide, incomplete, containing six chromed Ferrari vanadium spanners, other tools, a ratchet, a lift-out tray fitted with pliers, a smaller tray with bulbs and electrical connectors, together with a tow hitch, a cigarette lighter operated light, and an Agip pressurised tyre inflator (believed expired) in case, together with a Ferrari F355 sales brochure and a red Ferrari vinyl bag.

(3)

£800 - 1,200

€900 - 1,300

Please Note: Bidders are advised that due to the nature of the container and fluid contained within the tyre inflator, this lot may be subject to various shipping and/or import/export restrictions.

28

TWO FERRARI TOOL KITS,

comprising a tool roll for a Ferrari 308 with 14 tools, and a Ferrari 512 BB tool case, with some tools replaced or missing, the case speckled with white paint, worn.

(2)

£600 - 800

€670 - 900

29

A CASED FERRARI 355 TOOL KIT BY SCHEDONI OF ITALY,

light brown leather case with handle and embossed with 'Ferrari' and Cavallino emblems, containing three lift-out trays, seemingly complete, one tray fitted with eight Ferrari chromed Vanadium spanners and two black handled screwdrivers, another fitted with correct red-handled pliers, two smaller black handled screwdrivers, tow hitch, and full set of bulbs and accompanying spares, the last containing spare fan-belt, in seemingly good order overall and showing little sign of use, the case measuring 37 x 16 x 13cm.

£1,000 - 1,500

€1,100 - 1,700

30

A 501/502 BMW CAST ALLOY TOOL BOX, 1950S,

painted light green, fitted with Hazet tools, (lacking one small and two large spanners), with additional extension bar to a Hazet socket set and a feeler gauge, the box 30 x 14 x 8.5cm, paint chipped and worn.

£500 - 550

€560 - 620

31

A QUANTITY OF TOOLS TO SUIT VINTAGE CARS INCLUDING BENTLEY,

including a Desmo foot pump, an Eversure hydraulic bottle jack (lacking handle), both painted green, a Burmos 'Pattern A' blowtorch, a fire-extinguisher, a hand-drill, an oil can, five grease guns including Enots and Tecalemit, four adjustable spanners including King Dick, assorted C-spanners including BSA, various pliers, four screwdrivers including 'Perfect Pattern', four tyre levers by Dunlop and Duco, two wooden handled hammers, files, and other tools, together with a light brown leather tool bag with interior base tray.

(Qty)

£800 - 1,200

€900 - 1,300



32

AN UNUSUAL 24 QUART FUEL OR OIL CONTAINER AND MEASURE, FORMERLY THE PROPERTY OF ST. JOHN RATCLIFFE STEWART 'JOCK' HORSFALL,

steel bodied container with handles to either side, outlet pipe to front, fitted with glazed panel and two stamped brass measures, the galvanized interior fitted with third brass measure 2-24 Quarts, lockable lid, with handle and brass attachment, 71cm high overall. Offered for sale with a letter of provenance.

(2)

£1,000 - 1,200

€1,100 - 1,300

St. John Ratcliffe Stewart 'Jock' Horsfall (31 July 1910 – 20 August 1949)

During the late 1930s 'Jock' Horsfall became a familiar and popular competitor at British and European motor races, commonly driving "The Black Car", his Aston Martin 2 litre Speed Model. At the wheel of the Black Car, Horsfall won the Leinster Trophy race at Brooklands in 1938, later that year he went on to take victory in the 2 litre class, and finished second overall, in the RAC Tourist Trophy race at Donington Park, getting the best out of the Black Car and beating the more fancied BMW works cars.

During World War II 'Jock' Horsfall was employed as a specialist driver for the British secret service, playing an important part in Operation Mincemeat, a famously successful disinformation plot to convince the Germans that the Allies planned to land in Greece rather than Italy.

Returning to the track following the cessation of hostilities, Horsfall drove the Black Car to victory in the 1946 Belgian Sports Car Grand Prix. In 1948 he and co-driver Leslie Johnson won the Spa 24 Hours race, sharing a prototype Aston Martin 2-Litre Sports car. Tragically 'Jock' died from an accident while driving an ERA racing car in the 1949 BRDC International Trophy race at Silverstone Circuit. Today, the Aston Martin Owner's Club maintains an annual race meeting in his memory.



31



33

33⁰⁰

A BOWSER 'SKELETON' PETROL PUMP, CANADIAN MADE,

restored, finished in BP livery with Eyston's 357 MPH BP Ethyl brand plate, BP Ethyl 1/6 price flag plate and a BP transfer on the pumping cylinder, complete with original Goodyear hose and nozzle, 194cm high overall.

£900 - 1,200

€1,000 - 1,300



34

34⁰⁰

A HAMMOND 1 GALLON VISIBLE SEMI-ROTARY PETROL PUMP,

hand-cranked with British Made Willcox No2 pump mechanism, restored in Cleveland Discol livery, with Cleveland alloy sign and price flag, 166cm high overall, complete with hose and nozzle.

£1,500 - 2,000

€1,700 - 2,200



37

36

35⁰⁰
TWO GLAZED UPRIGHT DISPLAY CABINETS,

wired for illumination with internal ceiling switch, the double side-hinged doors with two top locks and keys, with four adjustable internal shelves, exterior dimensions 198 x 100 x 40cm.

(2)
£800 - 1,000
€900 - 1,100

These cabinets formerly housed a collection of 1:8 scale model cars.

36
AN INVICTA 8-DAY CAR CLOCK BY A.T.,
 black painted nickel case, with black dial with Arabic numerals, with winder at 4.30, 10cm diameter.
£500 - 700
€560 - 790

37
A PAIR OF FERRARI 250 GTO EXHAUST STUBS, EARLY 1960S,
 each chromed, used condition (with corrosion and loss at exhaust pipe connector), each 27cm long.
 (2)
£2,000 - 3,000
€2,200 - 3,400



38

38
A LUCAS 'BOMB' TYPE FUEL PUMP WITH LIGHTWEIGHT MOUNTING BRACKET,
 as used on 1960's competition cars using Lucas Fuel Injection Systems, numbered L3049, 730-16F, model 2EP, 12 Volt, 31cm long.
£500 - 600
€560 - 670

See lot 248 Bonhams auction catalogue number 16256 at London Olympia 1 December 2008 for a similar pump.

39
TWO WEBER 40 DCOE CARBURETTORS,
 comprising Tipo 40DCOE126 number 9N and Tipo 40DCOE127 number 9L, used, mounted together with a manifold casting.
£600 - 800
€670 - 900

40⁺
A PAIR OF WEBER 40DCL 5 CARBURETTORS ON A NARDI MANIFOLD,
 restored, carburettor numbers 247 and 516, maker's plates applied with stickers, mounted with dual throttle linkage and four mesh covered 'trumpets'.
£800 - 1,200
€900 - 1,300



39



40

41
A ROLLS-ROYCE WRAITH CRANKSHAFT,
 stamped XV 7735 B2L5 and EW 1739, measuring 87.5cm long overall, reported by the vendor as not having been re-worked and having undergone and passed a crack-test by Formhalls of Wiltshire in 2016.
£800 - 1,000
€900 - 1,100

42[†]
A BORRANI WIRE SPOKED WHEEL TO FIT A FERRARI 275GTB/4 ,
 14 x 7L Record RW 4039, fitted with 205VR14 Michelin X tyre, used.
£500 - 700
€560 - 790

43^{† 0}
THREE ALLOY WHEELS WITH TYRES,
 comprising Borrani, un-numbered, fitted with Yokohama 205/70 R 14 95V tyre, and two other alloy wheels of similar design, unmarked with Avon 215/70 R15 98V tyres, used.
 (3)
£500 - 700
€560 - 790



49

44[†] ♦

FOUR PIRELLI CINTURATO HS TYRES,
size 205 VR 15, used, with inner tubes.

(4)
£500 - 700
€560 - 790

45[†]

A BORRANI WIRE SPOKED WHEEL TO FIT SEVERAL FERRARI TYPES,

the 15 x 6½L wheel RW3801, fitted with 225/70 VR 15 Michelin X Tyre, to fit Ferrari 250GT rear, 250 GT 2+2 and 330GT, used.

£500 - 700
€560 - 790

46[†] ♦♦

FOUR CAMPAGNOLO 'STARBURST' MAGNESIUM ALLOY WHEELS TO SUIT FERRARI 275GTB/2,

15 x 7 wheels, used, suitable for re-conditioning, with bolt covers.

(4)
£800 - 1,200
€900 - 1,300

47[†] ♦

TWO CARLO BORRANI WIRE SPOKED WHEELS WITH TYRES,

badged Carlo Borrani S.P.A., un-numbered rims, fitted with 225/70 VR 15 Michelin X tyres, used.

(2)
£800 - 1,000
€900 - 1,100

48[†] ♦

THREE BORRANI WIRE SPOKED WHEELS WITH TYRES,

badged Carlo Borrani S.P.A., un-numbered, fitted with 205/70 VR 15 Michelin X tyres, used.

(3)
£1,200 - 1,600
€1,300 - 1,800



50

49[†] ♦♦

FIVE CROMODORA 'STAR' PATTERN MAGNESIUM ALLOY FERRARI WHEELS, 1970S,

each marked 7½ L x 15, to suit 356 GTB/4 Daytona, 365 GTC/4 and 365 GT4 2+2, used condition, with attached bolt covers.

(5)
£1,200 - 1,700
€1,300 - 1,900

50[†] ♦

TWO SCARCE BORRANI 15 X 7 RECORD RW 4010 WIRE SPOKED WHEELS FOR FERRARI,

designed to fit 275 GTB/C or as 330 GTO front wheels, used.

(2)
£1,500 - 2,000
€1,700 - 2,200

51[†] ♦

TWO BORRANI 15 X 7 RW 3812 WIRE SPOKED WHEELS WITH TYRES FOR FERRARI 330GT,

fitted with 225/70 VR 15 Michelin X tyres, used.

(2)
£1,500 - 2,000
€1,700 - 2,200

The wheels would also suit Ferrari 500 Superfast if fitted with 205/70x15 tyres.

52[†] ♦

TWO SCARCE BORRANI 15 X 7 RECORD RW 4010 WIRE SPOKED WHEELS WITH TYRES FOR FERRARI,

designed to suit 275 GTB/C or as 330 GTO front wheels, fitted with 205/70 VR 15 Michelin X tyres, previously used as front wheels on a Ferrari 275 GTB/4, used.

(2)
£1,500 - 2,000
€1,700 - 2,200



57

53[†] ♦

TWO SCARCE BORRANI 15 X 7½ RECORD RW 4011 WIRE SPOKED WHEELS WITH TYRES FOR FERRARI,

size 15 x 7, to suit 330 GTO as rear wheels, fitted with 215/70 VR 15 Michelin X tyres, used.

(2)
£1,500 - 2,000
€1,700 - 2,200

54[†] ♦

TWO SCARCE BORRANI 15 X 7½ RECORD RW 4011 WIRE SPOKED WHEELS WITH TYRES FOR FERRARI,

size 15 x 7, designed to suit 330 GTO as rear wheels, fitted with 215/70 R 15 98V Avon tyres, previously fitted to a Ferrari 275 GTB/C, used.

(2)
£1,500 - 2,000
€1,700 - 2,200

55[†] ♦

THREE BORRANI 14 X 6½ RW 3874 WIRE SPOKED WHEELS WITH TYRES FOR FERRARI,

to suit 275GTB (first series), 275GTS and 330GTC, fitted with Michelin 205/70 VR 14 tyres, used.

(3)
£1,500 - 2,000
€1,700 - 2,200

56[†] ♦♦

FOUR BORRANI WIRE SPOKED WHEELS WITH TYRES,

badged Carlo Borrani S.P.A., un-numbered, fitted with 225/70 VR 15 Michelin X tyres, used.

(4)
£1,600 - 2,200
€1,800 - 2,500

57[†] ♦♦

FOUR CAMPAGNOLO 'STARBURST' MAGNESIUM ALLOY WHEELS TO SUIT FERRARI 275GTB/2,

15 x 7 wheels, older re-conditioned finish with some imperfections.

(4)
£2,000 - 3,000
€2,200 - 3,400



59



60

58† ∞

FOUR BORANNI 14 X 6½ RW 3874 WIRE SPOKED WHEELS WITH TYRES FOR FERRARI,

to suit 275GTB (first series), 275GTS and 330GTC, fitted with Michelin 205 VR 14 XWX tyres, used.

(4)
£2,000 - 3,000
€2,200 - 3,400

59
A LEATHER RIMMED THREE-SPOKE STEERING WHEEL,
1960s/1970s, alloy hub with red leather stitched rim, 34cm diameter.
£500 - 600
€560 - 670

60
A RARE C-TYPE JAGUAR STEERING WHEEL,
43cm diameter, painted black finish, three spoke with quick release catch to neck of steering column.
£800 - 1,000
€900 - 1,100



61



61

61
TWO PRE-WAR BROOKLANDS MEMBER'S BADGES,
comprising a BARC member's badge by Spencer of London, number 99, enamelled in 8 colours, and a Brooklands Aero-Club member's badge, formerly the property of Dorothy Stanley Turner, by Spencer of London, lettered C, enamelled in 5 colours, each 9.5cm high mounted on a display base.
(2)
£600 - 800
€670 - 900

62*
A FINE AND RARE 'ICARA' MASCOT BY A E LEJEUNE AFTER VIROT, 1930S,
signed, chrome plated bronze, 16cm long, on a display base.
£500 - 700
€560 - 790

63†
A 'SEATED NYMPH' MASCOT BY A E LEJEUNE, BRITISH, 1920S,
stamped 'AEL' to rear of base, nickelled bronze mascot depicting a female nude seated on a rock, 11cm high, mounted on a turned wooden base.
£500 - 700
€560 - 790

64
A 'BACCHIC TERM' MASCOT BY ANDRE CARRON, FRENCH, 1920S,
signed, nickel plated bronze, 12cm high, on black painted wooden base.
£500 - 700
€560 - 790

65
AN EXTREMELY FINE AND RARE 'RUNNING NUDE' MASCOT BY JOSEPH DESCOMPS, FRENCH, CIRCA 1920, PRODUCED BY ETTLING FOUNDRY IN PARIS,
nickel plated bronze, depicting a running nude lady holding drapery, 17cm high, mounted on a wooden display base.
£500 - 700
€560 - 790

66
A ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT, 1918-1925,
the Late Ghost-type signed 'Charles Sykes' and marked 'R.R. LTD 6.2.11' around the base, later chrome plating worn through to base metal in places, 14.5cm high, mounted on a 'drilled' town cap.
£500 - 600
€560 - 670

67[†]

**A 'RUNNING BOY WITH GOOSE' MASCOT
BY OSCAR LOEVENICH, FRENCH
MANUFACTURE, CIRCA 1920,**

signed to rear of base and with further markings
under base, nickelled bronze, 13.5cm high,
mounted on a turned wooden base.

£500 - 800

€560 - 900

68^{Y Φ}

**A 'LE P'TIT CAMBOUIS' ('LITTLE BOY')
MASCOT WITH IVORY HEAD AND ARMS,
BY BARTHELEMY, FRENCH, MID 1920S,**

signed to rear of base, nickelled bronze mascot
with elephant ivory head and arms, 11.5cm
high, mounted on a Bakelite radiator cap.

£800 - 1,200

€900 - 1,300

Please note that this lot contains ivory and is
subject to CITES regulations.
The United States Government has banned the
import of ivory into the USA.

69

**A WINGED FEMALE CAR MASCOT,
BELIEVED FRENCH, 1910S,**

unsigned, nickelled bronze mascot in the form a
winged draped female, with dark patina, 15cm
high, mounted on a Delaunay Belleville cap.

£800 - 1,000

€900 - 1,100



64



66



69



63



67



70†

A '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 turned wooden base.

£800 - 1,200

€900 - 1,300

71

A RARE 'MINNIE MOUSE' MASCOT BY DESMO FOR WALT DISNEY, BRITISH, 1930S,

chrome plated, stamped 'by permission of Walt Disney Mickey Mouse Ltd' under the left foot, mounted on a radiator cap, 13 cm high overall, together with the original mounting nut and washer.

£1,500 - 2,000

€1,700 - 2,200

72†

A 'PIERROT SERENADING THE MOON' MASCOT BY BIOKE, CIRCA 1910,

nickel-plated brass, signed to left side of base, depicting a Pierrot with mandolin seated on a crescent moon, 10.5cm high, some abrasion marks to left face and rear, mounted on a wooden display base.

£1,500 - 2,000

€1,700 - 2,200

73†

A 'FOLIE DE LA VITESSE' ('SPEED FOOL') MASCOT BY PIERRE DE SOETE, BELGIAN, 1921-1922,

signed to base, nickelled bronze mascot depicting a jester with rattle riding a winged wheel, with 'JD' (John Dore) foundry mark and stamped '102' to right side of the wheel, 17cm high, above a turned wooden display base.

£1,500 - 2,000

€1,700 - 2,200

'La Folie de la Vitesse' or 'Speed Fool' mascot design was awarded a prize of a diploma at the 1921 Salon de l'Auto de Paris.

74†

A 'WISE OWL' MASCOT BY G GROHE, FRENCH, CIRCA 1910,

signed to rear of base, nickelled bronze mascot in the form of an owl perched on a book with a quill pen, scroll, telescope, pen and protractor, 12cm high, mounted on a radiator cap above a turned wooden display base.

£2,000 - 3,000

€2,200 - 3,400



73



70



72

75†

A RARE 'WOLF TURNED SHEPHERD' MASCOT, BY ANTOINE BOFILL, FRENCH, CIRCA 1910,

signed to rear of base and bearing 'MAM' foundry stamp, nickelled bronze mascot depicting a wolf dressed in feathered cap, sword and cane, based upon a fabled character created by author Jean de la Fontaine, 15cm high, mounted on a turned wooden base.

£2,000 - 3,000

€2,200 - 3,400



75

76†

A RARE BANKING 'SCHNEIDER TROPHY SEAPLANE' MASCOT, BRITISH, CIRCA 1930,

chrome plated mascot depicting the 1929 Schneider Trophy winning Supermarine S6 Seaplane, the rudder bearing remains of red, white and blue paint and complete with rotating propeller, mounted to swivelled stem allowing the aircraft to bank and tilt as the car is driven, 14.5cm long, fixed to original mounting bracket on original deskpiece wooden base.

£3,000 - 4,000

€3,400 - 4,500



74

77†

A FINE 'FEMME LIBELLULE' MASCOT BY V ROSSI, FRENCH, 1920S,

signed to rear of base, nickel-plate bronze mascot in the form of a draped female nude with dragonfly wings, 24cm long overall, mounted on a period radiator cap above a turned wooden display base.

£3,000 - 4,000

€3,400 - 4,500

This mascot was one of a series of series of 'Allegorical Art' mascots produced by Rossi in the early 1920s and retailed from 27 Rue Marois, Paris.



77



76

78



78

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

the 'Eagle's Head' faintly moulded 'R Lalique' and 'France' to either side of neck, in clear and frosted glass, 14cm long, with minor marks and scratches to base, the tip of the beak and some feathers with moulding faults or marks.

£1,000 - 1,500

€1,100 - 1,700

79[†]

TEN GLASS CAR MASCOTS MAJORITY BY DESNA, CZECHOSLOVAKIAN,

modern, moulded glass mascots with satin finish, comprising nine by Desna, 'Butterfly Girl', 'The Lovers', 'Speed Head', 'Mistral', 'Chrysis', 'The Future', 'Girl with Lion', 'Atalanta', all on polished black bases marked 'Desna' to underside, 'Pharaoh Head' without base, and a 'Victoire' reproduction mascot after an original design by Lalique.

(10)

£2,000 - 3,000

€2,200 - 3,400

In the 1930s, Desna Czechoslovakian Art glass was marketed as Red Ashay in the UK, by H G Aucher of Manchester and London.



79

80[†]

AN ART DECO 'FEMALE NUDE' MASCOT IN OPALESCENT GLASS BY LUCILE SEVIN FOR ETLING OF PARIS, CIRCA 1932,

moulded 'Etling France 87' to rear of base, depicting a graceful female nude holding her flowing dress with both hands, 27cm high.

£2,000 - 3,000

€2,200 - 3,400

81

A RARE 'COMÈTE' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 24TH AUGUST 1925,

with first portion only of moulded 'R.Lali(que)' signature with left lower rear of tail, in clear glass, the end of tail ground back, chamfered and polished, removing latter portion of signature, 18.5cm long.

£8,000 - 10,000

€9,000 - 11,000





87



88



89



84●♦

FERRARISSIMA; ORIGINAL SERIES VOLUMES 1-25 AND NEW SERIES VOLUMES 1-19,

both complete runs, comprising original series Volumes 1-25 published 1984-1995 by Automobilia, and new series Volumes 1-19 published 1997-2006, each a numbered limited edition of 5,000, with dust jackets and some with paper bands, English, French and Italian text.

(44)

£500 - 700

€560 - 790

85♦

A QUANTITY OF BOOKS RELATING TO MOTORSPORT AND MOTOR RACING,

including Adriano Cimarosti: Grand Prix Suisse, French and German text, in slip case; Giovanni Lurani: Mille Miglia 1925-1957; Karl Ludvigsen: Mercedes Benz Quick Silver Century, leather bound signed limited edition 73/100; L J K Setright: The Grand Prix Car 1954-1966; and others.

(Qty)

£500 - 700

€560 - 790

86●

CHRISTIAN MOITY, JEAN-MARC TEISSEDE & ALAIN BIENVENU: 24 HEURES DU MANS 1923-1992; VOLUMES 1 & 2,

French text limited editions of the two volume set, numbered 1871 of 2000, with dust-jackets and card slip-cases, together with accompanying English text translation supplement.

(3)

£500 - 600

€560 - 670

82●♦♦

AUTOMOBILE QUARTERLY; VOLUMES 1-46,

a complete run of the hard-bound editions, from Volume 1 Issue 1 (Spring 1962) to Volume 46 Issue 3 (Autumn 2006), offered together with a 20 Year Cumulative Index for Volumes 1-20 and four indices covering volumes 21-40.

(Qty)

£500 - 700

€560 - 790

83●

TEN ASSORTED HANDBOOKS FOR ROLLS-ROYCE AND BENTLEY,

including pre-War Rolls-Royce 40-50hp, dated January 1925, blue canvas hard covers, a 1964 reprint Technical Information book for 1922 Rolls-Royce 40-50Hp Six Cylinder models, and post-War handbooks for Bentley R-Type, S-Type, 4¼ Litre Mk.VI, and S3, and for Rolls-Royce/Bentley Corniche, Rolls-Royce Silver Shadow/Bentley T-Series, and Rolls-Royce Phantom VI, various conditions, together with a 2002 Geneva Motor Show Maybach press pack.

(11)

£300 - 400

€340 - 450

87●

A RARE MASERATI 'VITTORIE' 1926-1954 SUCCESSES PUBLICATION, AND OTHER SALES BROCHURES,

card covers, 187 numbered pages, celebrating race successes for the marque, Italian text, large 4to, offered together with other assorted motoring brochures comprising British Salmson for 1935, in original folio and with two related articles, a circa 1935 AC range brochure, a circa 1932 Riley Cars brochure, an early 1920s Stutz brochure, a pre-War Lincoln Motor Cars brochure in folio, and three Aston Martin brochures for DB2 Sports Saloon, DB2-4 and Aston Martin Lagonda.

(Qty)

£1,000 - 1,200

€1,100 - 1,300

88●

A FERRARI DINO 246 GT PARTS CATALOGUE IN LEATHER WALLET,

stud-bound catalogue with red card covers, dated '7/1972', valid from Car No.02768, in Italian, French and English text, together with 1973 Operating and Service Rules pamphlet, and a Ferrari Sale and Service agents booklet for 1978, all contained in original brown leather Dino wallet.

(4)

£1,000 - 1,500

€1,100 - 1,700

89

MIKE HAILWOOD'S PERSONAL ISSUE OF THE 'THE LUCK OF THE GAME' 1932 MG SUCCESES BROCHURE WITH MULTIPLE SIGNATURES,

cream card covers printed 'S.W.B. Hailwood Esq' to lower right corner, with crease mark and tear to cover, featuring race successes for the MG mark 1932, signed in pencil to inside front cover by George Eyston, Cecil Kimber, Duncan Hamilton, Cyril Paul, E R Hall, A V Ebbelwhite, and others, 4to, offered together with other pre-War racing ephemera comprising a 1932 RAC International Tourist Trophy race programme, a 1932 BRDC Annual Dinner menu, a 1935 Sir Malcolm Campbell tribute banquet menu, honouring his land speed record in the Bluebird at Utah, signed in pencil to inside cover by J Guthrie, with accompanying guest list/table plan, another Sir Malcolm Campbell honorary Land Speed Record dinner menu for 1933, and a 1946 Ciro's Miami Beach menu.

£800 - 1,000

€900 - 1,100

90

FIVE MONOCHROME PHOTOGRAPHS AND PRINTS OF RACING CARS AND DRIVERS,

comprising two photographs depicting Graham Hill, each 39 x 29cm, a signed image of an 'airborne' Jackie Stewart, 22 x 30cm and two photoprints of Ferraris at Le Mans and Spa, each mounted, framed and glazed.

(5)

£800 - 1,200

€900 - 1,300

91

FOUR 1954 MERCEDES-BENZ GRAND PRIX VICTORY HANDBILL POSTERS,

celebrating successes for Mercedes-Benz at the 1954 Italian, French, German and Swiss Grand Prix, with drivers Juan Manuel Fangio, Karl Kling and Hans Hermann, together with a 'Victories for Progress' handbill poster, celebrating race successes for 1954 and 1955, each featuring artwork after Hans Liska, each measuring 29 x 21cm, contained within a blue card Mercedes-Benz folder.

(6)

£500 - 600

€560 - 670



91

92

ASSORTED FERRARI ARTWORK, PRINTS AND POSTERS,

including Andrew D Betts, 'Testarossa', airbrushed original photo-realistic study, display mounted, 66 x 46cm, two limited edition prints after M Raimon '250 GTO', one numbered 58/250, the other 59/250 unmounted, three framed and glazed prints including Ferrari 250 GTO cutaway, with other unframed prints and three Mille Miglia posters.

(Qty)

£500 - 700

€560 - 790

93

A COLLECTION OF EUROPEAN MOTOR RACING POSTERS, 1960S,

various sizes, including Nurburgring ADAC 1000km Rennen 1966 (x2, one taped and repaired), 49 Grand Prix de l'A.C.F. 1963 at Reims and two other different posters for the same circuit 1965, Chimay 1965 and 1966, Monza 1966, Rouen-Les Essarts 1963, 1000km Spa 1966 and two others, all rolled, unmounted, various conditions including creases, loss, repairs and pin holes.

(15)

£800 - 1,000

€900 - 1,100

94

ASSORTED FERRARI FORMULA 1 PRINTS AND POSTERS,

eleven framed and glazed, one mounted and framed, including racing scenes after Alan Fearnley and Michael Turner, three racing driver cartoons after Bass and a portrait of Enzo Ferrari after Alan Fearnley, limited edition print (332/400).

(Qty)

£500 - 700

€560 - 790



90 (Part of lot)



93 (Part of lot)



95



96



97



98

95

SEVEN FRAMED MOTORSPORT PHOTOGRAPHS, PRINTS AND ARTWORKS,

comprising limited edition photograph number 20/100 by Rudolfo Mailande, monochrome image depicting Alberto Ascari's last race, Monaco 1955, hand-printed on Ilford Multigrade 16 x 12, mounted, framed and glazed; Lancia D-50A limited edition print number 66/250 after Tony Matthews, framed and glazed; Jorge Ferreyra Basso chalk drawing 'Tazio Nuvolari', framed and glazed; a signed photo print depicting the 1955 Monaco start; three HGPCA limited edition poster prints for 1st, 2nd and 3rd Annual Historic 100, after F Scianna, signed and numbered by the artist comprising, Donington 1988 number 10/100, Nürburgring 1989 24/100, Silverstone 1990 number 14/100, each framed and glazed.

(7)

£500 - 700

€560 - 790

96

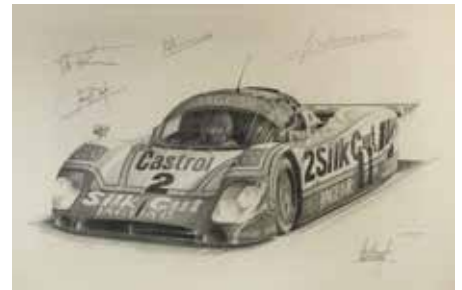
ASSORTED MOTORING ART, PRINTS AND POSTERS,

comprising 'D-type' after David Bett, large monochrome limited edition print on paper, number 2/30, 96 x 71cm, unmounted; Tony Collins 'Ferrari 250 GTO', signed acrylic on canvas, 80 x 100cm; a small coloured print by Bett 'Touring', limited edition number 4/ve30, 25 x 23cm, framed and glazed; 'Le Mans 1958' print after Nicholas Watts, 51 x 68cm, mounted, framed and glazed, a limited edition colour cut-away of a Ferrari 250 GTO after James Allington, number 190/500, 40 x 57cm, framed and glazed; a 1999 Tour l'Auto print, framed and glazed; a Ferrari F1 poster, framed and glazed; a Villa D'Este concours poster 2007, framed and glazed; two boxed Ferrari calendars and two modern motoring event posters, unframed.

(Qty)

£800 - 1,000

€900 - 1,100



99

97^{AR}

RUSSELL BROCKBANK (1913-1979), TWO MOTORING CARTOONS,

each signed pen and ink on paper, comprising "Eena, Meena, Mina, Mo.....", 18 x 29cm, matted, mount creased, and "Pass Either Side", 7 x 15cm, mounted, framed and glazed, the backing applied with Chris Beetles label stating 'The Motor, 26 December 1956, Page 862'.

(2)

£700 - 900

€790 - 1,000

98^{AR}

ALAN STAMMERS, 'STIRLING MOSS FERRARI 250 SWB GOODWOOD 1961',

signed by the artist and Moss, dated 2000, artwork in pencil on artist's board, 52 x 80cm, mounted framed and glazed.

£800 - 1,200

€900 - 1,300

99^{AR}

ALAN STAMMERS, 'JAGUAR'S 1988 VICTORY AT LE MANS'

an original pencil drawing on artist's board, signed by the artist and drivers Lammers, Wallace and Dumfries, 46 x 70cm, mounted, framed and glazed.

£800 - 1,200

€900 - 1,300

This original artwork was used by 'Legends in Time' to produce a limited run of prints. They were the signed by all three of the winning Jaguar drivers.



100

100

TWO FERRARI PAINTINGS BY MICHAEL KINGHAM,

each signed, acrylic on artist's board, approximately 52 x 78cm, comprising F40 and Testarossa, each mounted and framed.

(2)

£500 - 700

€560 - 790

101^{AR}

JAMES DUGDALE (BRITISH, 1940-), 'LE MANS 1962 - EVENING AT TERTRE ROUGE',

signed and dated 2001 to lower right corner, acrylic on canvas, race scene featuring the Number 22 Ferrari 250 GTO of Dernier and Blaton leading the Ferrari 330 LM and the Lotus Elite into the curve leading into the Mulsanne straight at the 24 Hour event, depicting the 250 GTO currently owned by Nick Mason, the famed Pink Floyd musician and composer, signed by him in black ink to lower left section and also featuring a depiction of Mason as a spectator on the grass bank, measuring 50 x 60cm, fitted within gilded wooden frame, offered together with a rolled print featuring the image, a copy of a letter from the artist relating to the artwork and a print-out of a preparatory pencil illustration of the scene.

£500 - 700

€560 - 790

102^{AR}

ROY NOCKOLDS (BRITISH, 1911-1979) 'MOTOR RACING'

initialled R.n., abstract oil on canvas, 40 x 50cm, framed with title plaque.

£500 - 700

€560 - 790



100

103

DAN GWINNETT (ENGLISH, 1947-), 'TAZIO NUVOLARI',

signed and dated 'Dan 2014', acrylic on canvas, depicting 'The Flying Mantuan' in his Alfa Romeo on his way to victory at the 1932 Monaco Grand Prix, 127 x 102cm, in exhibition frame, loose.

£900 - 1,200

€1,000 - 1,300

104

HIDEKI YOSHIDA (JAPANESE 1949-), 'FERRARI 330 GTO',

signed to lower left corner and dated '83, gouache on artist's paper, a study of the car, 42 x 57cm, mounted framed and Perspex glazed.

£1,100 - 1,400

€1,200 - 1,600



101



102



103



104



107

105⁰

A 48 INCH DHF ORDINARY BICYCLE, CIRCA 1885,

possibly by Coventry Machinists Co. or Singer, tapered backbone with replaced seat and cover, footstep to left, to 22 inch tail wheel (one spoke bent), fluted front forks, curved handlebars with turned wooden grips and simple lever brake to front wheel, crescent-shaped rim fitted with John Bull North Pole Patent white rubber tyres (now discoloured), radial opposed spokes (two missing), replaced wooden block pedals.

£600 - 1,000

€670 - 1,100

106⁰

A 50 INCH ORDINARY BICYCLE, CIRCA 1885,

tapered backbone with seat and cover, footstep to left, to 16inch replacement tail wheel, straight handlebars with turned wooden grips and twist bar brake to front hub, the main wheel with crescent-shaped rim fitted with solid white rubber tyres (slightly discoloured), radial opposed spokes, lacking pedals.

£1,000 - 1,500

€1,100 - 1,700

107

EIGHT ROYAL DOULTON 'SERIES WARE' MOTORING-THEMED CERAMIC PIECES BY GEORGE HOLDCROFT,

each hand-coloured glazed ceramic and depicting an early motoring scene, comprising large jug with untitled scene, 18cm high, a smaller jug 'Deaf', 15cm high, two tankards for 'Blood Money' and 'Deaf', each 14cm high, and four plates, comprising 'Itch Yer On Govenor?' and 'Blood Money', both 26cm diameter, and 'Room For One!' and 'A Nerve Tonic', both 24.5cm diameter, majority with manufacturer's impressed marks and all with hand-painted number under base.

(8)

£800 - 1,200

€900 - 1,300



109



108



110



111



105



106



112



113

108[†]

A BUGATTI RADIATOR DECANTER BY RUDDSPED, BRITISH,

chromed surround with black mesh grille, enamel badge, and cap, 20cm high.

£800 - 1,000

€900 - 1,100

109[†]

A BENTLEY RADIATOR DECANTER BY RUDDSPED, BRITISH,

chromed surround, with green wire mesh grill, enamel badge and 'dog-bone' cap, 20cm high.

£800 - 1,000

€900 - 1,100

110[†]

AN 'SS JAGUAR' RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed with wire-mesh grille, enamel badge and 'dog-bone' cap, 18cm high.

£1,000 - 1,200

€1,100 - 1,300

111[†]

A 'BUGATTI' RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed case with chromed grille and back-plate, enamel badge and cap, 20cm high.

£1,000 - 1,200

€1,100 - 1,300

112[†]

A BOXED 'MERCEDES-BENZ' RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed with printed radiator grille, enamel badge and miniature mascot, 22cm high, contained in original presentation box.

£1,000 - 1,200

€1,100 - 1,300

113

A SUPERB COLLECTION OF MASERATI SPARKPLUGS,

new/old stock in original shop display boxes with bright decorative Maserati branded graphics, each individually packaged/boxed, comprising 12 x 3FL, in plastic tubes and yellow card shop display box, 12 x 3FM (2 stroke) in plastic tubes in orange card shop display box, 10 x Tipo NM225 in blue, white and red box, 10 x NM175, 10 x NM240, 10 x NM260 in red, white and blue boxes, 12 x 125SP, 12 x 175SP, 12 x 225SP, 12 x 230SP, in red, yellow and blue fold-open boxes and 12 x FM145, 12 x FC145, 12 x FC175 and 12 x 2FM 225 in orange, black, white and blue fold-open boxes, very slight wear to outer boxes.

(Qty)

£1,500 - 1,700

€1,700 - 1,900

114[◇]

A RARE 'MASERATI AUTOMOBILI SERVICE' ENAMEL SIGN,

single-sided in four main panel colours with black edging, 96 x 62 cm, slight loss of enamel in corners and on some edges.

£2,000 - 2,800

€2,200 - 3,100

115[†]

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

comprising 25 motor car emblems for the National Motor Museum by Danbury Mint, including Alfa Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonne enamel badge, common mounted in wooden display case, fitted with protective Perspex 'title' sheet, the case 39 x 30cm, together with accompanying booklet and certificate of authenticity.

(3)

£800 - 1,200

€900 - 1,300



114



115



116

116[†]

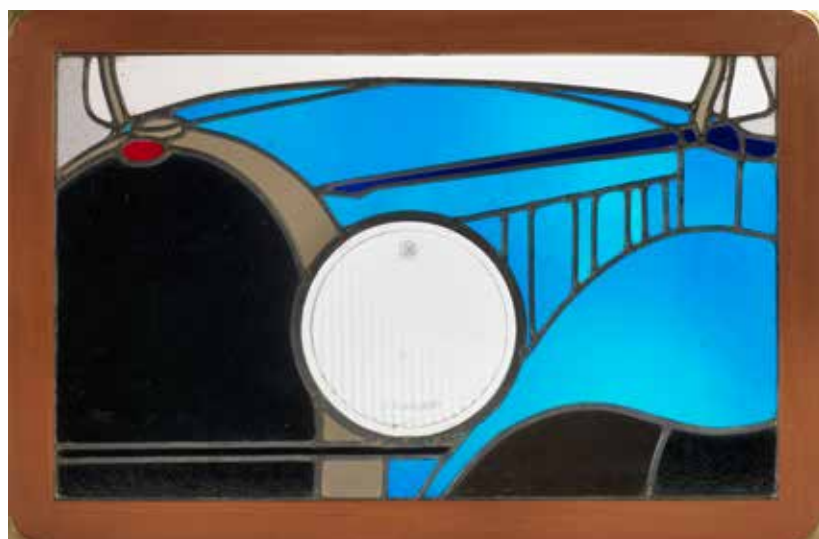
A PRESENTATION WOODEN-CASED SET OF '100 YEARS OF THE HISTORY OF THE AUTOMOBILE' SILVER MOTORING INGOTS BY FRANKLIN MINT,

produced 1975 for the French market, comprising 100 French .925 silver ingots, each measuring 36 x 52mm and weighing approximately 66gms, each struck with image in relief of a motorcar of significance from 1875-1975 and with descriptive text in French to the reverse, including Benz, Renault, De Dion Bouton, Rolls-Royce, Hispano-Suiza, Lancia, Bentley, Alfa Romeo, Bugatti, Lagonda, Jaguar, Ferrari, Aston Martin, Porsche, and other models, all fitted within four oak trays and contained within a presentation 'treasure-chest' style oak case with leather bands and brass plaque to lid engraved 'Cent Ans d'Histoire de l'Automobile', the case measuring 46cm wide, offered together with vinyl booklet containing details of the models in French and related pamphlet.

(3)

£5,000 - 6,000

€5,600 - 6,700



117

117

A STAINED GLASS PANEL FEATURING A BUGATTI ROYALE, BY PAUL MARIONI, AMERICAN, 1971,

signed and dated '71 to lower right corner, constructed from mainly blue textured and clear glass with leading, depicting a detail of the car and incorporating a ribbed headlamp lens, measuring 40 x 65cm, fitted within wooden frame with brass corners.

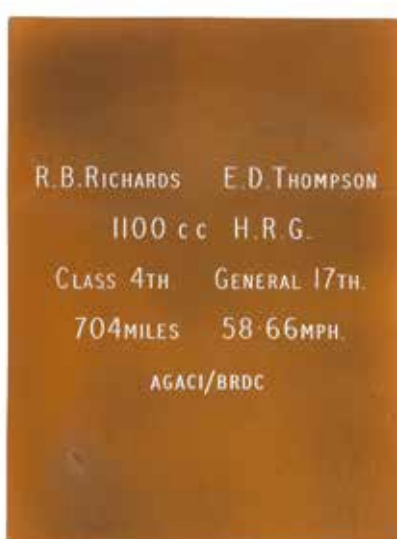
£1,000 - 1,200

€1,100 - 1,300

This glass panel is illustrated in the 1978 Arlington Press publication *Art and the Automobile* by D.B. Tubbs, (see page 142)



118



118

A 12 HEURES DE PARIS 1948 PARTICIPANTS BRONZE PLAQUE,

the front etched with poster artwork for the event at the Autodrome Linas-Montlhéry, after a design by Geo Ham, the reverse engraved 'R.B. Richards E.D. Thompson, 1100cc H.R.G., Class 4th General 17th, 704 miles, 58.66mph, AGACI/BRDC', 13 x 9.7cm, in original presentation box.

£500 - 700

€560 - 790

A ROLEX OYSTER PERPETUAL STAINLESS STEEL AUTOMATIC CENTRE SECONDS TONNEAU FORM WRISTWATCH, 1947, FORMERLY THE PROPERTY OF 1948 ALPINE RALLY HRG WORKS DRIVER ROBIN RICHARDS,

Ref:2940, Case No.527927, 32mm. Movement No.58615, the Arabic dial with outer minute track and tapering hands, with screw-down winding crown, screw-on rear cover on a black leather strap with buckle, the case, dial and movement signed, offered together with Rolex Certificate, dated 25th September 1947, Guarantee, various related correspondence 1948 to mid-1950s between Richards and Rolex of Geneva including letterheads, and other ephemera relating to the acquisition of the watch.

This watch is one of three similar watches, originally requested by Robin Richards for loan by Rolex of Geneva, to be used by Richards, his co-drivers and navigator John Beaumont, as accurate and reliable time-pieces during the demanding conditions at the Rally Internationale Coupe des Alpes, 13-18th July 1948.

Due to be collected in Marseilles by Richards in early July, a Swiss-French border Customs strike prevented the timepieces from being delivered to Marseilles in time for them to be available for the event, leaving Richards having to borrow a 1939 Rolex Oyster wristwatch from a friend, which he eventually used during the race.

Robin Richards, driving the 1,100cc 2-seater HRG, Registration Number KJG 80, with navigator Beaumont, went on to win one of the eight Coupe des Alpes trophies in the class event, with the HRG team winning the manufacturers prize.

After the event Richards wrote to Rolex of Geneva, extolling the virtues of his friend's Rolex timepiece he had used during the race, and Rolex, in exchange for the publicity generated by Richard's praiseworthy recommendation of the watch, agreed to gift the three Rolex Oyster watches, originally intended for race-use, to Richards and his teammates.

Robin Richards competed in various sprints, hill-climbs, rallies and other race events from 1947-1950, including a 2nd place with Eric Thompson in the BRDC team in the 12-Hour race at Montlhery and 4th at the 1949 Monte Carlo rally, also qualifying as a member of the BRDC. From 1950 until 1975, Richards became more publically known as a professional motorsport commentator for the BBC enthusiastically covering various race and rally events.



119

The movement currently in functioning order at the time of cataloguing, but may require an overhaul, this watch is offered with the aforementioned letters and related correspondence, including Rolex documentation relating to a minor repair and service in 1955. Also included with the lot is Robin Richards' 1951 BARC BBC armband, a red leather 1974 International Racing Press Association with photo ID, a 1971 FIA plastic identity card and two photographs, one of Richards with his 1948 Coupe de Alpes HRG, and another of Richards with friends and associates at a 1961 dinner event.

(Qty)

£1,000 - 2,000

€1,100 - 2,200

120^Ω

A BUGATTI WRISTWATCH BY JEAN PERRET, SWISS,

chromed bezel in the shape of a Bugatti radiator, with black leather strap, un-worn, with original sale tag, in presentation box with unissued guarantee booklet

£1,400 - 1,600

€1,600 - 1,800



119



120



121



122



123

121[†]

A ROLLS-ROYCE STERLING SILVER ASHTRAY BY SEBASTIAN GARRARD & CO, PRESENTED AS A CHRISTMAS GIFT FOR 1926,

hallmarked to underside of base, with central miniature Spirit of Ecstasy figure after the original design by Charles Sykes, 15cm diameter.

£2,000 - 3,000

€2,200 - 3,400

The Spirit of Ecstasy mascot has now adorned Rolls-Royce automobiles for over 105 years and is one of the world's most readily identified images. In 1926, following the successful introduction of their New Phantom model (later known as the Phantom I), the Directors of Rolls-Royce Motors decided to commission a Christmas gift, to be produced in a small quantity. The first piece in question for 1926 was the cigar ashtray of conventional circular form, surmounted by a reduced size Spirit of Ecstasy, the whole in Sterling silver, an example of which is offered here. A small number of these ashtrays were presented by Rolls-Royce as Christmas gifts that year. The fortunate recipients of the ashtray were evidently highly delighted with their gifts, and Rolls-Royce decided to commission another piece - a desk clock - for presentation the following year. This, too, was very well received, and so the 'tradition' of commissioning a different piece each year evolved, to build a full 'desk-set' comprising:

1926 ashtray, 1927 desk clock, 1928 cigarette box, 1929 inkwell, 1930 bon-bon dish, 1931 (no gifts were issued in 1931 due to the acquisition of Bentley Motors and financial recession), 1932 ink blotter, 1933 desk barometer, 1934 desk lighter, 1935 salver, 1936 rose bowl and 1937 bookends.

Recipients of the gifts included Clyde Automobiles of Glasgow, Watson of Liverpool, Cockshoot of Manchester, Rippon Bros of Huddersfield, Car Mart of London, Roltes of Maidstone and Croal of Edinburgh.

122

A ROLLS-ROYCE STERLING SILVER DESK LIGHTER BY SAUNDERS & SHEPHERD, PRESENTED AS A CHRISTMAS GIFT FOR 1934,

hallmarked London 1934 under base, machine turned pillar surmounted with a miniature Spirit of Ecstasy, with patented lever striking mechanism, 16cm high, the front engraved with initials R.H. on the hexagonal base.

£3,500 - 4,500

€3,900 - 5,100

123

A ROLLS-ROYCE STERLING SILVER SALVER BY SAUNDERS & SHEPHERD, PRESENTED AS A CHRISTMAS GIFT FOR 1935,

hallmarked London 1935, with engraved Spirit of Ecstasy and initialled R.H., 23cm wide, raised on four tab feet.

£1,200 - 1,600

€1,300 - 1,800



124

124† ◊

LADY FIONA GORE (1918-2013), THE COUNTESS OF ARRAN'S, 1980 SEGRAVE TROPHY '100MPH ON WATER' PLAQUE AND OTHER POWERBOAT TROPHIES AND AWARDS,

the rectangular bronze plaque applied with gilt bronze panel with design in relief by sculptor Gilbert Hayes and profile of Sir Major Henry Segrave, and inscribed 'Awarded to Fiona, Lady Arran', the reverse engraved 'Segrave Trophy 1980 100mph On Water', measuring 16.5 x 10cm, in fitted case with easel stand to rear, offered together with the framed Union Internationale Motonautique certificate relating to the achievement held on 11th August 1980 on Lake Windermere in her twin-engined Trimite 'Skean-Dhu' powerboat reaching a recorded speed of 102.45mph, the first woman to reach a speed of 100mph on water, together with other 1970s and 1980s powerboat trophies and awards also presented to the Countess, including Poole Bay Championship trophy, Everest trophies, 1971 Royal Motor Yacht Club, BP National Powerboat record attempt plaques, UKOBA trophies, a 1988 UKOBA multiple signed menu, a 1988 UKOBA desk-piece award, a 'K7 Club' wooden shield, and various other powerboat certificates and related framed items.

(Qty)

£2,000 - 2,500

€2,200 - 2,800



124

125

A BALLOT 'LA RENOMEE' SHOWROOM BRONZE STATUE AFTER EMILE EDMOND PEYNOT (1850-1932), FRENCH, CIRCA 1918,

cast bronze, signed, 47cm high.

£1,000 - 2,000

€1,100 - 2,200

A similar Ballot showroom bronze can be seen in John J Zolomij: The Motor Car in Art; (see page 117).



125



126

126

GREGORY PERCIVAL, BRITISH, (1964-), 'ENDURANCE', a patinated bronze sculpture of the 'Steve McQueen' 1970/71 Le Mans Porsche 917K, early edition of the sculpture produced in tribute to the twice Le Mans winning 24-Hours car as featured in the 1971 film Le Mans starring McQueen, constructed from seven hand patinated cast bronze sections giving a dynamic depiction of the car at speed with trailing stylised 'wake' in hand-polished clear glass resin, 37cm long, lightly inscribed 'Percival P009/010 SEPT 2016' to inside of front section, measuring 76cm long overall including 'wake' and mounted on a slate display base.

£2,500 - 3,500

€2,900 - 4,000

This limited edition of 10 'patinated' bronzes is designed to show the Porsche after 24 hours of racing where the curves and forms of the 917 are now clothed in the muck and grime of the race track.

CV 962

127

1 TVR

128

VEHICLE REGISTRATION NUMBERS

IMPORTANT NOTICE

Before bidding on Lots 127 and 128, interested parties should make themselves aware of the DVLA's rules and regulations regarding the transfer of vehicle registration numbers. Bidders are also reminded that it is the sole responsibility of the purchaser to check any details of the V750 or V778 document before bidding. The winning bidder must supply Bonhams Automobilia Department with their 'Nominee' details immediately following their payment for the lot, so the form can be sent to the DVLA by the seller and changed by the DVLA accordingly. When the change has been done and the form has been forwarded to Bonhams and then onward to the buyer it is most important that they ensure that the registration number is assigned to an age appropriate vehicle within 1 month of the date of receipt of the signed and completed V778 listing their nominee details, Bonhams will not be held responsible for the consequences of any buyer failing to do so.



129

127

CV 962

UK vehicle registration number, held on V778 Retention Document, expires 20.10.2026.

£2,800 - 3,500

€3,250 - 4,000

The CV series of numbers were issued by Cornwall County Council from May 1929-March 1934. In 1938 it was assigned to a lorry that was purchased for the first owner William Charles Hutchings when he was 18. His father bought it for him to enable him to become a self-employed hauler.

It subsequently passed to his son Stuart C Hutchings who was a recognised ornithologist and naturalist who worked for Cornwall Wildlife Trust. Mr S C Hutchings passed away 10 years ago and the number plate was transferred to the current owner by bequest.

128

1 TVR

UK vehicle registration number held on DVLA V778 Retention Document, expires 11 10 2025.

£25,000 - 35,000

€29,000 - 40,000

129

GREGORY PERCIVAL, BRITISH, (1964-), 'BLITZ',

bronze sculpture depicting Hans Joachim von Hippel in the cockpit of his Albatros D.Va "Blitz", 20cm long, 17cm high, 12cm wide, mounted on a slightly larger slate base, from a limited edition of 50, individually numbered and signed by the artist, number 010/50 2010.

£800 - 1,200

€930 - 1,300

Hans Joachim Theodor Gottlieb von Hippel was born on 12th September 1893 in Berlin, the second child of Prussian general Conrad von Hippel and his wife Else von Hippel. He joined Jasta 5 (fighter squadron) in 1917 having earlier transferred from field artillery to the Luftstreitkräfte.

The Albatros D.Va was a later development of the D.III, much admired by those who flew them, but could not live up to its predecessor's reputation. During the latter part of the war, German pilots would paint their aircraft to their own taste. The lightning bolt "Blitz" was mostly associated with von Hippel's aircraft. This is the second piece from Gregory Percival's "Knights of the Sky" series.



131



132



133

130

AN AIRCO DH4 FOUR BLADED WOODEN PROPELLER BY CRAVENS LIMITED OF DARNALL, SHEFFIELD TO FIT A ROYAL AIRCRAFT FACTORY RAF3A V-12 AERO ENGINE, CIRCA 1917, polished laminated mahogany, cloth-covered tips painted green, 268cm diameter, the central hub stamped 1329. 200 RH BHP DE.H 4 with War Department broad arrow, AIB marks and other stampings, two blades bearing makers transfer (one scratched), later mounted with central barometer (needle detached) and eight coat-hooks for use as a hall stand.

£1,000 - 1,500

€1,100 - 1,700

131

C. KAUBA 'AVIATION' BRONZE,

signed, bronze allegorical figure of flight, guiding the early monoplane high above a mountainous townscape, wingspan 43cm, 48cm high overall.

£1,400 - 1,800

€1,600 - 2,000



130

132

A LARGE ROYAL AIR FORCE CLOCK BY F W ELLIOTT LTD, 1935, cream 14 inch dial, transfer printed with some over-painting in black to Roman numerals, hand-painted 1935 type laurel wreath RAF crest with crown, polished brass bezel and correct F W Elliott single chain fusee movement number 1699, dated 1935, key wind aperture to front (lacking key), the front case 47cm diameter overall, the backbox stamped 'AM F W Elliott Ltd 1935', side-door hinge bent preventing door from fitting, held in place with four wooden pegs, complete with brass pendulum (detached).

£900 - 1,200

€1,000 - 1,300

133

A 1939 ROYAL AIR FORCE SECTOR CLOCK WITH ELLIOTT MOVEMENT,

silk-screen printed 14 inch dial with outside pointing war-time tone down coloured 5 minute sectors (colours faded), black 1939 type laurel wreath RAF crest with Arabic numerals 1-24, polished brass bezel and correct F W Elliott single chain fusee movement number 7982, dated 1935, key wind aperture to front (lacking key), the case 47cm diameter overall, the backbox stamped 'AM Made by F W Elliott Ltd 1939' also marked '3 J.W.B.' to interior curved lip, held with four wooden pegs (replaced), complete with brass pendulum (detached) and case key.

(3)

£1,500 - 1,800

€1,700 - 2,000



135



136

134

TWO PIECES OF LUGGAGE BY SWAINE ADENEY BRIGG FOR BENTLEY,

both black leather with tartan lining, comprising a suitcase with zip fastenings straps and buckles and divided section, 56cm wide, and with cloth draw-string protective bag, and a holdall, zip fastening, approximately 67cm wide, each bearing the Bentley winged emblem logo and complete with leather name tags, some light use.

(2)

£500 - 700

€560 - 790

135[†] ♦♦

A MOTORING TRUNK BY BROOKS OF BIRMINGHAM, 1920S,

black leather-cloth covering, with nickelled handles, lock and catches, with lid and fall-front opening to interior fitted with three suitcases, some wear to cases, the trunk measuring 86 x 47 x 55cm overall.

£800 - 1,200

€900 - 1,300

136[†] ♦♦

A MOTORING TRUNK BY BREXTON, 1920S,

black leather-cloth case with nickelled handles, locks and catches, with lid and fall-front opening to interior fitted with two suitcases with beige cloth lining, measuring 84 x 41 x 45cm overall, together with three mounting brackets.

(4)

£800 - 1,000

€900 - 1,100

137[†]

A LEATHER-CASED TRAVELLING DRINKS SET, CIRCA 1910,

brown leather case with carrying strap, the lid removing to interior fitted with two Thermos No.6 flasks and two food tins, the case 27cm high overall.

£500 - 700

€560 - 790

138[†]

A CHRISTOPHER DRESSER CASED TEA-SET FOR TWO PERSONS BY KIRBY BEARD & CO, CIRCA 1902,

black leather-cloth case with handle and double doors, opening to green velvet lined two-tiered interior, fitted with electro-plated wicker-handled kettle, numbered 2925 to underside, with stand and burner, wicker-handled tea-pot, numbered 2925, containing sugar bowl, spirit flask, two serving trays, some pieces marked Kirby Beard & Co. Ltd, together with two Royal Worcester bone china tea-cups on velvet pads and with accompanying saucers, two glass drinking tots, and with spoons and sugar tongs housed inside the doors, the case measuring 33cm wide.

£2,000 - 3,000

€2,200 - 3,400



137



138

139[†]

A CHRISTOPHER DRESSER CASED TEA-SET FOR TWO PERSONS BY HUKIN & HEATH, EARLY 20TH CENTURY,

black leather case with replaced handle, with double-doors opening to grey felt-lined interior fitted with model 2109 electro-plated wicker-handled kettle, containing milk-jug, a model 2925 wicker-handled tea-pot, two Royal Worcester bone china tea-cups on felt pads with saucers, and other accessories, lacking stand and burner, with spoons and sugar tongs housed in the double doors, the case 29cm wide and with embossed initials 'E.K.L.' to top surface.

£1,000 - 1,500

€1,100 - 1,700



139

140[†] ◊

A LEATHER-CASED PICNIC SET FOR SIX PERSONS BY HARRODS OF LONDON, 1920S,

honey leather case with nickelled locks and catches, the lid opening to interior with wicker framework, fitted with copper kettle with burner, two large wicker-covered drinks bottles, two food tins, six ceramic cups, six glass tumblers, and ceramic preserves jar, with Bisto plates and cutlery housed behind leather straps in the lid, the case measuring 59cm wide.

£3,000 - 4,000

€3,400 - 4,500



140

141[◊]

A LEATHER-CASED PICNIC SET FOR FOUR PERSONS BY TRAVEL COMPANION OF GERMANY,

modern, light tan leather case with handle, locks and catches, the lid opening to reveal beige interior fitted with picnic accessories comprising two large vacuum flasks, two biscuit barrels, two plastic food containers with lids, two Fortnum & Mason leather-covered hip-flasks, four porcelain tea cups and two bowls by Eschenbach of Germany, a set of four stacking drinking tots, and salt and pepper jars, with four porcelain plates, four saucers and four egg-cup plates also by Eschenbach, cutlery by Berndorf and bottle opener all housed behind leather straps with Velcro fastenings in the lid, showing little sign of use, the case measuring 64 x 41 x 19cm and complete with two keys.

£800 - 1,000

€900 - 1,100



141

142[†] ◊

A CASED PICNIC SET FOR FOUR PERSONS BY SIRRAM, 1920S,

black leather-cloth case with nickelled locks and catches, the lid opening to interior fitted with two Thermos flasks, for 'Sirram No.4' glass bottles, two ceramic based food tins, four EPNS drinking tots and four glass tumblers (later replacements), with cutlery and later replaced plates housed behind leather straps in the lid, the case measuring 64 x 29 x 20cm.

£2,000 - 2,500

€2,200 - 2,800



142

143

A COLLECTION OF 1:43 SCALE MODEL CARS,

comprising 15 boxed Mille Miglia models, 1926 Alfa Romeo 1500, 1930 Alfa Romeo 1750, 1932 Alfa Romeo 2300, 1938 Alfa Romeo 3000T, 1940 BMW touring, 1948 Ferrari 166, 1949 Ferrari Touring, 1950 Ferrari 195 S, 1951 Ferrari 344 A, 1952 Ferrari 250 S, 1953 Ferrari 340 MM, 1954 Lancia D24, 1955 MB 300 SLR, 1956 Ferrari 290 MM and 1957 Ferrari 335 S; boxed Maserati 250F by Western Models; 4 Brumm models in plastic cases, includes 2 with outer boxes; an Italia Classica 1981-91 commemorative display with model Jaguar D-type and Ferrari Testarossa; and a boxed GAG by Tron model of a 1965 ASA 1000 Ferrarina Stradale Road Car.

(Qty)

£500 - 700

€560 - 790



145

145⁰⁰

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)

£800 - 1,200

€900 - 1,300



143 (Part of lot)



144

146

A 1:12 SCALE MAX MORITZ RACING PORSCHE 934 MODEL GARAGE DIORAMA, BY LUIGI NIOLA,

custom modified plastic kit of the 1976 Nurburgring 1,000Km Porsche 934, finished in orange race livery with Jaegermeister and other sponsors' logos and wearing race number 24, with opening bonnet, boot and doors showing finely detailed engine and interior, and fitted with rubber tyres, 35cm long, displayed within a garage diorama scene with scratch-built miniature garage equipment, details and plaster 'mechanic' figurine, under a Perspex display case, 56 x 46 x 24cm overall.

£800 - 1,200

€1,300 - 1,500



146

144

A 1:12 SCALE MODEL DIORAMA OF AYRTON SENNA'S 1991 MCLAREN-HONDA MP4/6, BY LUIGI NIOLA,

custom modified plastic model kit of the 1991 Formula 1 Season World Championship winning race car, depicting the car with body panels and front wheels removed, with scratch-built modifications showing various engine, cockpit and other details, wheels with rubber tyres, displayed together with body panels finished in Honda McLaren race livery with sponsors' logos and wearing race number 1, displayed in a pit scene diorama with miniature Ayrton Senna figure, under a Perspex display case, measuring 62 x 46 x 21cm overall.

£800 - 1,200

€1,300 - 1,900



147

147

A 1:12 SCALE MODEL DIORAMA OF NIGEL MANSELL'S 1992 RENAULT WILLIAMS FW14B, BY LUIGI NIOLA,

custom modified plastic model kit of the 1992 Formula 1 Season World Championship winning race car, depicting the car with body panels removed, with scratch-built modifications showing various engine, cockpit and other details, with rubber tyres fitted with tyre covers, displayed together with body panels finished in Renault Williams race livery with sponsors' logos and wearing race number 'Red 5', in a garage scene diorama with garage equipment, mechanic, race manager and Nigel Mansell figures, under a Perspex display case, measuring 66 x 51 x 24cm overall.

£800 - 1,200

€1,300 - 1,500

148^Ω ♦

**A 1:6 SCALE LIMITED EDITION MODEL OF
MICHAEL SCHUMACHER'S 2006 FERRARI
248 F1, BY APOLE,**

limited edition No.8/200, resin-bodied model
with carbon parts, detailed cockpit, rubber
tyres, finished in red with sponsors' logos, of
the single seater as driven by Schumacher
during the 2006 F1 season, 78 cm long,
mounted on a display base with plaque, under
a Perspex display case (crack to one end),
measuring 90 x 42 x 24cm overall.

£1,400 - 1,600

€1,600 - 1,800



148

149

**A 1:8 SCALE SCRATCH-BUILT MODEL OF
THE LINDNER/NOCKER JAGUAR E-TYPE
'LIGHTWEIGHT' LOW DRAG COUPE BY
JAVAN SMITH,**

modelled on chassis number S850662
(4868WK), famously the subject of an
astonishing restoration by Classic Motor Cars
Ltd of Bridgnorth, kerbside model with full
interior detailing mounted on a Perspex plinth
and enclosed within a display case etched
with the Jaguar logo, 60 x 28 x 20cm overall,
together with a signed certificate of authenticity.
(2)

£1,500 - 2,000

€1,700 - 2,200



149

150

**A 1:8 SCALE MODEL OF THE 1961
FERRARI 156 F1 'SHARKNOSE' BY JAVAN
SMITH,**

'kerbside' model with full cockpit detailing,
presented on a clear Perspex display base
with incised signature, enclosed within a
Plexiglas display case together with certificate
of authenticity.

(2)

£2,000 - 2,500

€2,200 - 2,800



150



151

151

A FINE 1:8 SCALE MODEL OF THE PORSCHE 911 (993),

finely detailed model of the last of the air-cooled 911 Porsche models, the 993, featuring opening doors with full interior and opening engine cover revealing engine detail, presented on a clear Perspex plinth and enclosed within an etched display case.

£2,000 - 2,500

€2,200 - 2,800

152⁰⁰

A FINE COLLECTION OF 345 1:43 SCALE MODELS OF FORMULA 1 CARS,

a comprehensive collection of 345 boxed models, majority by Onyx but also some by Minichamps and others, covering Formula 1 from 1989 to 1999, majority limited edition and including the Senna collection of models from 1988 with certificate of authenticity numbered 2940/3100.

There are 347 models in the lot, 345 being 1:43 scale and two slightly larger.

£2,500 - 3,500

€2,800 - 3,900

153⁰⁰

'THE QUEEN OF THE SCOTS', A WELL ENGINEERED AND PRESENTED 'LARGE BOILER' 3.5 INCH GAUGE MODEL 4-4-2 ATLANTIC LOCOMOTIVE AND TENDER, TRACK BASE AND DISPLAY CASE,

in GNR livery, number 4077, built by John Halligan of Torquay in 1975, with large boiler and enlarged cylinders, brazed and super-heated copper boiler, axle driven water pump and steam oil lubricator, Stephenson's gear, cylinder drain cocks operated from the drivers cab, the ashpan and grate are constructed from stainless steel, sloped to the rear to enable self-riddling onto the track when being driven, the side steps and splashers on the running boards are sprung loaded for ease of removal and the tender tank is constructed from sheet brass and is complete with a driver operated hand pump. A fine model and a previous 'Concourse and Efficiency Trials' winner.

3,000 - 4,000

€3,400 - 4,500



152 (Sample)



153

154

**A RARE RADIO CONTROLLED JORDAN
YAMAHA 192 1:8 SCALE MODEL CAR,**

boxed and together with boxed Futaba digital proportional radio controller.

£500 - 600

€560 - 670

155†♦♦

**A SPECIALLY COMMISSIONED
MERCEDES-BENZ SLR MCLAREN 722S
ELECTRIC-POWERED CHILD'S CAR BY
AKAI, ENCRUSTED WITH SWAROVSKI
CRYSTALS,**

believed a 'one-off' example commissioned, an officially licenced miniaturised version of the roadster, with light grey plastic moulded bodywork fully encrusted with many small Swarovski cut crystals, the car powered by a 12 Volt battery with accelerator pedal powering low, high-speed and reverse options, achieving a speed of approximately 5-7Km/h, and complete with parental radio remote control override unit, with key operating starting engine sound, working lights, music tracks operated by buttons on the steering wheel, MP3 input, with flashing coloured led lights and volume control on dashboard, with plastic wheels and believed suitable for children 3-6 years (up to 30Kg), the car measuring 120 x 55 x 48cm overall, and complete with AC/DC battery charging adaptor.

£3,000 - 5,000

€3,400 - 5,600



155

156♦♦♦

**A SUPERB HALF-SIZE CHILD'S CAR
MODELLED ON AN EARLY 20TH CENTURY
DARRACQ & COMPANY MOTOR CAR,**

modern, traditionally constructed with a steel chassis and wood framed body clad in metal, with wings constructed of aluminium. 12 Volt electric system, powered by car battery. Speed controlled via the accelerator pedal, giving forward and reverse and an approximate speed of 8 mph. The interior is black buttoned leather cloth. Access to rear seating is by rear entrance. Features include, opening bonnet revealing dummy engine, bulb horn and wooden windscreen surround. The working lamps are modelled in an oil burning style. Front Tyres 2.25 x 12 and Rear Tyres 2.25 x 14inch pneumatic on wire spoked with steel wheel rims. Overall size is approximately 190cm long, 90cm wide and 87cm high. Designed for children but capable of being driven by an average size adult...but may require a 'charge or two' to get all the way to Brighton.

£3,500 - 4,500

€3,900 - 5,100



156



157

157⁰⁰⁰

**A RARE 'V12 BIMBO RACER' TWO SEAT
ELECTRIC POWERED CHILD'S CAR BY
SILA OF TURIN, ITALIAN, CIRCA 1961,**

styled by Giovanni Michelotti and based on the Ferrari 375MM Spyder, often known as 'The Ferrarini', red painted fibreglass body with Italian 'Tricolore' central stripe, the rear boot with later rear light opening to reveal rear mounted 12 Volt 'motorino' electric motor chain driven to rear wheel, with black leather seat, spoked wheels with spinners and fitted with Cheng Shin pneumatic tyres, with headlamps, radiator grille and bonnet badge and script, some light wear and surface cracking to paintwork, Perspex windscreen replaced, lacking battery, reported as being in the current owner's possession from new and having undergone a restoration approximately 10 years ago, requiring some careful recommissioning, 168cm long.

£5,500 - 7,500

€6,200 - 8,400



158

**158
A BOXED LES LESTON 'GRAND PRIX' HELMET, 1960S,**

open-face helmet, size 6 $\frac{7}{8}$ (56), painted silver with black central stripe and Les Leston sticker, fitted with peak with pop-stud fastening and strap, with black leather padded lining and chin strap, with Les Leston label (detached) and in original card box with lid and label to front.

(4)

£800 - 1,200

€900 - 1,300



159

**160
A HERBERT JOHNSON RACING HELMET IN ORIGINAL BOX, 1950S,**

painted cream with matching peak, size 7 $\frac{1}{4}$, worn with canvas webbing and harness with leather chin strap, peak-fitted with Perspex visor, together with a pair of Luxor goggles, (elastic perished), the box worn but complete with lid bearing maker's label.

(Qty)

£800 - 1,200

€900 - 1,300



160

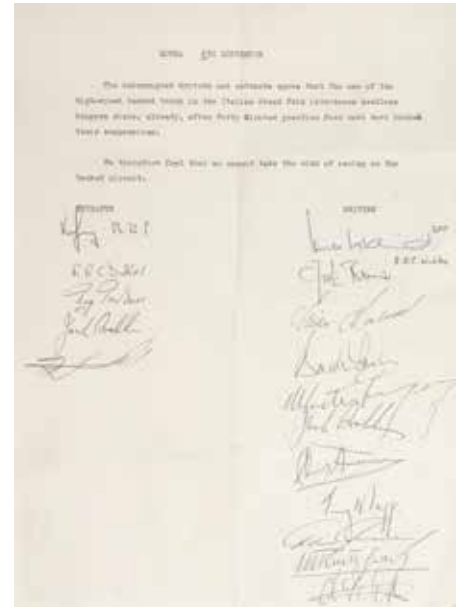
**159
A LES LESTON 'GRAND PRIX' CRASH HELMET, CIRCA 1958,**

original silver-paint finish over fibreglass shell with canvas side and neck protection, matching detachable peak, maker's label to inside crown lining, size approximately 7 $\frac{1}{2}$.

£800 - 1,200

€900 - 1,300

From the Estate of the late David John Peter Watson, equity card carrying professional driver. "Peter" Watson's first film role as a stuntman was in the 1961 film the Green Helmet. He was a professional driver then but was approached by a film crew who were lacking a stuntman at Silverstone. He duly obliged and had to drive a Le Mans Lister Jaguar for certain shots and then crash it. He was paid £50 a day and then £1000 for the stunt. And so his career as professional film stuntman was born. This helmet was worn during the filming. The archive image (not for sale with the helmet) depicts Watson (standing right) next to the star of the film Bill Travers wearing his own Herbert Johnson helmet.



161

**161
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.

£800 - 1,000

€900 - 1,100

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.



162



(Archive image, not for sale with lot)

162

**PETER COLLINS' TROPHY AWARDED
FOR HIS VICTORY AT THE 1958 BRITISH
GRAND PRIX,**

silver plated two handled cup, 43.5cm high, on
ebonised wooden base.

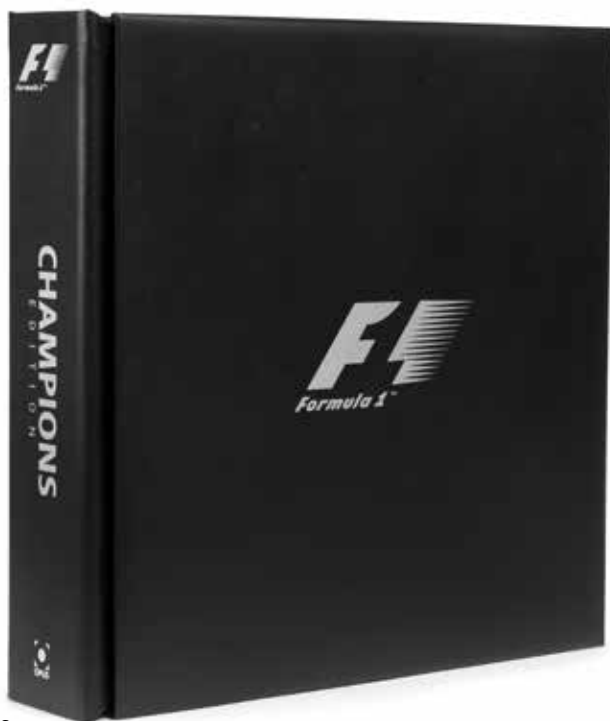
£4,500 - 5,500

€5,100 - 6,200

This cup was offered for sale by auction directly from The Peter Collins Collection in 1989 and has been in single ownership since that date. See Christie's Monaco 2 May 1989, lot 69.

The R.A.C. presented the winner of the British Grand Prix with the Mervyn O'Gorman Trophy immediately after the race in a public ceremony, later in private the RAC retained the Mervyn O'Gorman Trophy and presented the driver with an alternate trophy. In 1958 this is the trophy presented to Peter Collins post-race.

Peter John Collins (6 November 1931 – 3 August 1958) was a British racing driver from Worcestershire, England. Son of a garage and transporter company owner, he developed an interest in cars and mechanics at a young age. He started his driving career as a 17-year-old in 1949, impressing in Formula 3 races, finishing third in the 1951 Autosport National Formula 3 Championship. He was a fast, varied and extremely honourable driver, who in all likelihood, could have ended up as a World Champion had he not been killed in the 1958 Großer Preis von Deutschland, just weeks after winning the RAC British Grand Prix.



163

163 • ♦

F1 OPUS CHAMPION'S EDITION - FORMERLY THE PERSONAL PROPERTY OF DAMON HILL OBE,

originally from the collection of the 1996 F1 World Championship winning driver. The sought after F1 OPUS, Champion's Edition is strictly limited to 100 copies worldwide. Each Champion's Edition book is personally signed by all living F1 champions as well as the late Phil Hill and Sir Jack Brabham, black padded covers with embossed titling, 845 numbered pages, large format, with packing box.

£8,000 - 10,000

€9,290 - 11,600

This Lot was previously offered for sale directly from Damon Hill's personal collection. (See Lot 301, Bonhams Goodwood Festival of Speed sale Friday 26th June 2015)

END OF AUTOMOBILIA SECTION

164 - 200

No lots





MOTORCYCLES

14.00

Lots 201 - 241

Further images of each lot can be found at:
www.bonhams.com/23599

THE FOLLOWING 20 LOTS ARE THE PROPERTY OF A DECEASED'S ESTATE.

Accordingly, the machines will Require recommissioning or restoration to a greater or lesser extent and are therefore sold strictly as viewed.



201



203



202



204

201

Property of a deceased's estate

1957 BSA 70CC DANDY

Registration no. 803 AKO Frame no. DS 8376 Engine no. DSE 8674

The 1950s was a boom time for the moped - a 'no frills' utility machine that offered basic transport for the masses. The Dandy, BSA's entry into this highly competitive market, was over engineered to say the least. The single-cylinder two-stroke engine formed the right-hand side of the swinging arm, pivoting on the frame; no bad thing in itself, but the contact breaker points were inaccessible until the engine had been removed. Currently displaying a total of 6,019 miles on the Smiths odometer, this restored Dandy carries a tax disc that expired in May 1968, which is almost certainly when it was last used on the road. The machine is offered with the original RF60 logbook, an expired MoT (1967), and old-style V5 document incorrectly recording the make as 'Triumph'.

£200 - 400

£230 - 450

No Reserve

202

Property of a deceased's estate

C.1971 ARIEL 3 MOPED

Registration no. XPM 161J Frame no. 004910 Engine no. 407569

'Here it is. Whatever it is.' That was how the BSA Group's advertisers heralded the arrival of the ill-conceived Ariel 3 in 1970. A tricycle aimed squarely at commuters, the Ariel 3 was powered by a 50cc Dutch Anker engine and featured a clever banking front end controlled by torsion bars, while its closely-spaced rear wheels, which remained upright, allowed the Ariel trike to be classed as a moped. Sadly, the machine turned out to be a disastrous flop, the £2 million wasted on the project playing a big part in precipitating the Group's subsequent collapse. Supplied by Gloucester Cycle Co (Sussex) and last MoT'd to 1983, this example appears un-restored and is in a condition commensurate with its age. The machine is offered with an old-style V5 document and an expired MoT (1983).

£200 - 300

£230 - 340

No Reserve

203

Property of a deceased's estate

1963 TRIUMPH 100CC TINA SCOOTER PROJECT

Registration no. 416 FXU Frame no. LS9999 Engine no. LS9999

'Learn to drive in minutes the AUTOMATIC way! No gears, no clutch: the Triumph T-10 automatic is always in the right gear - automatically.' Triumph's advertising certainly went out of its way to ensure that we got the message about the Tina's ease of use. Introduced in 1962, the 'twist-'n-go' Tina was powered by a 100cc two-stroke engine and equipped with variable ratio transmission. Renamed 'T-10' in 1965, the Tina remained in production until mid-1970, never having been the success its makers hoped. Offered for restoration and sold strictly as viewed, this example displays a total of 17,093 miles on the odometer and comes with a tax disc that expired in April 1974, which is almost certainly when it was last used. Offered with an old-style RF60 logbook, owner's handbook, and parts catalogue.

£200 - 300

£230 - 340

No Reserve

204

Property of a deceased's estate

1979 CZ-JAWA 246CC 471 PROJECT

Frame no. 471 4 001838 Engine no. 623/6/001873

CZ's operations were combined with those of erstwhile rivals Jawa in 1949, and throughout the 1950s and '60s the marque's main claim to fame was an outstanding run of success in the ISDT and international moto-cross. Launched in 1968, CZ-Jawa's 250cc and 350cc two-stroke twins proved very popular in the UK. Equipped with Posilube pumped lubrication and driving thorough a four-speed gearbox, the ruggedly built 250 produced 17bhp at 5,250rpm, an output good enough for a top speed of around 75mph. This example is offered for re-commissioning/restoration and sold strictly as viewed. It should be noted that, despite displaying the registration 'ENO 816T', the machine is offered without documents. Prospective bidders should satisfy themselves with regard to its registration status prior to bidding.

£100 - 200

£110 - 230

No Reserve



205



207



206



208

205

Property of a deceased's estate

1975 YAMAHA V75 AUTOLUBE MOPED PROJECT

Frame no. 100653 Engine no. 100653

Yamaha's response to Honda's ubiquitous Cub 'step-thru' moped, the 'V' series arrived in the early 1970s. Like the majority of Yamaha motorcycles of the period, the 'V' series used a two-stroke power unit, with many carrying the 'Autolube' logo denoting the considerable convenience of pumped engine lubrication as opposed to the traditional 'pre-mix'. Currently displaying a total of 7,665 miles on the odometer, this V75 carries a tax disc that expired in August 1989, which is almost certainly when it was last used. The machine is offered for restoration and sold strictly as viewed. It should be noted that, despite displaying the registration 'GGF 43T', the machine is offered without documents. Prospective bidders should satisfy themselves with regard to this machine's registration status prior to bidding.

£150 - 200

€170 - 230

No Reserve

206

Property of a deceased's estate

1993 TRIUMPH 885CC TROPHY

Registration no. K770 JKV Frame no. SMTTC336DDP007559

Engine no. 007663

Triumph's resurrection and transformation into a thriving global brand is one of the more unlikely manufacturing success stories of modern times. Deliberately over-engineered, Triumph's new engines were conceived along modular lines, with a common basic architecture and many components shared. Unveiled in the autumn of 1990, the range consisted of three and four-cylinder models named after iconic Triumphs of the past: Daytona, Trophy, and Trident. This Trophy has had only three registered keepers, and was purchased by the current owner in November 2004. A total of 3,901 miles is displayed on the odometer, and the machine appears original and un-restored. Currently SORN'd, it is offered with purchase receipt, owner's manual, old/current V5C documents, and six MoTs (most recent expired 2004).

£800 - 1,200

€900 - 1,300

No Reserve

207

Property of a deceased's estate

1950 PANTHER 350CC MODEL 75 PROJECT

Registration no. OMU 765 Frame no. 2181 Engine no. 50K384A

Panther first used vertical power units in 1948 for its overhead-valve 250cc and 350cc trials models, which unlike the firm's traditional, large-capacity roadsters eschewed the stressed-member, sloping-engine layout in favour of a conventional tubular frame. A Dowty Oleomatic front fork was fitted and the Model 65 (250cc) and Model 75 (350cc) retained a rigid frame. For 1953 there was a new swinging-arm frame and a conventional telescopic fork. Currently displaying a total of 46,467 miles on the odometer, this example of a rare post-war Panther carries a tax disc that expired in November 1965, which is almost certainly when it was last used. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook, old-style V5, spares list, maintenance manual, and reprinted instruction booklet. The (detached) fuel tank has been restored.

£500 - 800

€560 - 900

No Reserve

208

Property of a deceased's estate

1957 BMW 247CC R26 PROJECT

Registration no. YOF 854 Frame no. 363039 Engine no. 363039

Built to the same exemplary standards as the Bavarian company's famous flat-twins, the single-cylinder BMW first appeared in pre-war days. Indeed, BMW's first new post-war model was a single-cylinder design - the 250cc R24 - which arrived in 1948. By 1956, BMW's quarter-litre luxury lightweight had evolved into the R26 boasting a more powerful (15bhp) engine, Earles-type leading-link front fork, and a larger fuel tank among numerous improvements. Considerably more expensive than other 250s, the R26 was a relative rarity outside Germany, appealing to mature, discerning riders. This R26 displays a total of 8,637 miles on the odometer and is offered for restoration. The machine comes with an old-style continuation logbook, an old-style V5, and a parts catalogue.

£1,700 - 2,200

€1,900 - 2,500

No Reserve

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.



209



210

209

Property of a deceased's estate

C.1958 GREEVES 197CC 20TA SCOTTISH TRIALS

Registration no. CHN 20T Frame no. 9085-TA Engine no. 372B1727
Greeves' unorthodox trademarks of a cast beam 'downtube' and rubber-in-torsion leading-link fork proved adaptable to almost all forms of motorcycle, but it was the firm's off-road products which really put it on the map. The off-road range was extensively revised for 1958, gaining new frames with increased ground clearance together with a narrower rear sub-frame and swinging arm. The Villiers' 197cc 9E sports engine was used for both the Scottish trials and Hawkstone scrambler, suitably modified to suit the particular application. The name 'Scottish' had been adopted following Jack Simpson's victory in the Scottish Six Days Trial's 200cc category in 1957. Purchased at an auction in 1987, this Scottish is offered for restoration (the engine turns over and has compression). Offered with purchase invoice and an old-style V5.

£800 - 1,200

€900 - 1,300

No Reserve

210

Property of a deceased's estate

1960 BSA BANTAM D7 172CC TRIALS MOTORCYCLE

Registration no. TJG 295 Frame no. D7 12101 Engine no. ED7 789736
Many a now-mature motorcyclist's first two-wheeled experience will have been gained aboard a BSA Bantam. Introduced for 1959, the D7 model featured the 172cc engine. Although BSA did market a trials Bantam for a while, there was no serious attempt at long-term development. The works team occasionally used the little two-stroke, but for the most part the larger four-stroke models were preferred. However, just as they did in mainstream events 40 years ago, two-stroke lightweights have come to dominate Pre-'65 trials, and this modified Bantam D7 roadster is not untypical of the breed. Offered for restoration and sold strictly as viewed, the machine comes with an old-style continuation logbook, an old-style V5, service sheets, and an instruction manual.

£400 - 700

€450 - 790

No Reserve



211



212

211

Property of a deceased's estate

WATSONIAN TRIALS SIDECAR & CHASSIS

Sidecar no. A3862

Founded in Birmingham in 1911, Watsonian, Britain's foremost sidecar manufacturer for many decades, produced 'chairs' of all shapes and sizes to suit every kind of application. The latter not only included private and commercial road use, but also scrambles, trials, and even road racing. Stars of the day across all three disciplines used Watsonian products. This alloy-bodied Watsonian trials 'chair' appears un-restored and complete, though there are no attachment mounts present. The Watsonian Sidecars manufacturer's plaque is still attached, stamped with the body number 'A3862'. The sidecar is in age-related condition and is offered for restoration.

£200 - 300

€230 - 340

No Reserve

212

Property of a deceased's estate

C.1974 AJS STORMER SCRAMBLER ROLLING PROJECT

Frame no. to be advised

Although Villiers ceased to supply engines to independent manufacturers in 1966, it continued to build the Starmaker unit for AJS, another member of the Norton-Villiers Group. The Starmaker and its derivatives were used to power a new generation of AJS scramblers, which by 1970 had gained the 'Stormer' name. Supported riders included Andy Robertson, Dick Clayton, Chris Horsfield, Jimmy Aird, and Malcolm Davis, who won the 1968 British 250 Championship on a prototype. Although closely based on the Starmaker, the Stormer unit used a different top end with increased finning, and was available in 370cc and 410cc capacities in addition to the original 250. A popular machine in historic scrambling's 'twin-shock' classes, the Stormer still enjoys a full spares backup from AJS Motorcycles of Andover. Sans engine, chopped and modified frame, the machine is offered with a workshop manual. There are no registration documents with this Lot.

£100 - 200

€110 - 230

No Reserve

213

Property of a deceased's estate

C.1947 AJ'S 348CC MODEL 16M 'TRIALS' MOTORCYCLE

Registration no. KKE 506

Frame no. 25412

Engine no. 48/16M 7275 B

Weighing as much as the 500cc model from which most of them were derived, but considerably less powerful, the typical British '350' of the 1950s was not likely to be anyone's first choice as a fast sports bike. Rather, these honest workaday mounts were chosen for other reasons, chiefly their inherent strength, dependability and economy. Announced in June 1945, AMC's offerings in this important market sector were the Matchless G3L and AJ'S Model 16, models identical in all essential respects. The pair shared the same 93mm stroke as their 500cc brethren, coupled to a 69mm bore, and could be distinguished by the different magneto position: forward of the cylinder in the AJ'S, behind it in the Matchless. Housed in a rigid frame with Teledraulic front fork, the rugged overhead-valve engine drove through a four-speed gearbox. Hairpin valve springs were adopted for 1949 and a swinging-arm frame introduced, the latter initially for export only but available in the UK from 1950, machines so-equipped being suffixed 'S'. Testing one of these stalwarts in 1961, Motor Cycling recorded a modest mean top speed of 76mph but found that when toured at a relaxed pace across country, an excellent 86 miles per gallon was achievable. This AJ'S 16M was sold new via Arter Brothers Ltd and comes with its original old-style logbook, an old-style V5, and an instruction manual. A converted roadster, the machine currently displays a total of zero miles on the odometer and is believed to be a relatively recent restoration.

£2,000 - 2,500

€2,200 - 2,800

No Reserve



214

Property of a deceased's estate

1955 VELOCETTE 349CC MAC PROJECT

Registration no. VKP 589

Frame no. RS 3525

Engine no. MAC 24084

In 1933, Veloce Limited augmented its established range of overhead-camshaft models with an overhead-valve 250 - the MOV. The newcomer's power unit was a 'high camshaft' design with enclosed valves, and the compact and sprightly machine featured a four-speed gearbox equipped with the company's new foot-change mechanism. The following year an overhead-valve 350 built along MOV lines appeared. This was the long-stroke MAC, which was subsequently bored out to create the 500cc MSS. Post-war, the trio of overhead-valve Velos continued much as before, with rigid frames and - initially - Webb girder forks. The MAC gained an alloy cylinder barrel and 'head for 1951, as well as Velocette's own telescopic front fork in place of the previous Dowty, and was further updated with a swinging-arm frame alongside the rest of the singles range in 1953. Production ceased in 1960. Currently displaying a total of 17,492 miles on the odometer, this MAC is offered for restoration, though the fuel tank has already been restored to a high standard. The machine is offered with an old-style continuation logbook, an old-style V5, and three instruction manuals.

£2,000 - 2,500

€2,200 - 2,800

No Reserve





215

Property of a deceased's estate

C.1947 BSA 499CC B31/M33 'AA' REPLICA MOTORCYCLE COMBINATION

Registration no. SMP 635

Frame no. XB31 13038

Engine no. YM33 655

Finished in Automobile Association livery, this BSA motorcycle combination is a hybrid comprising a B31 frame dating from circa 1947 and an M33 engine built in 1948. Based on the pre-war B29, BSA's rugged and reliable B31 was manufactured from 1945 to 1959, latterly with telescopic fork and swinging-arm rear suspension. First introduced for 1948, the BSA M33 combined the B33's overhead-valve engine and the cycle parts of the M20 sidevalve. The B33 engine closely followed B31 lines, but with larger (85mm) bore and heavier flywheels. The M33 was intended to provide more power for sidecar use, which it did with ease. A good, solid, all-round performer by the standards of its day, the M33 could top 60mph with sidecar attached, cruise comfortably all day at 50-plus, and return in excess of 50mpg. One of the organisations that continued to favour the faithful old M21 sidevalve was the Automobile Association, whose distinctive yellow-liveried combinations, ridden by patrolmen wearing military-style khaki uniforms, were a regular sight on British roads well into the 1960s. They never used the M33, though doubtless their patrolmen would have welcomed its superior performance. Well presented and with age related marks, 'SMP 635' displays a total of 22,774 miles on the odometer. The engine turns over and has compression, while the timing cover, rocker cover, and leg shields are currently detached. Offered with an old-style continuation logbook (1961), an old-style V5, an instruction manual and sold strictly as viewed.

£3,500 - 4,500

€3,900 - 5,100



216

Property of a deceased's estate

1952 BSA 249CC C11 MOTORCYCLE COMBINATION

Registration no. NJJ 544

Frame no. BC10S 812 (see text)

Engine no. BC11 1489

Aimed at the ride-to-work market, BSA's 'C' range of lightweight singles was first introduced in 1938. Its first exemplar was the C10, a sidevalve-engined model with coil ignition and three-speed hand-change gearbox. A de luxe version with foot-change gearbox joined the range in 1939, as did the overhead-valve C11 variant. The original girder front fork was superseded by a telescopic unit in mid-1946, and part way through '49 the C10 gained an alloy cylinder head. From 1954 onwards the pair continued as the updated C10L and C11G, with alternator electrics, plunger rear suspension, and four-speed gearbox, eventually bowing out in 1957. Unusually for a lightweight, this plunger-suspended BSA C11 is attached to a Watsonian boat-type sidecar, which appears un-restored. Currently displaying a total of 27,222 miles on the odometer, the motorcycle appears to be an earlier restoration, with heavy painting and pitted brightwork throughout. The machine comes with service sheets, the original RF60 logbook, and an old-style V5. It should be noted that the frame number has been over-stamped with a '6'.

£1,400 - 2,000

€1,600 - 2,200

No Reserve

217

Property of a deceased's estate

1967 BSA 650CC SPITFIRE MARK III MOTORCYCLE COMBINATION

Registration no. KKM 41E

Frame no. A653 11634

Engine no. A65S 11634

BSA's answer to Triumph's range-topping Bonneville sports roadster, the Spitfire was a new introduction for 1965 in the form of the 'Spitfire Mark II Special', though the name had previously been applied to a US-specification 'street scrambler'. Based on the previous year's Lightning Clubman, the Spitfire boasted a raised compression ratio, high-lift cams, twin Amal GP carburettors, alloy wheel rims, and BSA's 190mm front brake. With a claimed 53bhp on tap, the Spitfire was as quick in a straight line as the Bonneville, though, arguably, not as good looking. There was a slight power increase when Amal Concentric carburettors were standardised for 1967 on the Spitfire Mark III, with a further boost (to 56.5bhp) part way through the year. The Spitfire was last produced (in Mark IV form) in 1968, by which time Triumph's TLS front brake had been standardised. This Spitfire was supplied by Redhill Motors (Maidstone) Ltd and first registered as a solo. Currently displaying a total of 10,024 miles on the odometer, 'KKM 41E' has been in the present ownership for more than 30 years, though it is not known when the Watsonian sidecar was attached. An unusual motorcycle combination that would respond well to detailing, the machine is offered with its original old-style logbook and an old-style V5. BSA service sheets, instruction manual, spares catalogue, and a Haynes manual are included in the sale.

£4,500 - 5,500

€5,100 - 6,200



218

Property of a deceased's estate

1939 SUNBEAM 347CC B24

Registration no. FKO 883

Frame no. 659

Engine no. B24 E 566

Having acquired Sunbeam from ICI, Associated Motor Cycles introduced a new range for 1939 aimed at maintaining the Wolverhampton marque's traditions of sound engineering and superlative finish. Designed by Bert Collier, the '39 'Beams featured new 'high camshaft' overhead-valve engines with full-pressure lubrication and enclosed valve gear. The range consisted of 246, 347, 498 and 598cc models, while 'S' sports versions came with high-compression pistons, polished cylinder heads, check-spring front forks, sportier mudguards, upswept exhausts and chromed tanks. Although built with longevity in mind, the 'high cam' - suitably lightened - proved an effective trials mount in the hands of Geoff Godber-Ford, who notched up a succession of victories in the 500 class before war intervened. Sadly, the 'high cam' models did not reappear post-war, by which time AMC had sold Sunbeam to BSA. It is believed that only 600-or-so had been made before the coming of war brought production to a halt. This rare Sunbeam B24 appears un-restored and complete. The machine currently displays a total of 40,364 miles on the odometer and is offered for restoration. It comes with an old-style RF60 logbook, an old-style V5, an instruction book, and spare parts list.

£2,800 - 3,500

€3,100 - 3,900

No Reserve



Property of a deceased's estate

C.1925 AJS 799CC MODEL E2 PASSENGER COMBINATION

Registration no. FN 6777

Frame no. 44022

Engine no. 44022

- *Matching frame, engine, and gearbox numbers*
- *Appears highly original*
- *An earlier restoration*



Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. The brothers' first machine was a 292cc (2½hp) single equipped with either direct belt drive (Model A) or a two-speed countershaft gearbox with all-chain drive (Model B), this latter combination being advanced in its day, especially for a lightweight. A 5hp v-twin - the Model D - joined the range in 1912. Intended for sidecar work, the Model D was powered by a 631cc sidevalve engine and came with a 'beefed-up' version of the two-speed gearbox.

The Model D's engine was enlarged to 696cc (6hp) for 1913, while a three-speed gearbox and internal expanding rear brake were additional improvements. A new, smaller 'Double-Purpose' v-twin - the 550cc Model A - arrived in November 1914, at which time the Model D was re-designed along 'A' lines and further enlarged to 748cc. Endowed with an effortlessly flexible motor and built to A J Stevens' traditionally high standards, the v-twin 'A-J' was one of the most effective and popular sidecar tugs of its day. The model remained a fixture of the range into the early 1930s, latterly with a 998cc engine.

Manufactured circa 1925, this E2 example has the 799cc (7hp) engine first introduced for the 1921 season. It should be noted that AJS changed their model nomenclature in 1925, adopting an alphabetical system starting with 'E'; thus the Model D 'Passenger Combination' became the E1 (magdyno) and E2 (magneto) for that year. The 799cc twin was last listed in 1928 as the K1/K2, the letters 'F' and 'I' having been missed out.

An earlier restoration, 'FN 6777' carries an AA members' badge and a tax disc that expired in December 1932. The machine is offered with an old-style RF60 logbook, an expired MoT (1981), and an old-style V5 incorrectly recording the make as 'AJSEC'. It should be noted that the registration number appears to have lapsed and does not feature in the HPI register or DVLA records.

£9,000 - 12,000

€10,000 - 13,000

220

Property of a deceased's estate

**1925 MATCHLESS 976CC MODEL
M/3 MOTORCYCLE COMBINATION**

Registration no. FN 6768

Frame no. 1125

Engine no. KT/M 32683/Z

- *An earlier restoration*
- *Sidecar believed ex-RAC*
- *Present ownership for over 30 years*



Unlike the vast majority of Britain's motorcycle manufacturers, which were located in the Birmingham and Coventry areas, Matchless were based in Plumstead, South London. The name 'Matchless' first appeared in the 1890s on cycles manufactured by H H Collier, whose sons Charlie and Harry would later join him in the business.

The firm's first - experimental - motorcycle appeared in 1899 and its first production model in 1902. These early Matchlesses were JAP powered, but in 1912 the firm introduced a 500cc single of its own design. Nevertheless, within a short time it had gone, along with all the other singles, and for the next several years Matchless built only v-twins. Of the latter, the MAG-powered Model 8B was particularly well specified, being equipped with a kick-starter, three-speed countershaft gearbox, fully enclosed chain drive and rear hub brake. For 1915 an 8B/2 version featuring detachable wheels was offered. When civilian production recommenced after WWI, the famous Model H was an early addition to the range.

A development of the 8B/2, the Model H was unusual in being offered as a motorcycle combination only, with integral sidecar chassis, sprung sidecar wheel, swinging-arm rear suspension, and electric lighting. It was offered alongside two rigid-framed combinations: the 976cc JAP-powered M/3 and 994cc MAG-powered M/4, the machine offered here being an example of the former.

An earlier restoration, this Model M/3 combination features a tradesman's 'box' sidecar rather than the more usual passenger-carrying 'chair'. The sidecar is believed to be a Watsonian, and has an aluminium body and glassfibre lid. There is a letter on file (dated 1994) regarding a c.1949 RAC sidecar as fitted to Royal Enfield, which is believed to refer to the sidecar currently attached to this Matchless. Accompanying documentation consists of an old-style RF60 logbook and an old style V5, while the machine also comes with a detached acetylene lamp/generator and bulb horn.

£10,000 - 14,000

€11,000 - 16,000

221

1936 HARLEY-DAVIDSON 1,200CC MODEL VD

Registration no. WXG 653

Frame no. 36VD4734

Engine no. 36VD4734

- *Restored condition*
- *Previously in Police livery and specification*
- *Featured in the Discovery Channel's 'Harley & The Davidsons'*
- *Complete with Police accessories*



The 'flat head' (sidevalve) Harley-Davidson VL 'Big Twin' was announced in July 1929 as a replacement for the inlet-over-exhaust 'pocket valve' twins that had been in production since 1911. The twin headlamps, round toolbox and Klaxon horn were carried over from its immediate predecessor, but nearly all of the rest of the bike was new. Harley's 1930 brochure described the new 74ci machine as 'standing head and shoulders above all comers, with such startling new features as a 20% more powerful motor with Ricardo removable heads, interchangeable wheels, bigger tires, drop-centre rims, lower riding position, greater road clearance, automatic increase of generator output, drop forged forks, 100% stronger frame, theft proof lock, dual front drive chain, improved clutch, and many other features making the 1930 Big Twin the greatest motorcycle value ever offered.'

Despite its maker's evident enthusiasm, the model V was far from an instant success. More massively built and heavier than its predecessor, the V lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign. A larger crankcase accommodating heavier flywheels did the trick. Its problems solved, the 74ci 'flat head' went on to win the hearts of Harley enthusiasts everywhere.

This example's 'VD' nomenclature indicates a generator-equipped model fitted with the low-compression engine. The machine was purchased in February 2016 from VL Heaven for use in the Discovery Channel's hit TV show, 'Harley & The Davidsons'. A pristine white and black Police Motorcycle when purchased, it was subsequently repainted red and black to match the 1931 Harley-Davidson 'Big Twin' in this sale (Lot 222). A slightly modified rear mudguard was fitted for the same reason (original mudguard included). The repainted VD featured prominently in the H-D factory scenes throughout Episode 3.

'WXG 653' has had only two registered keepers since its date of first registration in the UK (1st February 2015). The motorcycle is sold with most, if not all, of the Police Motorcycle accessories, tool kit, etc. It should be noted that VL Heaven has quoted £1,000 to restore the white and black Police livery. Offered with a V5C Registration Certificate.

£16,000 - 20,000

€18,000 - 22,000

222

1931 HARLEY-DAVIDSON 1,200CC MODEL V

Registration no. 939 XUT

Frame no. 31V1817

Engine no. 31V1817

- Landmark sidevalve 'Big Twin'
- Restored condition
- Featured in the Discovery Channel's 'Harley & The Davidsons'



Rivals Indian had long ago demonstrated the efficacy and performance potential of the sidevalve engine, and in 1929 Harley-Davidson at last adopted this technology on a twin-cylinder model, having had a 'flat head' single in the line-up since 1925. This new engine was cheaper to produce, enabling Harley to price the new 45ci (750cc) Model D at \$290, and its relative affordability would prove to be an important factor during the Depression years of the early 1930s.

For the 1930 model year, Harley-Davidson extended its sidevalve technology to larger models. Harley's 1930 brochure described the new 74ci (1,200cc) machine as 'standing head and shoulders above all comers, with such startling new features as a 20% more powerful motor with Ricardo removable heads, interchangeable wheels, bigger tires, drop-centre rims, lower riding position, greater road clearance, automatic increase of generator output, drop forged forks, 100% stronger frame, theft proof lock, dual front drive chain, improved clutch, and many other features making the 1930 Big Twin the greatest motorcycle value ever offered.'

Its manufacturer's hyperbole notwithstanding, the sidevalve Model V was far from an instant success. More massively built and heavier than its predecessor, the V was no faster and lacked top-end power to such an extent that the first examples were recalled for an extensive engine redesign.

A larger crankcase accommodating heavier flywheels did the trick. Its problems solved, the 74ci 'flat head' v-twin went on to win the hearts of Harley-Davidson enthusiasts everywhere.

This example was purchased in February 2016 from Cosmo Classic Motorcycles for use in the Discovery Channel's hit TV show, '*Harley & The Davidsons*', and featured prominently in the H-D factory scenes throughout Episode 3. The Harley had been purchased from an importer in 2010 by one of its previous owners, and was first registered in the UK in March of that year. That previous owner, an engineer, then restored the machine to a high standard with due regard to originality and detail. Works carried out included completely rebuilding the original engine and gearbox; relining the brakes; re-bushing the forks; fitting period-style Coker tyres; and installing a fabric-insulated wiring loom to original specification. All of the original tin-ware was reused together with the correct 1931-only exhaust system. The vermilion and black paintwork perfectly complements this stunning machine. Accompanying paperwork consists of the 2016 purchase receipt and a V5C Registration Certificate.

£14,000 - 18,000

€16,000 - 20,000

223

Property of a deceased's estate

C.1916 AJ'S 4HP MODEL A AND SIDECAR

Registration no. FJ 806

Frame no. 8058

Engine no. 8058

- *Present ownership for over 30 years*
- *For re-commissioning*
- *Produced for just two years, making it one of the rarer AJ'S models of this period*



Formerly suppliers of proprietary engines, the Stevens brothers of Wolverhampton diversified into manufacturing complete motorcycles, setting up A J Stevens & Co in 1909. Their first twin-cylinder machine - the 5hp Model D – appeared in 1912. Intended for sidecar work, the Model D was powered by a 631cc sidevalve engine.

The D's engine was enlarged to 696cc (6hp) for 1913, while a three-speed gearbox and internal expanding rear brake were additional improvements. A new, smaller 'Double-Purpose' v-twin - the 550cc Model A - arrived in November 1914, at which time the Model D was redesigned along 'A' lines and further enlarged to 748cc. The Model A was dropped after the 1916 season, making it one of the rarer AJ'S models of this period.

The date of first registration recorded in this machine's accompanying old-style V5 document is 16th February 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing).

'FJ 806' has been in the present ownership for 30 over years. An older restoration, the machine has not been used for several years and will require re-commissioning before it returns to the road. Sold strictly as viewed, it is a potentially most rewarding project.

£10,000 - 15,000

€11,000 - 17,000

224

C.1910 FN SINGLE

Registration no. not registered

Frame no. 26367

- *Extremely advanced lightweight Veteran*
- *Restored by the vendor's father over 50 years ago*
- *Dry stored since restoration*



Fabrique Nationale, or "FN" as the motorcycles were branded, was in many ways the Belgian equivalent of BSA, being an armaments manufacturer which diversified first into bicycle production, and then, in 1901, into motorcycle manufacturing which continued until 1967. FN is perhaps best known for its Veteran machines, their in-line straight four being the first commercially successful motorcycle with that engine configuration.

In 1909 the company introduced their new "2-speed shaft drive lightweight". It was very advanced for the time and way ahead of contemporary offerings from British manufacturers. Features included shaft drive driven by bevel gears, mechanically operated valves (much of the industry was still using atmospheric valves at this time), a two speed gearbox, and a clutch. It weighed only 60 kgs. The single cylinder engine was transversely mounted between a pair of frame tubes. The valves were mounted in front of the cylinder, whilst the orientation of the engine meant that the exposed flywheel sat at the back. It also meant that the crankshaft was in line with the shaft drive with the gearbox and clutch situated in between, and enabled the magneto to be mounted on the front of the crankcase.

At this time FN (England) Ltd were based in Great Portland Street, with a repair facility in Highbury.

In 1910 this model retailed at £40 and the very comprehensive FN catalogue stated: ".....since this particular machine is already years ahead of anything else of the same class on the market, and will be still up-to-date when other makes are introduced in the future, it is safe to assume that a good price will always be obtained for a second-hand 2¼ hp. F.N."

This particular FN was restored by the vendor's father over 50 years ago and it is thought that it may not have been started since the rebuild. It has been dry stored ever since, and has stood as a very decorative ornament in the vendor's study for many years. The quoted frame no. 26367 was found clearly stamped below the saddle. However contemporary FN literature indicates that the frame number is to be found on the headstock, and since 26367 doesn't seem to quite fit into the FN numbering sequence for 1909-1910, there is some doubt as to the exact year of manufacture. Nonetheless it is thought to be 1909 or 1910 although prospective bidders should satisfy themselves as to the date of manufacture prior to bidding. At the very least the FN will require & re-commissioning. It is sold as seen and without documents. Close inspection is recommended. It is offered with various spares including a gearbox, two shafts, three genuine FN spanners, as well as a ring binder containing copies of various period FN literature, photos of other FNs, an original 1913 FN 2 1/2hp catalogue, and an August 1914 "Hints and Tips" booklet relating to the 7 hp four cylinder model.

£5,000 - 6,000

£5,500 - 6,700

No Reserve

C.1929 SCOTT 596CC 'TT REPLICA' (SEE TEXT)

Registration no. SV 8279

Frame no. 2773

Engine no. PY3385

- *Frame believed to be TT Replica*
- *1930 Powerplus engine*
- *Offered for restoration*



Bradford-born inventor Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century, leading to the grant of a patent in 1904. Scott's original design for a vertical twin two-stroke engine incorporated the central flywheel with 180-degree overhung cranks and slim connecting rods that would characterise his products from then onwards. One of its chief advantages was close spacing to the cylinder axes and main bearings, thus virtually eliminating the vibratory rocking couple hitherto associated with vertical twins. The first complete Scott motorcycle prototype followed in 1908, its twin-cylinder engine, two-speed foot-change gear and all-chain drive marking it out as an exceptionally advanced design for its day.

Like most of their rivals, Scott recognised the value of publicity gained from success on the racetrack - and particularly at the Isle of Man TT - and first entered the latter event in 1909, becoming the first two-stroke to start in a Tourist Trophy race. Back-to-back victories in the 1912 and 1913 Senior events would turn out to be the highlights of the firm's TT record, though Harry Langman came close again in 1922 and 1924, finishing third and second respectively.

The 1924 works bikes had featured 'square' engines of 68.25mm bore & stroke (although it is believed Langman and Clarie Wood reverted to the longstroke engine for the 1924 Senior), and this new 498cc unit became available in the Super Squirrel introduced later in the year.

First introduced towards the end of the 1928 season, the TT model was a replica of the bike ridden to 3rd place in that year's Isle of Man Tourist Trophy Senior race by Tommy Hatch. 'Designed essentially for the speedman,' according to the 1929 catalogue, the TT Replica used Scott's long-stroke engine fitted with cylinder wall lubrication (although SV 8279 appears to feature a replacement barrel as there are no bosses present to supply cylinder wall lubrication), and was available in both 498cc and 596cc capacities.

First registered as 'GU 7930' in 1929, but now on an age-related plate, this Scott is believed to consist of a modified TT Replica frame and a later Powerplus engine dating from 1930. Little is known about the history of this motorcycle, which was inherited by the previous owner and purchased from him by the current vendor in May 2013 (receipt on file). Offered for restoration, the machine comes with a V5C document and is sold strictly as viewed.

£3,000 - 4,000

£3,400 - 4,500

226

1932 NEW HUDSON 500CC MODEL 3

Registration no. WO 6364
Frame no. M2196T/H4084
Engine no. M2196T

- *Very rare model*
- *Believed part-restored*
- *In working order*



The Birmingham firm of New Hudson started out as a bicycle manufacturer. Their first powered machine of 1903 used a clip-on Minerva engine, and this was followed by the first proper motorcycle in 1910. New Hudson made its Isle of Man TT debut in 1911, but major competition success eluded the Birmingham firm until Bert Le Vack took over racing development in 1927, becoming the first man to lap Brooklands at over 100mph on a 500 that same year. Le Vack's mount was powered by a development of New Hudson's own overhead-valve engine that had first appeared at the TT in 1924, and this handsome power unit was also used by the factory team in the 'Island' in 1927, works rider Jimmy Guthrie finishing the Senior race in 2nd place.

For 1931, a new range was announced comprising models with fashionable inclined cylinders and partial enclosure of the crankcase and gearbox. There were 346cc and 548cc sidevalve models, and 346cc and 496cc overhead-valve machines. Sadly, the onset of economic depression did little to encourage sales, and in 1933 the company, by then manufacturers of Girling automotive components, ceased to build motorcycles. There was a brief return in 1940 with the New Hudson Autocycle, later built by BSA.

This handsome, overhead-valve, twin-port New Hudson Model 3 was supplied new via Cyril Morgan of Caerphilly and comes with the supplying dealer's brass plaque (detached). It is believed only 14 examples of the 1932 model still survive, making 'WO 6364' rare indeed.

The machine is believed part restored, though the details and date are unknown, while there are invoices on file for work carried out on the carburettor and magneto. Described by the private vendor as in working order, it will require some re-commissioning before returning to the road. The machine is offered with a dating letter, V5C registration document, an expired MoT (2011), and instruction manuals and parts books (some reprinted).

£6,000 - 8,000

€6,700 - 9,000

C.1958 ARIEL 350CC HS3 SCRAMBLER

- Displayed at the Sammy Miller museum
- Paraded at the Bonanza Reunion



A Somerton Club Scramble, c.1958 © Gordon Francis



It was after the highly functional HT5 reached the trials market in 1956 that Ariel finally regained top status for competition machinery, a reputation they'd enjoyed throughout the 1930s. Astride the new HT5 the factory team – comprising Gordon Blakeway, Sammy Miller, and Ron Langston – became immediately successful in National Trials, with numerous outright wins and Manufacturers' Team Awards.

Ariel's next priority was to produce an equally desirable scrambler; chief development engineer Clive Bennett thus constructed a handful of light weight prototype 500cc HS scramblers, plus one 350cc example, utilising a strengthened HT frame with modified head angle, a longer swinging arm, and an 18" QD rear wheel. Ariel's single cylinder competition engine had always been competitive, but had long been inhibited by the poor handling and weight of the previous twin down-tube chassis. The initial machines, fitted with bash-plates beneath the engine, tended to crack crankcases, resulting in the addition of two strengthening rails. Although not recognised as hardened scramblers Blakeway and Langston soon made a considerable impact in the Scrambles arena, with the latter occasionally beating BSA's Jeff Smith! In fact Ron's tally of results saw him selected for Britain's prestigious 1959 Motocross des Nations Team. [Later, after a brief but brilliant stint in road racing, plus 5 British Sidecar Trials Championships, he was justifiably acknowledged as Britain's best all-rounder.]

Although the 350 Class was becoming ever less popular, Langston raced the smaller capacity HS on several occasions [see picture on file]. In October 2016 he recalled, "...with its GP carb and so on the 350 was a quick little bike; while dicing with Geoff Ward for the lead at the Cotswold Scramble, I accidentally had us both off!" It was also in 1959 that Ariel announced the cessation of all 4-stroke models, in favour of the visionary new Leader/Arrow 2-stroke series, albeit a sad decision for off-road competitors, given the HT and HS had shown so much promise.

Little is known of what happened to the HS3 after the closure of Ariel's Comp Shop, other than it was acquired by the vendor in Cornwall, in a rebuilt condition, in 2009. The Ariel has subsequently been at Sammy Miller's Museum and was also 'paraded' at the annual Bonanza Reunion in the Cotswolds but, apart from new tyres, it has remained untouched. It was an instant starter on the occasion of our photography visit.

Offered without registration documents the file includes an in-period monochrome shot of Ron Langston racing the HS3 in a Somerton Club event. Such 'works' machines are an authentic slice of Scramble's rich history!

£6,500 - 8,500

€7,300 - 9,500

228

1951 VINCENT 499CC COMET MOTORCYCLE COMBINATION

Registration no. KAK 844

Frame no. RC/1/10088C

Engine no. F5AB/2A/8188

Crankcase mating no. 7FF

Unlike in pre-war days, when the first (Series-A) Vincent-HRD v-twin had been created by - in effect - combining two of the existing singles, post-WW2 Vincent's approach was reversed, with the Series-B twin appearing first, in 1946 and the single-cylinder version in 1948. The latter was offered in two forms initially: Series-B Meteor and Series-C Comet. The Meteor was soon dropped but the Comet continued in production until 1954, offering the same degree of refinement as its bigger brother, albeit with reduced performance. Even so, the Comet combined a 90mph potential with excellent fuel economy, and was the ideal touring mount for the discerning rider who placed civility of manners and quality of construction above outright performance. An expensive machine to produce, the Comet did not sell as well as its maker had hoped and was dropped when the Series-D range was introduced. This Comet was delivered via Eric S Myers Ltd, Bradford and sold new to the vendor's father as a solo. It is not known when the Wessex sidecar was attached. In October 2013, the machine was extensively re-commissioned, as evidenced by a detailed bill for £2,936 on file. However, it should be noted that it has not been ridden since then and may require further work before returning to the road. Additional documentation consists of the original old-style logbook; copies of original factory paperwork; a VOC dating certificate; and the current V5C.

£16,000 - 20,000

€18,000 - 22,000



229

C.1950 DOUGLAS 348CC MARK V (SEE TEXT)

Registration no. not registered

Frame no. 9727/5B

Engine no. 7226/4

Douglas commenced post-war production in 1947 with, naturally enough, a flat twin, though unlike the vast majority of previous models the T35 mounted its engine across the frame. The former was of unitary construction, while the latter displayed even greater innovation with its swinging-arm rear suspension controlled by torsion bars, and leading-link Radiadraulic front fork. Its advanced running gear endowed the Douglas with excellent handling and steering characteristics, while the willing engine could propel the Duggie at up to 70mph and return 60-plus miles per gallon. Improved for 1948 by old Douglas hand Freddie Dixon, the revised Mark III featured new cylinder heads and a strengthened frame, while 1950 saw the introduction of the Mark IV with its distinctive triangular toolboxes, frame-mounted pillion footrests, and un-sprung front mudguard. The arrival of the 80 Plus and 90 Plus sports roadsters led to the 'standard' and 'sports' distinctions being dropped, the 'standard' roadster becoming the 'Mark V'. Introduced in November 1950, the latter was mechanically almost identical to the Mark IV, though readily distinguishable by virtue of its different exhaust system. This Douglas consists of a Mark V frame that was dispatched in November 1950, and a Mark IV engine dispatched to a dealer in Enfield in January 1950. The larger-than-standard front brake is from a contemporary Douglas 80/90 Plus model, a common upgrade. The lady vendor's late husband kept the Douglas in a dismantled state for over 20 years before entrusting it to Viking Classics for rebuilding in 2013. Sadly, he never saw it completed. Offered with dating letter.

£3,000 - 4,000

€3,400 - 4,500



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.



230



231

230

1988 BMW 980CC R100G/S

Registration no. E268 VKM Frame no. 6276726 Engine no. 52870147
One of the most popular BMWs first appeared in 1980. This was the enduro-style 'G/S', which debuted as the 800cc R80G/S. The latter featured a 21" front wheel, raised front mudguard, and a new single-sided swinging arm at the rear. In 1988 the range expanded to include the R100G/S. Fitted with the 980cc engine, the R100G/S was in many ways a new design, featuring long-travel Marzocchi front forks and BMW's own double-jointed, 'Paralever' rear suspension. The R100G/S became the top-selling BMW model in Germany soon after its release, and modern members of the series are equally popular today. This R100GS was registered to the lady vendor's late father in July 1994. Garage stored for many years and serviced/maintained, the BMW was loved and cared for by its owner, who undertook a couple of trips to France on it. The machine is offered with a selection of MoT's, SORN, and a V5C document.

£2,500 - 3,500

£2,800 - 3,900

231

Property of a deceased's estate

1973 NORTON 745CC COMMANDO PROJECT

Registration no. LNG 53L Frame no. 230112 Engine no. 230112
The Commando's vibration-beating Isolastic frame enabled Norton Villiers successfully to prolong the life of their ageing parallel twin. Launched in 1967, the model was an instant hit with the motorcycling public, being voted Motor Cycle News 'Machine of the Year' for five consecutive years. It might have been a little down in top speed compared to rivals such as BSA-Triumph's 750 triples, and Honda's 750 four, but the Commando more than made up for this minor deficiency with superior mid-range torque and steadier handling. This example was acquired by the lady vendor's late father from RIP Motorcycles of Potten End in August 1987. 'LNG 53L' carries a tax disc that expired in March 1993, which almost certainly is when it was last used. For the last several years the machine has been stored in less than ideal conditions and is badly corroded. Offered for restoration and sold strictly as viewed, it comes with an old-style V5C document.

£2,500 - 3,500

£2,800 - 3,900

No Reserve



232



233

232

Property of a deceased's estate

1970 BSA 247CC B25 STARFIRE

Registration no. HWC 53H Frame no. CD 07937 B25S

Engine no. CD 07937 B25S

BSA revamped its unitary construction singles range for 1967, the new B25 Starfire and C25 Barracuda with a stronger Victor-type crankcase assembly and new 'square-fin' alloy cylinder barrel. Inside, there was a stronger one-piece forged crankshaft and, somewhat unusually for a single, a split shell-type big-end bearing. This example was acquired by the lady vendor's late father from AJ Motorcycles of Berkhamsted in March 2000 and carries a tax disc that expired in November of that year, which almost certainly is when it was last used. For the last several years the machine has been stored in less than ideal conditions and is badly corroded. Offered for restoration and sold strictly as viewed, it comes with an old-style V5C document and three expired MoTs.

£700 - 1,100

£790 - 1,200

No Reserve

233

1974 TRIUMPH 744CC T140V BONNEVILLE

Registration no. NMC 260R Frame no. T140V NJ 59497

Engine no. T140V NJ 59497

The final phase of Triumph twin development began in 1972 with the first appearance of the new enlarged-to-750cc version of the Bonneville, the increase in bore size necessitating a new crankcase to accommodate the larger barrel. Other improvements included a new ten-stud cylinder head, triplex primary chain, stronger transmission and a disc front brake. A five-speed gearbox, introduced on the preceding 650 Bonneville, was standard equipment on the 750. This T140V's matching frame/engine numbers denote that it was manufactured in October 1974. However, it was not registered until September 1976, almost certainly because it was detained at the Meriden factory during the Workers' Co-operative occupation. The Bonneville was owned from new by the lady vendor's late husband, passing to her when he died in 2014. Restored in 2014 and currently SORN'd, the machine is offered with current MoT certificate and V5C document.

£3,000 - 4,000

£3,400 - 4,500

234

Ex-Mark Forsyth, Battle of The Twins

1991 DUCATI 888CC '851 SUPERBIKE RACING'

Frame no. ZDM888S.000780

Engine no. ZDM888W4.00796

- *Ex-Mark Forsyth, 'Battle of The Twins'*
- *One of only 50 1991 models produced*
- *Purchased directly from Mark Forsyth*
- *Ducati letter of authenticity*



Representing a rare opportunity to acquire a genuine Ducati '851 Superbike Racing', this machine is one of the batch of 50 such race bikes built by Ducati Corse for the 1991 season, in which the '851 Superbike Racing' was ridden in the World Superbike Championship by top privateers such as Stephane Mertens, Manfred Fischer, and Carl Fogarty. The price new in 1991 was £25,000 - approximately £50,000 in today's money - and machines were made available to selected racing customers only.

Although quite different from Polen's factory bike of 1991, the '851 Superbike Racing' was a faithful replica of Raymond Roche's 1990 WSBC-winning '888' and is also known as the 'Roche Replica' (the '851' badging was intended to convince the paying spectator that the bike was identical to the road version). This example comes with written confirmation from Ducati that it is an '851 Superbike Racing' completed on 21st December 1990.

Ridden by Mark Forsyth in the UK 'Battle of The Twins' (BoTT) series, this machine has competed in only 12 races in its history. Mark Forsyth finished 2nd on it in the 1991 BoTT series having won four rounds and finished 2nd in the remaining races, taking six lap records in the process. He qualified in 2nd place at the Donington round of the UK Superbike Supercup - ahead of the factory Norton rotaries - and also at the Knockhill Jock Taylor meeting ahead of Niall McKenzie, Rob McElnea, Jamie Whitham, Trevor Nation, and Ron Haslam.

The engine was rebuilt by Mark Wycherley at the end of the 1991 season, since when the Ducati has done six laps of Donington Park at a track day in 1998 and 15 laps of Croft in 1999.

When purchased from Mark Forsyth by the current vendor in 2004, the Ducati came with a quantity of spares, some of which have been fitted. These include the radiator, new-old-stock wheels, a fairing panel, handlebar grips, and the brake and clutch fluid reservoirs. Some minor repairs were made to the bodywork using the resin infusion process, following which the panels were repainted; original decals were obtained and the 1991 BoTT livery has been reinstated.

The Ducati has been stored in a heated garage, the engine being regularly started and warmed up (video available), with fluids flushed through. Mark Forsyth had removed the seat's rear cushion, which is included in the sale together with the original factory paddock stands, some tools, and various other spare parts. Beautiful to look at and powerfully evocative of its era, this rare and desirable Ducati superbike racer is offered with a history file containing magazine articles, race results sheets, and the purchase receipt signed by Mark Forsyth.

£16,000 - 22,000

€18,000 - 25,000

235 N

2001 SUZUKI GSX-1300R HAYABUSA 'YOSHIMURA X1' BY KAINZINGER

Registration no. not UK registered
Frame no. JS1A1111200108691
Engine no. W701-126130

- *Unique specification*
- *Cost in excess of €100,000 to build*
- *Only 6,488 kilometres (approximately 4,000 miles) from new*
- *198bhp (at rear wheel)*
- *Standing 1/4-mile in 9.851 seconds at 150.93mph*



The Japanese factories' abandonment of their voluntary 125bhp upper horsepower limit in the mid-1990s paved the way for a new generation of 'hyper-sports' bikes, the first of which was Honda's CBR1100XX Super Blackbird, launched in 1996. However, the 178mph Blackbird's reign as world's fastest production motorcycle only lasted until the arrival of Suzuki's Hayabusa in 1998.

Boasting 1,300cc to the Honda's 1,100, the Hayabusa aced the Blackbird courtesy of a whopping 150-plus brake horsepower and a top speed of 193mph, at which velocity the speedometer would be registering over 200mph... Despite exploring limits hitherto unknown to production road bikes, the wind tunnel-styled Hyabusa proved as stable at 170mph as it was at 70. 'Riding the Hyabusa is like grabbing a surface-to-air missile by its fins and riding the mother at a distant target,' enthused Bike magazine. However, scare stories in the press about 200mph road-going motorcycles soon caused a rethink in Japan, and today's hyper-sports roadsters are electronically limited to a top speed of 300km/h (186mph) which, if nothing else, made the early pre-limited examples all the more collectible.

Shortly after the Hayabusa's launch, legendary tuning firm Yoshimura developed a very special 'X1' version to race in the prestigious Suzuka 8-Hours race's prototype class in 1998, which it won. A road-going replica of the race bike soon followed, albeit one that retained most of the stock Hayabusa, only 100 of which were made. Producing a measured 190bhp at the rear wheel and weighing under 200kg dry, the Hayabusa X1 possessed a mind-boggling power-to-weight ratio. When one was tested by Performance Bikes magazine in 2006, the resulting 0-100mph time of 5.44 seconds and 188.73mph top speed made the X1 the fastest machine they had tested at that time.

But for some people, too much is never enough, which explains the rationale behind the machine offered here. The owner wanted a powerful and unique motorcycle, very close to the Suzuka class-winning X1 but one that nevertheless could be used at weekends on the roads surrounding the Italian lakes. Based on a brand new Suzuki Hayabusa, taken straight from the crate, this machine has been extensively upgraded using only the best parts available, including many from Yoshimura, the aim being to surpass the specification and performance of the X1.



The Hayabusa was specially built (in 10 months) and delivered to the current owner in Milan in November 2001 by tuning guru Herbert Kainzinger of Hockenheim, Germany, who had been entrusted with this ambitious project. Yoshimura parts fitted include a full Tri-Oval titanium exhaust system, aluminium fuel tank, camshafts, and a footrest kit. Cooled by a larger aluminium radiator, hand-made by a German Formula 1 specialist, the engine was bored out to 1,400cc and fitted with a modified cylinder head, Pankl titanium con-rods, and a lightened, balanced, and nitrided crankshaft. A reworked air box, complete with BMC filter, enables the motor to breathe more efficiently. The engine has since been returned to the stock 1,300cc in the interests of long-term reliability, a move that has made almost no difference to its performance.

The chassis benefits from a reworked and stiffened rear sub-frame and a (shorter) GSX-R750 swinging arm. Machined from billet, adjustable triple-clamps hold Öhlins FG170 superbike forks, while the rear shock absorber and steering damper are also by Öhlins. Brake discs are by Spiegler, front callipers and radial master cylinder by Nissin (Honda WSBK specification), and the racing rear calliper by Brembo. The Marchesini wheels were specially made for this machine.

The fairing and seat are X1, and the Hayabusa positively drips with titanium fastenings and carbon-fibre goodies. Kainzinger's detailed invoice for in excess of €100,000 is on file together with a full listing of the machine's specification (far too lengthy to reproduce here).

We are advised that the Kainzinger Hayabusa weighs less than 200kg (440lbs) in road trim and handles like a Supersport 600. Maximum power/torque figures - at the rear wheel - are 201PS (198bhp) at 10,400rpm and 155Nm (114lb/ft) at 8,300rpm respectively (dynamometer printout available). This unique machine has covered only 6,488 kilometres (approximately 4,000 miles) from new and is presented in exceptional condition.

This Hayabusa has been featured in three magazines: 'PS' in Germany, 'Option Moto' in France, and 'Motociclismo' in Italy. In its September 2004 edition, 'Motociclismo' said: 'Our dyno was shocked as it never registered 200PS at the wheel... Our tester was fired out to the ¼-mile at 242.9km/h (150.93mph) in only 9.851 seconds, absolute record in our testing history....' Copies of these magazines are on file together with extensive documentation and Italian registration papers. This unique motorcycle also comes with a cover, a battery charger, and front and rear stands.

£8,000 - 12,000
€9,000 - 13,000

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.



236



238



237



239

236

1976 YAMAHA RD400

Registration no. PRB 371R Frame no. 1A3-002993

Engine no. 1A3-002993

Yamaha updated its long-running RD350 twin in 1976, lengthening the stroke to create the RD400. Boasting completely revised styling (shared with the equivalent RD250) the RD400 featuring a coffin-shaped fuel tank, 'speed block' graphics (in Europe) and, for the first time on a production roadster, cast alloy wheels. Although there was no significant increase in peak power over the RD350, the larger engine had a much better spread of torque and, just like its predecessor, proved highly amenable to tuning. This example was purchased by the vendor in August 2012 having been restored during 2005/2006. We are advised that the carburettors have been cleaned and the plugs and battery renewed, and that machine is in generally good running order, though further re-commissioning is advised before returning it to the road. Offered with a V5C document and three expired MoTs.

£3,000 - 4,000

£3,400 - 4,500

237

1972 KAWASAKI 350CC S2

Registration no. AWW 36K Frame no. S2F-23488

Engine no. S2E 23069

In 1971, Kawasaki's original Mach III triple was joined by a trio of three-cylinder models: the 750 H2, 250 S1 and 350 S2. The latter two were virtually identical, the S2 differing from its smaller sibling only by its larger bore and carburettors, and shorter wheelbase. Performance-wise the S2 did not disappoint with its 115mph top speed and 13.9-second standing quarter-mile. Equally importantly, the handling was much improved over the original Mach III's. The S2 was superseded by the 400cc S3 in 1973 and is a relative rarity today. This S2 was purchased by the current vendor in 2012 and restored during 2012/2013 by Triples Workshop in Wakefield (Neil McCallum). Stored since 2013, the machine has been fitted with new spark plugs and battery (October 2016) but may require further re-commissioning before use. Offered with V5C document.

£3,000 - 4,000

£3,400 - 4,500

238

1988 YAMAHA 49CC FS1-E

Registration no. E691 BBA Frame no. 3F6112406

Engine no. 3F6112406

Now elevated to cult status, Yamaha's FS1-E 'Sixteener Special' first appeared in the UK in 1972. Originally the FS1, the model gained a set of bicycle pedals to meet UK moped legislation, becoming the FS1-E. In its pre-August 1977, unrestricted form, the 'Fizzie' produced 4.9bhp and was good for around 45mph flat out. Dropped in 1979, it was reintroduced by Yamaha in 1987; now without pedals but equipped with Autolube, it was available in restricted form only, though the missing horses were easily restored. This FS1-E had already been restored when it was purchased by the current vendor in May 2011 (the 7.8 miles odometer total is believed to be the distance covered since the restoration's completion). Presented in generally good running order, the machine has been fitted with a new battery and spark plug, but may require further re-commissioning before use. Offered with a V5C document.

£2,800 - 3,500

£3,100 - 3,900

239

1987 HONDA CB900F2 BOL D'OR

Registration no. VMX 202X Frame no. SC01E/210969094002470

Engine no. SC01E/2109690

Offered here is the Bol d'Or version of Honda's CB900F2, which came with a capacious cockpit fairing as standard, to which this particular machine adds panniers and a top-box. Imported from Italy, the Honda was first registered in the UK in February 2001, and was purchased by the current vendor from Planet Motorcycles of Croydon in July of that year. The original exhausts were changed in 2002 and a 'MPH' converter fitted to the speedometer, and the machine remained in use until its owner suffered a stroke in November 2003, by which time he had ridden it some 5,000 miles. Since then the Honda has been kept in a centrally heated garage and maintained, being re-commissioned for the MoT test and undergoing a professional overhaul of the carburettors in 2016. The machine is offered with MoT to June 2017 and a V5C document.

£1,600 - 2,200

£1,800 - 2,500

No Reserve

240

C.1966 HONDA 50CC CZ100 'MONKEY BIKE'

Registration no. PVX 76D

Frame no. 500912

Engine no. C100E-64466

With the launch of the CZ100 in 1960, Honda created the class of machine known as 'Monkey Bikes', so called because of their diminutive stature. The power unit was the C100 step-thru's reliable overhead-valve four-stroke single that incorporated a three-speed gearbox with automatic clutch. An ultra-short wheelbase, small wheels and vestigial fuel tank were all features of a machine which, in the case of the folding handlebar version, could fit into the boot of a car. Immensely popular as paddock transport the world over they are currently much in vogue, with a flourishing owners club in the UK. First registered in the UK in 1983, the example offered here represents the 'Monkey' in one of its earliest and purest forms, with rigid 'suspension' at both ends. The machine was purchased by the lady vendor's late husband in May 2012 and kept in Switzerland. It currently displays a total of 9,347 miles on the odometer, a surprisingly high figure for a machine that most motorcyclists would regard as a toy. Believed restored, though to what extent is not known, the Monkey appears in generally very good cosmetic condition but will require re-commissioning before it returns to the road. Offered with a V5C document.

£3,000 - 4,000

£3,400 - 4,500



241

1998 PIAGGIO VESPA 124CC T5

Registration no. R765 YBW

Frame no. VNX5T040287

Engine no. VNX5M48199

Along with the rival Lambretta, the Piaggio-built Vespa mobilised an entire generation of Italians in the immediately post-war years, the hitherto humble scooter going on to become part of British youth culture in the 1960s as favourite transport of the fashion-conscious 'Mods'. Douglas built the Vespa under licence in the UK between 1951 and 1963, continuing to import the machine from Italy thereafter. Since its introduction, countless different versions have come and gone yet the Vespa of today remains recognisably related to the first one made more than 60 years ago. Classic? Most definitely. The Vespa offered here is a T5, a sports model first produced from 1985 to 1990, and then up to 1998 as the T5 Classic, which was sold almost exclusively in the UK. The T5's two-stroke engine produced 11bhp (3bhp more than the stock PX 125), which was good enough for a top speed of 60-65mph. Various tuning kits are available for owners seeking more performance from their T5, those made by Mallosi being highly thought of. This example is believed to be fitted with a tuning kit, though this has not been confirmed. Presented in running order, the machine comes with a V5C document and an expired MoT (2014).

£1,000 - 1,500

€1,100 - 1,700

No Reserve



MOTOR CARS

Following Motorcycles approx 16.00

Lots 301 - 383

Further images of each lot can be found at:
www.bonhams.com/23599







301

1986 MINI PICCADILLY SALOON

Registration no. D866 NFJ

Chassis no. SAXXL2S1020322548

One of a host of Mini special editions that had commenced with the 'Limited Edition 1000' of 1976, the 'Piccadilly' was introduced in 1986 following the successful reception given to the immediately preceding 'Ritz' and 'Chelsea' models. Like its immediate forebears, the Piccadilly was based on the mainstream 998cc City E model; it was finished in Cashmere Gold, with the 'Piccadilly' logo set into a contrasting coachline. The 'Piccadilly' script also appeared on the boot and on the front seats, while the interior was multi-coloured, featuring trim in Bitter Chocolate, Coffee, and Claret – a particularly delicious sounding combination. Other noteworthy special features included chromed door handles and bumpers, full-size wheel trims, and hinged rear windows. In total, 2,500 Mini Piccadillys were completed, many of which were exported to France and Japan. The current vendor, a Mini aficionado, bought this limited edition Piccadilly model earlier this year when he was suffering 'withdrawal symptoms', with none of the Minis in his collection on the road at that time. Re-sprayed at a cost of £2,400 some three years ago, the car is described as in generally good condition and offered with current MoT certificate and V5C document.

£3,000 - 4,000

€3,400 - 4,500

No Reserve



302

ROVER MINI COOPER SPORTS SALOON

Registration no. J679 SSF

Chassis no. SAXXAMBBDD017004

Fifty years ago, the notion that the Mini might have a future as anything other than basic transport was anathema, and the idea of a high-performance version was laughable. Racing car manufacturer John Cooper, though, was convinced of its competition potential. The result, launched in September 1961, was the Mini Cooper, a car that offered a size/price/performance package that was nothing short of miraculous. Following the original's demise, Cooper sold modified Minis under the 'Mini Cooper' name from the mid-1980s, before Rover's acquisition of the rights made it possible to re-launch the model officially in July 1990. The new Mini Cooper was based on the Mini 30, the most luxuriously equipped Limited Edition Mini to date, but was fitted with the 1,275cc MG Metro A-Series engine rather than the 30's 998cc unit. Purchased ten years ago and kept in storage since then, this fine example has recently been restored by Sevenoaks Mini as part of a programme of progressively upgrading the owner's collection of Minis (invoices on file). The car is only offered for sale because the collection is being refocused. Attractively finished in the very rare colour combination of black/white with red-piped black interior, 'J679 SSF' has covered only some 28,000-or-so miles from new and is described as in generally very good condition. Looking fabulous, this quick little car is offered with current MoT, V5C document, and the aforementioned restoration bills.

£5,000 - 6,000

€5,600 - 6,700

No Reserve



303

Property of a deceased's estate

1990 JAGUAR XJ6 2.9-LITRE SALOON

Registration no. G101 PSS

Chassis no. SAJJFALJ3AB614475

Engine no. 9APVSA113371

Jaguar grasped the nettle bravely in 1986 with the launch of an entirely new XJ6 - code-named XJ40. The new XJ's outward similarity to the old one masked a host of improvements: a simpler bodyshell constructed from fewer panels, new advanced anti-corrosion technology, increased passenger and luggage space, and revised suspension giving superior ride and handling. Two new six-cylinder engines replaced the long-running XK series; these were the 3.6-litre, 24-valve, twin-cam AJ6 already seen in the XJ-S, and a 2.9-litre single-cam unit - effectively half the existing V12 - that produced 4bhp more than the outgoing 3.4-litre XK twin-cam. ZF four-speed automatic or a Getrag five-speed manual were the transmission options. Finished in red with grey cloth interior, this automatic transmission model features Fittipaldi alloy wheels and a MoMo wood-rim steering wheel. 'G101 PSS' was acquired by the owner in 2000 and last taxed for the road to the end of January 2002. A total of 48,280 miles is currently displayed on the odometer. Offered for re-commissioning and sold strictly as viewed, the car comes with old/new V5 documents, old/current V5Cs, and a quantity of receipts, invoices, and expired MoTs.

£500 - 1,000

€560 - 1,100

No Reserve



304

1973 VANDEN PLAS PRINCESS 1300 SALOON

Registration no. WRS 866L

Chassis no. VAS2-35878M

One of the most illustrious of Britain's coachbuilders, chiefly remembered for its sublime Vintage-era Bentleys, the firm of Vanden Plas was acquired by BMC in 1946 and reinvented as a marque some years later. In the 1960s and '70s the name was applied to top-of-the-range versions of Austin-Morris models, most notably the 1100/1300. Vanden Plas in London re-equipped the car with the kind of luxurious interior long associated with the firm, using plentiful wood-veneer trim and leather upholstery, together with a distinctive grille and their own badging. The engine specified was the same twin-carburettor unit fitted to the MG 1100/1300, the 1.3-litre 65bhp version being good enough for a top speed of 90mph. Today the Vanden Plas is by far the most collectible of the 1100/1300 family and is highly sought after. Finished in Teal Green with fawn interior, this outstandingly original automatic transmission example was purchased from the dealer who had re-commissioned it following a lengthy period in storage. Prior to 2016, the Princess had formed part of a four-car private collection, the 'No.1' car being a Rolls-Royce, but had been stored since 1983. The vendor had always wanted one of these cars, admiring their luxurious interior, quietness, and general refinement. Described as in generally good condition, having covered a mere 15,000-or-so miles from new, this exceptional Princess is offered with a current MoT certificate.

£9,000 - 12,000

€10,000 - 13,000



1969 LAND ROVER 109 DIESEL HARD TOP

Registration no. OTJ 5116

Chassis no. 27608900E

- *Restored example*
- *Much rallied*
- *Ideal commercial vehicle*



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

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that would characterise the Land Rover to the end. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'.

By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. For the Series IIA the diesel engine was enlarged to 2,286cc and a new 12-seater model introduced on the longer (109") wheelbase chassis.

This diesel-engined Series IIA Land Rover was fully rebuilt on a new galvanised chassis between 2007 and 2010, as evidenced by bills on file totalling almost £24,000. Since then the vehicle has successfully completed four 'Italian Job' rallies as a fun way of raising money for numerous children's charities. These trips to Turin included visiting the famous test track on the roof of the FIAT factory, where one of the scenes from the 1969 movie '*The Italian Job*' was staged. Described as in generally excellent condition, with very good interior, the vehicle is offered with a V5C registration document, MoT to November 2017, and the aforementioned restoration invoices.

£15,000 - 20,000

£17,000 - 22,000

306 N

1961 FIAT 600D MULTIPLA

Registration no. not UK registered

Chassis no. 095200

- *Two owners from new*
- *Restored in January 2016*
- *Highly original*
- *Up-rated engine*



A concept successfully revived in recent years, the Multipla 'people carrier' first appeared in 1956. Based on the unitary construction 600 saloon, FIAT's first rear-engined car, the uniquely versatile Multipla featured front suspension taken from the 1100 model and forward controls. The latter arrangement enabled three rows of seats to be installed in the six-seater version that, with the rearmost two rows folded flat, provided a useful load-carrying platform of 18ft². With just 22bhp available from the 633cc four-cylinder engine, performance was, necessarily, modest, the Multipla's top speed being around 55mph. Taxi and 4/5-seater versions were available also.

The performance of both the saloon and Multipla was considerably improved with the arrival of the 767cc 600D version in 1960. Maximum power went up to 27bhp, which permitted a higher final drive ratio to be used, and top speed increased to around 68mph. Around 130,000 Multiplas of all types had been made by the time production ceased in 1966 and today these charming and highly practical little vehicles are among the most sought after of all post-war FIATs.

This left-hand drive 600D Multipla resided in a FIAT garage in Bologna from 1961 to the present day and has had only two owners from new. In January 2016, the bodywork was expertly restored by FIAT specialists, with any corrosion removed, after which it was bare-metal re-sprayed in its original white-over-blue colour scheme. Preserved in generally good condition, the colourful white and red interior merely required a general refurbishment.

The engine has been up-rated with a sports camshaft, modified carburettor, and an Abarth exhaust system, and now produces circa 57bhp, making the little FIAT better able to cope with modern traffic, while an up-rated cooling system and an electric fan help keep engine temperatures within acceptable limits. A rev counter is another sensible addition. The running gear has been renewed or refurbished as necessary, and the car is described by the vendor as having a generally very good engine, transmission, bodywork, paintwork, and interior, the latter featuring its original radio.

£30,000 - 40,000

€34,000 - 45,000

1963 PONTIAC TEMPEST CONVERTIBLE

Registration no. YNF 705A

Chassis no. 163K2635

- *One of the most innovative American cars of the 1960s*
- *Rare convertible variant*
- *Original and un-restored*
- *Imported from California in 2016*



By the late 1950s, Pontiac had earned a reputation as one of General Motors' most innovative divisions. Since 1956, engineer John De Lorean and his team had been working on a car with all-independent suspension using swing axles at the rear. That project resulted in the development of a rear transaxle and patented low-profile flexible driveshaft. This innovative drive train first appeared in 1961 in the all-new Tempest, which was powered by a 194.5ci (3.2-litre) slant-four engine. Relatively few convertibles were made, and they are very rare outside the USA.

A collectible 'Classic American' of a type rarely seen in the UK, this Pontiac Tempest belonged to the previous owner for some 20-plus years, and has been in the current vendor's hands for the last three. Imported into the UK earlier this year, the Pontiac had been garaged in California when not used, and thus kept dry. The chassis is said to be in great shape, with no visible rust or signs of previous damage, while the bodywork is described as straight, with doors, bonnet, and boot fitting well. The paintwork, though, shows some signs of age. All the seats are intact and nicely patinated, while the interior paint and dashboard instruments are in generally very good condition. The stereo system is original.

The engine was serviced regularly by the previous owner, and the electrics have been rewired to incorporate a modern fuse system; the battery is new and everything works, with the exception of the fuel gauge. Most of the hoses were replaced recently. New rear cylinders have been fitted to the brakes, which are said to work very well (spare shoes are included in the sale). The transmission is said to be in good order, running quietly. Parts renewed recently include the windscreen and seal; the felt weather stripping on all door windows; the period-correct white canvas convertible top; and the tyres.

While still in the USA, the car was driven by the vendor through Laurel Canyon and up to Griffith Park in the Santa Monica Mountains near Los Angeles, remaining smooth and unruffled in the summertime heat. In the summer of 2016, this Tempest featured in the Concours d'Élégance at the Hurlingham Club (the judges had never seen one before!). Never restored, it has been cared for and kept operational, delivering an authentically original driving experience.

MoT'd to July 2017, the car comes with an original fuel filler funnel; pair of rare rear wheel spats/skirts; original factory 'bullet' wing mirrors; spare wheel with hubcap and puncture repair tools; an old emergency kit; original owner's and workshop manuals; and a spare set of keys. There are sundry invoices on file together with a V5C Registration Document.

£14,000 - 18,000

€16,000 - 20,000

1971 BENTLEY T-SERIES TWO-DOOR SALOON

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. 4076 TU

Chassis no. CBH9242

- *Rare coachbuilt two-door variant*
- *One of only 79 right-hand models*
- *Extensive service history*
- *Maintained by Frank Dale & Stepsons since 2008*



Rolls-Royce's adoption of unitary construction for its new Silver Shadow and T-Series Bentley necessitated the reorganisation of in-house coachbuilder H J Mulliner, Park Ward to meet the challenge of producing new designs on the Shadow floor pan. The variety of body styles offered was limited to just two - a two-door saloon or similar drophead coupé - the former arriving in March 1966 and the latter in September the following year. Some of the frontal panels were shared with the standard four-door saloon but otherwise the new bodyshells were unique, featuring a distinctive dipping upper wing line with parallel crease, and revised, more rounded posterior.

Despite a price some 50% greater than the standard saloon's, demand was strong right from the start, a state of affairs that resulted in the introduction of the outwardly similar Corniche in 1971. At this time, the Bentley marque's image suffered from its not being sufficiently differentiated from that of Rolls-Royce, a situation that would not be remedied until the introduction of the Mulsanne Turbo in the 1980s. The result was greatly reduced sales, making a Bentley of this period a much rarer car than the equivalent Rolls-Royce.

For example: between 1967 and 1971, 571 Mulliner, Park Ward-bodied Rolls-Royce Silver Shadow two-door saloons were manufactured compared to a mere 98 of the Bentley version, of which 79 were right-hand drive like this example. Today, however, the revival of the Bentley marque has seen a commensurate upsurge in demand for these rare T-Series models.

Much rarer and arguably far more handsome than the Rolls-Royce version, this MPW-bodied Bentley two-door saloon comes with a copy of the original sale invoice and the full factory specification. Its first owner was one H Clark. The car was acquired by the present owner in 2008 having previously belonged to the Malaysian ambassador, during whose ownership it was maintained by Chelsea Workshop. Details of other owners are on file together with MoT certificates dating back to 1999 and service/maintenance invoices dating back to March 2008. Totalling circa £19,000, these invoices were all issued by marque specialists Frank Dale & Stepsons, and the car also comes with two fully stamped service books. Finished in Brewster Green with beautifully patinated black leather interior, this rare and desirable coachbuilt Bentley is offered with a V5C Registration Certificate and MoT to May 2017. The most appropriate Crewe-issued registration '4076 TU' is included in the sale.

£35,000 - 40,000**£39,000 - 45,000**

309 N

1964 JAGUAR MARK 2 2.4-LITRE SALOON

Registration no. not UK registered

Chassis no. 117066

- *Purchased in New Zealand*
- *In storage for many years*
- *Partially re-commissioned*
- *Registered in the Republic of Ireland*



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.

Although ultimately not as fast as its larger-engined 3.4- and 3.8-litre siblings, the 2.4-litre Mk2 possesses all the style and refinement associated with Jaguar's classic saloon while cruising comfortably in present-day traffic on motorways. Cheaper to insure, the '2.4' is also capable of delivering superior fuel consumption, an important consideration these days, even for classic cars.

This manual transmission 2.4-litre Mark 2 was purchased in New Zealand in 1989. The body was stripped back to bare metal and repainted prior to the car being exported to the Republic of Ireland, where it was registered on 27th October 1989. The odometer reading at time of purchase was 113,500 miles and is now 115,760 miles.

In storage for many years, the Mark 2 has been partially re-commissioned, receiving a new water pump, battery, ignition points, tyres, and a stainless steel exhaust system. The engine is said to run very well, but we are advised that the brakes and clutch need further work before the car can be driven. Finished in British Racing Green with cream leather interior, the car is offered with sundry invoices and an Irish registration document.

£10,000 - 15,000

€11,000 - 17,000

310

1961 LAND ROVER SERIES IIA 4X4

Registration no. HFO 364

Chassis no. 27100370A

- *Petrol engine*
- *Unleaded conversion*
- *Overdrive fitted*
- *From an important private collection*



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

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that continue to characterise the Land Rover today. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'.

By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. The Series II's arrival also marked the standardisation of only two different wheelbase lengths - 88" and 109" - the Series I's 107" option being dropped. The chief development on the Series IIA was a much improved diesel engine.

This Series IIA Land Rover on the 88" wheelbase has the 2,286cc petrol engine, which benefits from an 'unleaded' conversion, though it is not known whether or not it is original to the vehicle. The vehicle has been treated to a full repaint in correct Land Rover Mid Grey by Halo Land Rover, and further benefits from conversion to alternator electrics. It also boasts the considerable convenience of an overdrive for lower fuel consumption and more relaxed cruising. Original road wheels are fitted, and shod with appropriate tyres. Purchased at auction in 2011, 'HFO 364' has formed part of an important private collection since then; well maintained and ready to use, it is offered with current MoT and a V5C document.

£10,000 - 15,000

€11,000 - 17,000

311

1911 DELAHAYE TYPE 413A CHARABANC

Registration no. LE 7485

Chassis no. 8883

- *Originally a fire engine in France*
- *Previously on long-term museum display*
- *British owned since 1973*
- *Restored and re-bodied 2014-2016*





Based initially at Tours and from 1906 in Paris, Delahaye built its first automobile in 1895 and later branched out into commercial vehicle manufacture. Up to the mid-1930s its products tended to be worthy though unexciting, but then in 1935 came the first of a new generation which would change the marque's image forever - the T135 Coupe Des Alpes.

Emile Delahaye himself designed the early cars and remained with the company he had founded after its sale in 1897 to two Paris-based industrialists, Léon Desmarais and Georges Morane. He retired in 1901, leaving Delahaye in the capable hands of production manager Charles Weiffenbach and engineer Amédée Varlet. By this time the company had left its Tours home and been re-established in the Morane family's factory in the Gobelins district of Paris.

The firm built single- and twin-cylinder models initially, and introduced its first four-cylinder car – the Type 11 – in 1903. By the outbreak of The Great War, Delahaye had established a reputation for quality and reliability and was ranked in the top ten of French carmakers. During WWI, Delahaye manufactured military trucks, FN rifles and parts for Hispano-Suiza aero engines.

This particular Delahaye started life in France as a fire engine built by Société Générale du Carrosserie et de Charronage of Paris, and was in service in south east France.

After very little time in service, it was superseded by a larger machine that could cover a wider area. Decommissioned, the Delahaye found its way to the Musée de l'Automobile du Sud-Est in St Cannat (Provence) where it remained for many years. When the museum closed in 1973, the Delahaye was purchased by Michael Banfield, a well known British fire engine enthusiast, who kept it for another 40 years with the intention of undertaking a restoration, though this was never carried out. The Delahaye was registered in the UK in 1981 as 'LE 7485'.

In 2014, the present owner purchased the Delahaye and commenced out a 'ground upwards' restoration, which included fitting the 12-seater charabanc body. The vehicle is powered by a 3.0-litre, four-cylinder, sidevalve engine, which drives via a Ferodo type cone clutch to a three-speed transaxle gearbox with reverse gear. Final drive is by chain. A battery, charging system, and electric starter motor have been added, while the metal brakes have been converted to Ferodo friction linings, and pneumatic tyres fitted to the wooden wheels (the original tyres would have been solid rubber). The restoration was only completed earlier this year (2016), and related bills are available. Perfect for summer outings in the company of friends and family, and with considerable potential for promotional work, this unique vehicle also comes with a UK V5C registration Certificate and import paperwork showing duties paid.

£60,000 - 80,000

£67,000 - 90,000

312

1955 SWALLOW DORETTI SPORTS TWO-SEATER

Registration no. VVT 497

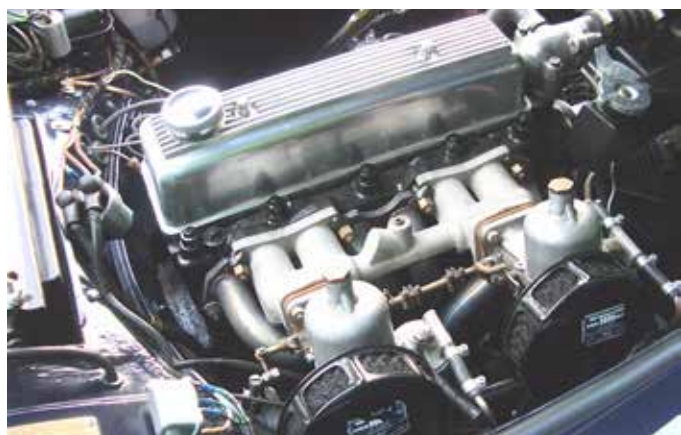
Chassis no. 1150

- 'Chassis up' restoration
- Concours d'elegance winner
- Rare example
- Formerly the property of Swallow Registrar Ken Yankey



The Doretti sports car was built at Walsall in Staffordshire by the Swallow Coachbuilding Company (1935) Ltd, which was the part of William Lyons' empire that specialised in building motorcycle sidecars. Somewhat paradoxically, another of Lyons' companies, Swallow Sidecars, made the 'SS' cars that adopted the 'Jaguar' name post-war. Sold by Lyons to Tube Investments after the Second World War, and facing a declining market for sidecars, Swallow used its spare capacity to launch the Doretti sports car in 1954, aimed at the Californian market.

The stylish two-seater adopted the Triumph TR2 engine and running gear, which went into a bespoke chassis fabricated from Reynolds 531 tubing and clothed in aluminium outer body panels supplied by Panelcraft. The design was the work of one of TI's engineers, Frank Rainbow, who, working alone, managed to get the Doretti from drawing board to the prototype stage in a mere ten months. Robustly built with a chassis longer and wider than Triumph's TR2, the Doretti handled more securely and had more refinements including a heater and fitted luggage. The 18 strong work force at Walsall turned out about 5 cars per week.



The styling was unashamedly borrowed from the contemporary Ferrari 166MM 'Barchetta' and the name 'Doretti' was an Italian derivation of the first name of Dorothy Dean, a California Triumph distributor.

Offering 100mph performance at a relatively bargain price, (although more expensive than the TR2), the Doretti sold well in California where its hand-built exclusivity had much appeal. More than half of the total production went for export. One of its chief rivals was the Jaguar XK120. Lyons was not best pleased and pressured TI to axe the Doretti, threatening to look elsewhere for the components they supplied to Jaguar. TI complied and the Doretti ceased production in 1955 after only 276 had been completed. Testimony to the build quality and the discerning nature of the original customer base is the high survival rate of the marque and model.

This car, formerly the property of Swallow Registrar Ken Yankey, was acquired by the present owner as a restoration project in 2009. It has been the subject of a 'chassis up' restoration during which significant enhancements to original specification have included the fitting of a Triumph TR4 rear axle and front disc brakes, while the original specification Triumph engine, (no. TS 13683ED), has been bored out to 2,138cc.

Overdrive, chrome wire wheels and flashing indicators add to the high specification. Coachwork is presented in Triumph Royal Blue livery while the interior has been restored with Mulberry leather upholstery with notable fine stitching detail. The car is complete with excellent weather equipment including hood and sidescreens, all restored to the highest standards. Since restoration this car has completed about 10,000 miles, has toured overseas, including two trips from the North of England to Le Mans, has been a regular concours d'elegance winner and has been exhibited three times at the NEC Classic Car Show (including this year).

This superbly presented, quick and rare, (therefore welcome at the more exclusive events), British sports car is offered with a good file of restoration photographs and related material and is Swansea registered with a V5 registration document.

£60,000 - 70,000

£67,000 - 79,000

313

NO LOT

1955 AUSTIN-HEALEY 100 ROADSTER

Registration no. 993 UYR
Chassis no. BN-L/224927

- *Iconic 'first of the line' model*
- *Matching numbers*
- *Long-term ownership for circa 50 years*
- *Restored condition*
- *Eligible for the Le Mans Classic*



Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low cost high-performance sports car and aimed at the United States market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. Low-revving and torquey, the latter's 2,660cc four-cylinder engine produced an unremarkable 90bhp, but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds, an exceptional performance at the time. A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956.

In 1953 a team of drivers including Donald Healey and George Eyston set a host of international and AMA speed records at Utah's Bonneville Salt Flats driving two Healey 100s. Highlights including a maximum speed of 143.626mph and 1,000 kilometres at an average of 127.00mph achieved by the tuned car and 24 hours at an average of 104.3mph set by the AMA-selected 'off-the-showroom-floor' example. A muscular sports car to delight the purist, the 100 was not bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959.

This left-hand drive Austin-Healey 100 was built as a North American export model and spent most of its life in sunny Palm Springs, California. The Healey has had only two owners from new, the second of whom acquired the car in 1965. The car benefits from extensive restoration, including a full engine rebuild carried out in 1997 by a Healey specialist, since when only some 500 miles have been covered. Other works included a full repaint of the original rust-free body, re-chroming of brightwork, rebuilding the suspension and brakes, overhauling the carburettors, rebuilding the overdrive (Hardy Engineering), and fitting a stainless steel exhaust system. After completing the restoration earlier this year, the owner has decided to sell the car, which is described as in generally excellent condition, with superb panel fit, driving and stopping really well.

Eligible for the Le Mans Classic and many other prestigious historic motoring events, this beautiful Austin-Healey is offered with sundry restoration invoices, BMIHT Certificate, current MoT and a V5C document.

£48,000 - 55,000

€54,000 - 62,000



1959 JAGUAR XK150 DROPHEAD COUPÉ

Registration no. XAB 264

Chassis no. 827329

- *One of 662 right-hand drive drophead coupés made*
- *Known ownership history from new*
- *Restored and well maintained*
- *Exceptional history file*



This Jaguar XK150 drophead coupé was originally supplied by Horton's Garage, Redditch to the owners of Astwood Bank Farm, Redditch, and remained in the same family ownership until bought by one David De Saxe in December 1986. Correspondence shows that Mrs Shirley-Priest had put the car away when her only son died, and when aged 87 decided to sell it 'to remove the sad reminder of better days'. On 22nd December 1998, Mr de Saxe sold 'XAB 264' to one A P Spender of Lockeridge, Wiltshire, who in turn sold it to Twyford Moors, the well-known Jaguar dealership. The current vendor purchased the car in August 2000.

A great deal of money had been spent by David De Saxe on works including replacement of the hood shortly after he bought the car, while invoices show that in 1993 some £22,000 was spent on a major 'body off' restoration by Rees Bros of Aldershot, carried out at approximately 60,500 miles. There is also a photographic record of the restoration on file. During the body rebuild the underside was completely under-sealed, while winter servicing included Waxoyling and steam-cleaning. Noteworthy features include later-type rear lights (fitted for safety reasons); a restored period radio, converted to FM reception; and a tailored hood bag.

In 1996 the engine was overhauled by well-known Jaguar specialist R G Bates of Birkenhead at a cost of £3,845, which included conversion for the use of unleaded petrol. This was carried out at approximately 63,000 miles.

There is a substantial quantity of paperwork on file dating back to the beginning of David de Saxe's Period of ownership. Nearly all invoices have been retained, and the fastidious service records make interesting reading. Also included is an owner's manual and workshop manual together with a set of tools and the original jack.

In the 16 years that the vendor has owned the Jaguar it has been fully maintained by his brother at his motor engineering business in Barnes, West London; they come from an automotive family of several generations, the vendor's brother being a long-term owner of several classic Jaguars also. All expired tax discs and MoT certificates have been retained, supporting the current recorded mileage of 85,101.

The car has been well maintained and serviced while in the present ownership, with all necessary works carried out, as evidenced by numerous invoices in the substantial history file.



In May 2016, new chromed wire wheels and Avon Turbo Steel tyres from MWS were fitted, while in August of this year a new mohair hood and lining were installed, and the interior leather replaced/refurbished at the Trimming Centre in Lewes, East Sussex.

The car has always been kept in a modern, dry garage in ideal conditions; according to the vendor, it runs extremely well and is a joy to drive. Considering the car's age, its performance is remarkable and motorway speeds are maintained with ease. Directional stability is said to be excellent, oil pressure good, and the cooling system has always, in the owner's experience, been entirely effective. Virtually no oil is consumed, though there is a small oil leak from the rear of the engine - an original design fault. The brakes are very efficient, having been up-rated at some time in the past, while the twin stainless steel exhausts emit a healthy throb. It should be noted that the original engine was a 3.4-litre unit, but this was replaced early on by Jaguar Cars and the change is recorded in the original old-style logbook.

In short: this is a highly original Jaguar XK150 supported by an extensive collection of invoices, letters and other documentation, constituting an exceptionally detailed provenance.

£80,000 - 100,000

€90,000 - 110,000



THE FOLLOWING NINE CARS ARE OFFERED FROM A PRIVATE COLLECTION

316

1970 LANCIA FULVIA SPORT ZAGATO 1.3-LITRE COUPÉ

Coachwork by *Carrozzeria Zagato*

Registration no. RRO 68J

Chassis no. 818363002233

- *Styled by Zagato's Ercole Spada*
- *Rare right-hand drive model*
- *An older restoration*
- *Winner of the Peter Pompili Trophy*



Maintaining Lancia's unparalleled reputation for innovation in automobile design, the Fulvia saloon arrived in 1963, and two years later was followed by a 2+2 coupé on a shorter wheelbase. Though mechanically similar, the newcomer had all the visual presence its progenitor lacked. Tuned 'HF' versions provided increased performance, while for the style conscious there was the eye-catching Sport Zagato, characterised by one of the Milanese carrozzeria's typically lightweight and aerodynamic bodies. The shape was penned by Ercole Spada, arguably Zagato's most important post-war designer, who had forged his reputation for creative brilliance with the iconic Aston Martin DB4GT Zagato of 1960.

Introduced in 1965 with the 1,216cc engine, the Sport Zagato was later offered with the 1,231cc, 1,298cc and eventually the 1,584cc HF unit. A five-speed gearbox was standard equipment from 1971.

Production ceased in 1972. Lighter and more nimble than the standard Fulvia, the Sport distinguished itself in competition, particularly in long distance events - Fulvia Sport Zagatos scored highly in the Sebring 12 Hours and Daytona 24 Hours (where a Sport earned a class win in 1969). Ex-works HF rally cars aside, the Sport Zagato is the most desirable and collectible of all the Fulvias and undeniably one of the most striking designs of its era.

This rare, right-hand drive Fulvia Sport Zagato was completely restored some years ago by a previous owner and comes with a sizeable portfolio of related photographs and detailed invoices. Confirmation that the then owner carried out the restoration to an impeccable standard is the fact that he received the much-coveted Peter Pompili Trophy, awarded by Lancia Motor Club GB. The Zagato has formed part of a private collection in recent years. One of the last true Lancias introduced before the FIAT takeover, this highly sought after Fulvia Sport Zagato comes with MoT to November 2017 and a V5C registration document.

£16,000 - 19,000

€18,000 - 21,000

317

1968 BMW 2000CS COUPÉ

Registration no. SLW 60F

Chassis no. 1104461

- *Rare sporting coupé*
- *One of 144 UK right-hand drive examples*
- *In dry storage for 30-or-so years*
- *Recently restored*



The foundation of BMW's post-war resurgence was the Neue Klasse four-door 1500 saloon and its derivatives, and the company capitalised on their success with the launch of a revised two-door range in 1966. Like the earlier cars, the new 1600 (later 1602) featured unitary construction, all-independent suspension, and front disc brakes. All variants came with the Munich firm's dependable, single-overhead-camshaft, four-cylinder engine under the bonnet, which despite its humble origins would go on to form the basis of a turbo-charged 1,000-horsepower Grand Prix unit and Formula 1 World Championship winner.

Demands for increased power had led to the introduction of a larger, 1,990cc version of the existing M10 engine in 1965, one of the first recipients of this being the 2000C/CS coupé. Built by coachbuilders Karmann of Osnabrück, the latter combined Mercedes-rivalling luxury with, in the case of the twin-carburettor 120bhp CS, exceptional performance for a 2.0-litre car. The 2000C came with a single-carburettor engine producing 100bhp, which still made for impressively quick motoring. Only the 2000C was available with the optional automatic gearbox. Both types continued in production until late in 1968.

This 2000CS's known history begins with its acquisition by Squadron Leader Kenneth James Nelson, an ex-RAF officer who had flown Hurricanes and Spitfires during WW2 before becoming a test pilot. Sqn Ldr Nelson appears to have owned the BMW until 1981 when it passed to his son, Peter. It is believed that it was during this early period of the car's life that the exterior colour was changed from the original Chamomile White to the current Positano Yellow.

The BMW was then stored in a barn for the next 30-or-so years. Disinterred a few years ago, it has since undergone a complete engine-out rebuild. Works carried out include renewing the clutch, rear-wheel cylinders, and brake shoes; fully rebuilding the front brake callipers; fitting a new BMW exhaust; and balancing the prop shaft and drive shafts. Since its acquisition by the current vendor in 2014, the BMW has been looked after by his in-house mechanic, and will be offered for sale freshly serviced and MoT'd. A fine example of an interesting and rare sporting coupé that can only become increasingly collectible.

£18,000 - 24,000

€20,000 - 27,000

1989 MERCEDES-BENZ 420 SL

Registration no. G736 APL

Chassis no. WOB1070472A099206

- *Last-of-the line Type 107 sports convertible*
- *One of only 2,148 produced*
- *Automatic transmission*
- *Believed genuine 71,000 miles from new*



Launched at the Frankfurt Auto Show in 1985, the 420 SL convertible retained its predecessor's long-running Type 107 bodysell virtually unchanged. The classic Type 107 platform had first appeared in 1971 and would last until 1989, making it the second longest single series produced by Mercedes-Benz. In its various forms the Type 107 was an enormous success in North America, which accounted for around two thirds of the total produced up to 1989 when the series was replaced.

The V8-engined 420 SL supplanted the outgoing 380 SL model and was produced alongside the outwardly similar 300 SL 'six' which, somewhat confusingly, revived the designation of the famous 'Gullwing' coupé of the 1950s. The 420 SL's power unit was an enlarged (to 4,196cc) and improved version of the existing 3.8-litre overhead-cam Type M116 V8 engine. Producing 215bhp, it was one of the first Mercedes-Benz power units to be fitted with Bosch KE Jetronic fuel injection, an electronic system that represented a significant improvement over the preceding mechanical one.

The running gear followed Mercedes-Benz's established pattern, comprising independent suspension all round and four-wheel disc brakes, while a new five-speed manual gearbox was offered alongside the existing four-speed automatic transmission. Top speed was in excess of 210km/h (130mph) with 100km/h (62mph) showing on the speedometer in only 9.0 seconds. A mere 2,148 examples of this luxuriously equipped, limited edition model were made between 1985 and 1989 compared to almost 14,000 of the cheaper 300 SL.

Dating from the final year of production, offered here is a beautiful, last-of-the-series Type 107 sports convertible in stunning white with red leather upholstery. Showing a very credible 71,000 miles on the odometer, the car comes with expired MoT certificates covering the last 13 years. It has a factory hardtop and soft-top, and benefits from recently renewed tyres. MoT'd to November 2017 and offered with a V5C document, this is a quite exceptional SL Mercedes the like of which seldom comes to the market.

£18,000 - 24,000**€20,000 - 27,000**

1972 VOLVO P1800E

Registration no. GBH 125K

Chassis no. 184352U

- *Restored to concours standard*
- *Repainted in original Safari Yellow*
- *Known ownership history*
- *Well documented*



Introduced in 1960 and popularised by The Saint television series, starring Roger Moore, Volvo's pretty P1800 sports coupé, although no hairy-chested tyre-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Based on the 121 saloon, the P1800 was built initially by Jensen Motors in West Bromwich. Breathing through twin carburettors, the 1.8-litre engine produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes. Production of the P1800 was transferred to Sweden in 1963. A capacity increase to 1,985cc was followed by the adoption of Bosch electronic fuel injection in 1969 on the P1800E. Maximum power increased to 130bhp, and four-wheel disc brakes were standardised at the same time.

This concours-standard Volvo P1800E has undergone a complete 'last nut and bolt' restoration and comes with bills and a detailed photographic record of the works carried out. More than 2,500 hours of labour went into the project and many thousands of pounds were spent to achieve the exemplary standard of finish seen here.

'GBH 125K' also comes with numerous original documents, including the original purchase receipt and letters from previous owners. Also on file is a HM Customs & Excise receipt for import duty of £415.37 dated 23/2/72, and a C&E letter of the same date acknowledging payment of customs charges by the official importer. Written by the second owner, a letter on file dated 10/2/1995 states that the Volvo was owned from new by a Mrs Hill and remained in Buckinghamshire for its first 24 years. Always garaged, the car went into storage in 1987 at Mrs Hill's house, by which time it had covered a mere 18,700 miles.

In 1995, the Volvo was removed from storage and re-commissioned by a Mr P Millhouse; invoices dating from 1995-1997 show that a considerable amount of money was spent on replacing worn items and a carrying out a 30,000-mile service. In 2001, by which time the car was in Cheshire, a further £8,525 was spent on restoration works including a bare-metal re-spray and numerous replacement parts. According to the DVLA, 62 of this model are currently registered in the UK, making this one not only beautiful but also very rare. The car is offered with its original wallet and handbook, a quantity of expired tax discs, and a V5C registration document.

£28,000 - 34,000

€32,000 - 39,000

1963 CHEVROLET CORVETTE STING RAY CONVERTIBLE

Registration no. BOF 52A
Chassis no. 308675105931

- Formerly part of the Mecum Collection
- Matching numbers
- Four-speed manual transmission
- Restored condition



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical re-style for '56 had consolidated the 'Vette's position in the market before arrival of the heavily revised 'Sting Ray' version.

To say that the Sting Ray's arrival for 1963 caused a sensation would be grossly understating its impact on the North American sports car market. Such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand.

Designed by Art & Colour Studio chief Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer by designer Larry Shinoda, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the work of Chevrolet Chief Engineer Zora Arkus-Duntov, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. Controversial at the time, the coupé's divided rear screen would last for one year only. Other notable firsts for the '63 Corvette included optional leather upholstery, air conditioning, and knock-off wheels. A little over 21,000 Sting Rays were made in 1963, the production split being roughly 50/50 coupé/convertible.

This first-year Sting Ray convertible was purchased by the immediately preceding owner directly from the USA where it had formed part of Dana Mecum's celebrated private collection. A matching numbers example, the car has been restored to the highest standards and to completely original specification, with new parts used only where necessary. It retains its original 327ci (5.4-litre) V8 engine, which has been completely rebuilt and runs on a premium fuel, while the 340 horsepower on tap is transmitted via the original four-speed manual gearbox (an extra cost option) to the 3.36:1-ratio rear axle.



The car is finished in Daytona Blue with tan upholstery and a new cream soft-top. The superb interior has been professionally restored, boasting new seat covers, new inner door panels, new carpets, new headlining, new glove box door, and new sill covers. All instruments are correct and have been fully reconditioned, while the radio has been replaced with Custom Autosound AM/FM unit of period-correct appearance. Relatively few miles have been covered since the restoration's completion a few years ago, and the Corvette remains in generally excellent condition.

The current vendor purchased the car at a UK auction in 2014, since when it has been maintained by his in-house mechanic. Freshly MoT'd prior to sale and presented in good running order, this landmark Corvette convertible is offered with a UK V5C registration document. Truly fabulous.

£52,000 - 58,000

€58,000 - 65,000



321

1957 FORD THUNDERBIRD CONVERTIBLE

Registration no. 840 YUD

Chassis no. D7FH222328

- *Iconic American classic*
- *Reported restored in 2009*
- *Manual transmission*
- *Imported in 2011*



Conceived to challenge Chevrolet's Corvette sports car, the classic Thunderbird convertible debuted in October 1954 for the 1955 model year and was one of the first models produced with Ford's new overhead-valve V8 engine. The latter displaced 292ci (4.8 litres) and produced 193bhp in its original '55 Thunderbird configuration, while the 'Ford-O-Matic' automatic transmission equipped versions were more powerful still. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, beating the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement.

Its success took Ford by surprise: 16,000 were sold in the first year when a total of only 10,000 had been expected, and the production run over three years exceeded 53,000. Despite its success the original concept soon was abandoned and a larger - and slower - four-seat version introduced for 1958, a move that turned the early two-seater 'Little Bird' models into collectors' items almost overnight. Today the 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles. They enjoy cult status like many American cars of this period and are very popular in the Middle East.

A truly outstanding example, this early 'Little Bird' has the 312ci (5.1-litre) Thunderbird Special V8 engine and manual transmission, a combination that came with a maximum power output of 245bhp. The car was imported into the UK in 2011 and is said to have been subject to a 'last nut and bolt' restoration in 2009. Finished in Lipstick Red with duo-tone red/white interior, it has a white soft-top that is in excellent condition. The Thunderbird has formed part of a large private collection and has not been used for several years. It has been detailed and is ready to show. A new battery has been fitted, and the engine bursts into life without hesitation.

An iconic American design, the two-seater Thunderbird's cachet evokes an excitement few cars can match. A fine example, well worth considering, '840 YUD' comes complete with handbook, service and parts catalogues, a V5C registration document, and some expired MoTs (certificate no longer required).

£25,000 - 30,000

€28,000 - 34,000

322

1977 PORSCHE 911 SC 3.0-LITRE COUPÉ

Registration no. JRN 3325

Chassis no. 9118300714

- *Circa 92,000 miles from new*
- *Rebuilt engine*
- *Extensively restored*
- *Original colour combination*



'Porsche is not one to make wholesale changes to a successful design although there have been numerous improvements in the 17 years since the 911's introduction. The wheelbase has been stretched, the fenders flared, the ventilation system and interior modernised. Yet the car still looks like its predecessors. But only the engine displacement has undergone a substantial increase: the flat-6 has grown from its original 1,991cc in 1963 to 2,994 now.' - *Road & Track*, May 1980.

In 1977, Porsche had rationalised the 911 range, reducing it to just two models, SC and Turbo, the normally aspirated 3.0-litre SC having 180bhp at its disposal initially (204bhp from 1981), an output good enough for a top speed of 140mph-plus. An early model, this 911 SC was manufactured in October 1977 and registered on 1st January 1978. Finished in its original Lindgrun Green metallic with Mackenzie dress tartan interior, an eye-catching combination so redolent of the 1970s, it has covered a documented circa 92,000 miles from new and comes with MoT certificates dating back to 1981 verifying the mileage. The engine was rebuilt in 1996, just over 5,000 miles ago, and there are supporting bills on file from both Autofarm and Blackpool Road Rally Centre.

Following the engine rebuild's completion, the Porsche was kept in heated storage until March 2009 when the previous owner purchased the car and re-commissioned it. Works carried out included a thorough restoration of the bodywork - new sills, inner and outer kidney bowls, jacking points, and front wings - plus a 'glass out' re-spray in the original livery.

Marque specialists BS Motorsport fully overhauled the fuel injection system, while the CDU electrical system was rebuilt by BBA Remain. In addition, the braking system was rebuilt with new discs, pads, and callipers. Over £13,000 was spent, and the car has resided in a heated garage since completion. It comes with a large bookbinder of photographs, invoices, and expired MoTs verifying its pedigree. There are few certainties, particularly in these troubled times, but few would bet against this beautiful SC being worth considerably more in a few years time than it is today.

£27,000 - 33,000

€30,000 - 37,000

323

MERCEDES-BENZ 190 SL CONVERTIBLE

Registration no. 890 UYN

Chassis no. 121.042-10-024129

- Recently imported from South Africa
- Restored to concours standard
- Stunning colour combination





'With some considerable experience with it during the 5 years since its introduction, we can state unequivocally that this machine is one of the finest 2-seater coupes on the market today. As a tribute to the excellent, all-round, well-balanced design, no really large changes have been made since our first test of the car.' – *Road & Track* magazine on the Mercedes-Benz 190 SL, December 1960.

In 1954 Mercedes-Benz had introduced the 300 SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 Super Leicht series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300SL caused a sensation and set new standards for high performance sports cars.

For those insufficiently wealthy to afford its hyper-expensive race-bred sports car, Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness. 'Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,' observed *Road & Track*.

Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburetors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph); it was also relatively economical. *Road & Track* found that 'on the highway an 80mph cruising speed is extremely comfortable and well within the car's capabilities, both as to engine durability and roadability.'

With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. The model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

This left-hand drive 190 SL was imported recently from South Africa where it had been subject to a 'last nut and bolt' concours-standard restoration, which included a colour change from Medium Grey (DB116) to Black (DB040). It is now UK registered and will come to the sale MoT'd and tax-exempt until 2017. With its superb colour combination of black bodywork and cream leather upholstery, this beautiful 190 SL convertible is a desirable acquisition for the discerning collector.

£90,000 - 120,000
€100,000 - 130,000

1960 BENTLEY S2 SALOON

Registration no. OSU 399

Chassis no. B257CT

- *First of the V8-engined Bentleys*
- *Attractive colour/trim combination*
- *Recent considerable expenditure*
- *'Silky smooth and quiet to drive'*



'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only the best British craftsmanship can give.' - John Bolster, *Autosport*.

Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959 as the star of the London Motor Show, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc V8 engine. Of all aluminium construction, this remarkable new power unit was some 30lb lighter than the preceding 'six', despite its greatly increased capacity. In keeping with tradition, no peak power output was quoted, though most informed sources estimated it to be around 200bhp.

Although wider and shorter than the 'six' it replaced, the new V8 fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer, and power steering had been standardised. Immensely successful both at home and abroad, the Silver Cloud II and Bentley S2 remained in production until the autumn of 1962, by which time 1,865 S2s had been built with the factory's 'standard steel' body compared with 2,417 Silver Cloud IIs.

This particular Bentley S2 is finished in arguably the best colour/trim combination, complemented with period-style white wall tyres. An exceptionally sound example, 'OSU 399' has benefited from considerable expenditure over recent years and comes with supporting documentation. Described by the vendor as being silky smooth and quiet to drive, the car is offered with MoT to November 2017 and a V5C document.

£22,000 - 28,000**€25,000 - 31,000****END OF COLLECTION**

325

1966 FORD MUSTANG CONVERTIBLE

Registration no. GVU 299D

Chassis no. 6R09C223611

- *Ex-California car*
- *Automatic transmission*
- *Power steering; power hood*
- *Un-restored and original*



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

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

This particular Mustang convertible's VIN code reveals that it left Ford's plant in San Jose, California in 1966 fitted with the 289ci (4.7-litre) Challenger V8 engine, one of three alternative V8s on offer, which produced 200bhp. The car spent its life in California before coming to the UK in 2014, and is described as in un-restored condition, with 'laser straight' body retaining all of its original panels. One of few unmolested survivors, it features automatic transmission, power assisted steering, and power operated hood.

Always kept garaged and never driven in the rain, the car is described as in beautiful condition - inside, outside and underneath - with no rust anywhere. As good now as when it left the factory, this really is a 'time warp' example. The current mileage is 74,255, to which some 500 will have been added by time of sale as the car will have been driven to the UK from France. Finished in green/gold metallic with contrasting black interior, this wonderfully original Mustang Convertible is offered with a V5C Registration Certificate and current MoT.

£20,000 - 25,000

€22,000 - 28,000

326

**1952 SIATA DAINA GRAN SPORT
TYPE A BARCETTA**

Coachwork by *Stabilimenti Farina*

Registration no. 278 YUB

Chassis no. SLO216

- *Ultra-rare Italian sports-racer*
- *Delivered new to the USA*
- *Extensively restored in 2014*
- *Mille Miglia entrant in 2015 and 2016*





Founded in 1926 in Turin, Italy by Giorgio Ambrosini, SIATA (*Società Italiana Auto Trasformazioni Accessori*) began life as a tuning firm specialising in the modification of FIATs. When the company, now renamed SIATA Auto Spa, eventually introduced its first production car in 1949, FIAT components, in this case sourced from the Topolino, were the logical choice for the new Amica cabriolet. During the 1950s and on into the '60s, a variety of US engines including Crosley, Ford and Chrysler V8s was adopted in addition to FIAT's home-grown motors.

The Milanese firm's next effort, based on the FIAT 1400, was the Rallye, a traditionally styled roadster bearing more than a passing resemblance to the MG TD. Not all SIATA's designs were so obviously plagiarised, the series of FIAT 8V 2.0-litre V8-powered coupés of the 1950s, equipped with a variety of stylish Italian coachwork from the likes of Stabilimenti Farina, Vignale and Bertone and arguably the firm's finest creations, being particularly striking. We should also mention the similarly powered 208C Spyder - sister car of the Gran Sport – made famous by such owners as Steve McQueen, who dubbed his 'my little Ferrari'.

SIATA's Daina model of the early 1950s was based on the FIAT 1400 and built in both Convertible and Coupé forms, most of the former being bodied by Stabilimenti Farina and the latter by Bertone. Later cars were designated 'SL' (Scatolato Lamiera – literally: sheet metal box).

The Daina used the FIAT 1400 overhead-valve engine, modified by SIATA with a special cylinder head, pistons, and twin-carburettor inlet manifold. A 1,500cc unit was available as an option.

SIATA was active in racing from its earliest days, and a Daina Gran Sport driven by Dick Irish and Bob Fergus won its class in the inaugural Sebring 12 Hours race of 1952, finishing 3rd overall ahead of many larger-engined cars. The nimble handling of these cars was highly regarded in the USA, where many were modified to accept larger engines. SIATA was also a regular competitor in the famed Mille Miglia race in Italy.

The car offered here is an example of the rare SIATA Daina Gran Sport Type A. The Type A, distinguishable by its front-hinged bonnet and engine sitting over the front wheels, is much less numerous than the Type B, and it is estimated that only eight at most still exist. It is believed that chassis number 'SL0216' was originally sold by SIATA importer Ernie McAfee of Hollywood, California and shipped to Dayton, Ohio by a colonel in the United States Air Force. This is a well-known car with ownership history documented from the early 1980s onwards. It has spent most of its life in the USA, was registered in Germany from late 2006 and is currently registered as '278 YUB' in the UK.



The car was probably fitted with a 1,400cc SIATA engine originally (although it is possible that it was supplied without an engine) but this was replaced in the 1950s with a 265ci Chevrolet V8. When sold in 1969, the car had no drive train; by 1972 a 240bhp Ford 302ci V8 had been installed.

In 2014, an extensive restoration was carried out by Premium Classic Cars of Sudbourne, Suffolk in preparation for the 2015 Mille Miglia, for which the car was accepted. Works undertaken included returning the drive train and other areas, including the engine bay, to period specification. To this end, engine number 'SL0209' (recorded as an original SIATA unit) was installed, and Borrani wire wheels fitted, painted in gloss black like those of SIATA's original Mille Miglia car.

In terms of originality, great efforts were made to restore 'SL0216' as close as possible to original specification. However, the interior, though period, is not entirely original; rather, it has been configured to be comfortable for the Mille Miglia while at the same time incorporating a number of safety features (all as allowed by the Mille Miglia scrutineers). Noteworthy accessories include a rally trip meter, full tonneau, and auxiliary sockets for iPhone, etc.

Unfortunately, a water pump failure forced the car to retire from the 2015 Mille Miglia. It was accepted again for the Mille Miglia in 2016, prepared by Century Classics of Hungerford, and this time successfully completed the race. The car is presented today exactly as it finished the last Mille Miglia, still wearing the livery of 2015 and 2016. Nothing has been done to the car since the 2016 Mille Miglia, other than repairing the brake master cylinder to overcome the only problem affecting it during that event. The car will come with a spare water pump (the weak point that eliminated it from the 2015 Mille Miglia). Accompanying documentation consists of a current MoT certificate, UK V5C Registration Certificate, FIVA papers, and a full photographic record of the restoration.

From arguably the most evocative period of post-war sports car racing, this ultra-rare SIATA has been much admired at the Mille Miglia and has the potential for further development. Opportunities to acquire strong, Mille Miglia-eligible cars are increasingly rare, particularly when they are in recently restored condition like this one.

£250,000 - 350,000

£280,000 - 390,000



327

**1963 ASTON MARTIN LAGONDA RAPIDE
SPORTS SALOON**

Registration no. AJF 208B
Chassis no. LR/133/R

- *The ultimate in sporting luxury*
- *One of only 55 built*
- *Automatic transmission*
- *Restored condition*





Aston Martin revived a famous Lagonda name in 1961 with a luxurious four-door sports saloon that took its appellation from one of the marque's most exalted models of the late 1930s: the Rapide. This new car was very much David Brown's personal project. The Rapide's sales brochure, which, unusually, was signed by him personally, stated: 'It has long been my ambition to build a car which would be equally suitable to drive or be driven in...'

Beneath the Rapide's Superleggera aluminium coachwork (by Touring of Milan, the carrozzeria responsible for the Aston Martin DB4 sports car) was a lengthened (by 16") DB4 platform-type chassis re-engineered to accept De Dion rear suspension, the adoption of which allowed rear compartment space to be maximised. Powered by a 4.0-litre (236bhp) version of the Aston Martin DB4's twin-cam 'six' that would later power the DB5, the Rapide certainly lived up to its name with brisk acceleration and a 130mph-plus top speed. Dual circuit, servo assisted disc brakes restrained this excellent performance while fittings to the traditional 'gentlemen's club' interior included electric windows, picnic tables to the rear, filler cap remote opener and a radio as standard. The Rapide's price when new was £5,251, some 25% higher than that of the Aston Martin DB4, which itself was not exactly a cheap automobile. Its cost severely limited the Lagonda's appeal, and when production ceased in 1964 a mere 55 units had been made, almost all of which were equipped with Borg Warner three-speed automatic transmission.

Chassis number '133' was completed in October 1963 and sold new to one R Kearsley of Earls Barton, Northamptonshire. The car's original colour combination was Caribbean Pearl with White Gold leather interior. The accompanying copy guarantee form lists servicing works up to the autumn of 1970 (at 31743 miles), and records one additional owner: Mr R M Willan of Sale, Cheshire. Some time later, the Rapide was sold to Mr J T Hinkle of Forth Worth, Texas, and shipped to the USA. In September 1984, the car was sold on to Mr Jim Forrester, also in Texas, where Import Service and Restorations looked after it.

In September 1989, with only 43,443 miles recorded, the Rapide was brought back to the UK by Mr M Arkell having covered a little over 5,000 miles while in the United States. The car comes with a substantial file of invoices from well-known specialists, and in 1996 was treated to a bare-metal repaint in the current Rolls-Royce Blue by Solent Vintage Engineering. Between 1989 and 2005, when the previous owner purchased the car, the odometer reading increased by only some 5,000 miles. The Lagonda was then shipped to Hamburg, Germany where it was looked after by Aston Services Hamburg. '133' has been treated to a major refurbishment, which is well documented by the many detailed photographs on file. The current vendor purchased the Lagonda some two years ago from marque specialist dealer, Nicholas Mee. Offered with V5C document and current MoT.

£170,000 - 220,000

£190,000 - 250,000

1998 LAMBORGHINI DIABLO VT

Registration no. S934 TDP

Chassis no. ZA9DE01A0WLA12939

- *Delivered new in the UK*
- *Rare right-hand drive model*
- *Two registered keepers*
- *13,675 kilometres (approximately 8,497 miles) from new*
- *Full service history*



After 17 years in production, the legendary Countach was replaced by the Diablo, which on its arrival was the fastest, most advanced and most expensive Lamborghini ever built. First exhibited publicly at Monaco in January 1990, the Diablo improved on its illustrious predecessor in every way, setting a new benchmark in supercar design. Nobody can have been surprised to learn that it had been styled by Marcello Gandini, the man responsible for the Lamborghini Miura and Countach, for the family resemblance was obvious.

Beneath the skin there was a steel spaceframe chassis, developed from the Countach's, but constructed of square-section rather than round tubing and incorporating 'crumple zones' at front and rear. The use of carbon-fibre composite panels, first seen in the Countach Evoluzione model, was extended in the Diablo, which also featured revised suspension capable of accommodating the envisaged future developments of four-wheel drive and active suspension.

Stretched to 5.7 litres for the Diablo, Lamborghini's 48-valve V12 engine gained fuel injection for the first time, producing its maximum of 492bhp at 7,000rpm. Of equal, if not greater significance, maximum torque went up to 428lb/ft, an improvement of 55% over the Countach. Catalytic converters were standard, enabling the reworked V12 to meet emissions requirements worldwide.

With more power and a lower drag coefficient than the Countach, the Diablo easily eclipsed its forebear, exceeding 200mph (322km/h) on test. More importantly, its acceleration and top speed figures were marginally better than those of the Ferrari F40. Although one of the world's most expensive cars, the Diablo was not a limited edition model like the latter but a series production car with a luxuriously appointed interior reflecting its designers' intention to produce a civilised Gran Turismo as suited to city streets and motorways as the racetrack.



In 1993, the Diablo VT was introduced. Although the VT differed from the standard Diablo in a number of ways, by far the most notable change was the addition of all-wheel drive, which made use of a viscous centre differential (a modified version of LM002 off-roader's 4WD system). This provided the car's nomenclature - VT standing for 'Viscous Traction'. In normal conditions, only the rear wheels were driven, but the new drive train could direct up to 25% of the torque to the front wheels if the rear wheels began to lose traction, thus significantly improving the car's handling characteristics. Other improvements introduced on the VT included front air intakes below the driving lamps to improve brake cooling; larger intakes in the rear wheelarches; a more ergonomic interior with revised dashboard; electronically adjustable suspension dampers; four-piston brake callipers; power steering; and minor engine refinements. Many of these improvements, the four-wheel drive system excepted, soon transferred to the base Diablo, making the two cars visually almost identical.

This stunning Diablo VT is a right-hand drive model supplied by Lamborghini Great Britain Limited in 1999. It has had only two keepers, the first being Mrs Clotilde Abdul Rahman of Brompton Road, London SW3, and is believed to be the only one supplied in the special order colour Yellow Skirt Hic with Bianco leather interior.

The car had covered at total of 13,034 kilometres when it was sold to the second keeper, Mr K Abbott, who purchased it from Lamborghini London in April 2015. Since then, 641 kilometres have been added to the total, which now stands at 13,675 kilometres (approximately 8,497 miles).

Made when Ferruccio Lamborghini was still alive, and immediately prior to the introduction of the face-lifted, 6.0-litre Diablo, this car has the first version's pop-up headlights and the manual gearbox, making it all the more collectible. Other notable features include the rear spoiler, 18" Dial VT Roadster split-rim alloy wheels, Brembo brakes and Pirelli P-Zero tyres all round, while the Bianco leather interior boasts Nero Lamborghini-embroidered carpets, complementing the exterior beautifully. Interior fittings include the original Alpine triple-CD changer, driver's air bag, and lower binnacle.

This Diablo VT comes with extensive service history, having been serviced by Lamborghini London on six occasions up to February 2015, followed by a service by supercar specialists Amari in September 2016 (at 13,675 kilometres). The current MoT expires on 18th August 2017. '12939' also comes with two sets of keys, both tool kits, and the original owner's pack containing instruction manuals and the service booklet. A truly eye-catching car to delight the discerning collector.

£160,000 - 180,000
£190,000 - 210,000

329

1971 FERRARI DINO 246 GT COUPÉ

Registration no. WHR 76K

Chassis no. 02524

- *The 1971 Earls Court Motor Show car*
- *Ex-Rob Walker*
- *Rare right-hand drive model*
- *Delivered new in the UK*
- *Fully restored in 2009/2010*
- *More recent repaint and engine rebuild*





'It is a thrill to drive a car like the Dino, one whose capabilities are far beyond what even an expert driver can use in most real-world motoring, and that is the Dino's reason for being. The real joy of a good mid-engined car is in its handling and braking and the Dino shone as we expected it to. The steering is quick without being super quick, and it transmits by what seems a carefully planned amount of feedback exactly what is going on at the tyres. Thanks to the layout's low polar moment of inertia the car responds instantly to it. The Dino's cornering limits are very high...' – *Road & Track*.

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.

Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel, and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M' and 'E', these designations reflecting detail changes in the specification.



While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence and still highly regarded today.

This relatively rare right-hand drive 246 GT was ordered by the UK Ferrari importer, Maranello Concessionaires, as evidenced by a letter on file from Ferrari Servizio Commerciale dated 2nd August 1971. The original paperwork describes chassis number '02524' as 'D/76 - SHOW CAR', and the Dino was duly displayed at the 1971 Earls Court Motor Show having been transported 'by lorry'. It was supplied with electric windows and finished in Bianco Polo Park with blue vinyl interior. '02524' believed to be the only right-hand drive 246 GT ordered new in this particular colour combination.

Following its Motor Show appearance, '02524' was despatched to Dick Lovett's dealership for sale on 1st November 1971. A document on file dated 30th November 1971 details a warranty claim for the flywheel; the customer referred to therein is Mr Rob Walker, the well known motor dealer and Formula 1 team owner.

According to an old-style registration document, the first keeper was a Mr D C Lock of King's Lynn, who acquired the Ferrari on 1st January 1972 and owned it until 2009 when it was purchased by a Mr C A Shaw. Owner of Triumph specialists TRGB, and a professional restorer of classic cars, Mr Shaw restored the Dino from the ground upwards that same year, the process being recorded in an album of around 100 photographs on file.

This extensive rebuild involved stripping the body back to bare metal and repainting it in the original Bianco Polo Park. The engine was completely stripped and rebuilt with new pistons and new main/big-end bearings, and the gearbox and differential likewise overhauled. Carburettor Exchange reconditioned the carburettors, and the suspension, braking, and fuel systems were rebuilt also. Countless hours were spent returning the Ferrari to as-new condition while retaining as much original trim as possible, and the history file contains invoices for the specialist services and parts used (totalling circa £17,000) together with Mr Shaw's written description of the works carried out.



Following completion, the Dino was driven for *Classic Cars* magazine (April 2011 edition, copy on file) by motoring journalist Richard Heseltine: 'Once able to stretch it beyond first gear, all outside considerations of the weather, the car's value and just about everything else evaporate. This is truly, really, heavenly.'

The subsequent owner spent a further £5,000 on the Dino with Lovett's at the end of 2014, while the current vendor has spent £5,000 on mechanical works plus a new correct windscreen at a cost of £1,000, together with a complete repaint and related bodywork refurbishment costing £12,000. As well as the aforementioned photographs of the restoration, the history file also contains copies of original factory records, old invoices, and some expired MoTs dating back to 1978.

With only four documented keepers, this 246 GT has been used sparingly, covering only 52,000 miles from new. It will be freshly MoT'd prior to sale. A wonderful opportunity to drive home in the 1971 Earls Court Motor Show's star exhibit.

£300,000 - 350,000

€340,000 - 390,000



330

2001 BENTLEY CONTINENTAL R LE MANS COUPÉ

Registration no. to be advised

Chassis no. SCBZB25E32CH01771

- *The property of a titled gentleman*
- *One of 46 made*
- *One of only 12 right-hand drive models*
- *33,313 miles from new*
- *Service history*



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

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

When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape.

Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one restated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say, this was outstanding, the combination of the 325bhp Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under 6 seconds and boosting top speed to in excess of 150mph.

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



This spectacular Bentley had belonged to the current owner, since 12th March 2012. The car was first registered as 'DG02 NNE', and the chassis number indicates that it falls within the 2002 model year. Only 46 Continental R Le Mans models were manufactured in 2001 to 2002, only 12 of which were right-hand drive. This car is one of only two right-hand drive examples made for the 2002 model year. Noteworthy special features include burr walnut interior embellishment, body side vents; and red wheel centres with 'Bentley' symbol in green. The car has also been fitted with a 'Tracker' security device.

Recorded mileage at the time of consignment was 33,313, and the Bentley has a valid MoT certificate. Accompanying documentation consists of chassis cards, service history, and sundry invoices. It should be noted that the vendor is retaining the cherished registration mark, and it is anticipated that a replacement V5C document will have been received by time of sale.

£80,000 - 120,000

€92,000 - 140,000



331

**1992 ASTON MARTIN VIRAGE
VOLANTE 6.3-LITRE**

Registration no. to be advised
Chassis no. SCFDAM1CXNBR60003

- *Displayed at the 1992 Geneva Motor Show*
- *Delivered to the Sultan of Brunei*
- *UK registered since 1999*
- *19,862 miles recorded*





'The Volante is the new soft-top version of the Virage incorporating the latest changes made to the full Aston range. Beautiful hand-built craftsmanship abounds in this most aristocratic of convertibles.' - Fast Lane.

The Volante convertible had been the big seller of the 'old' V8 line-up, so the only surprise was that it took Aston Martin more than two years from the Virage coupé's introduction to come up with a soft-top equivalent. The production Virage Volante debuted at the Geneva Motor Show in March 1991, a prototype having been displayed at Birmingham's NEC the previous October. Weighing in at over two tons, the open Volante was even heavier than the closed coupé, itself no lightweight, this increase in weight being accounted for by considerable body strengthening to compensate for the absent roof, plus the extra complication of the power-operated convertible hood. Electrically powered, the latter was beautifully made and incorporated a glass rear window, complete with heated de-misting elements. Mechanically the Volante remained much the same as its closed cousin, though with slightly lower final drive gearing to aid acceleration through the gears. Top speed was slightly reduced, to a still outstanding 150mph. Automatic transmission was standard on the Volante, the original three-speeder being superseded in 1993 by a new four-speed dual-mode (normal/sport) unit. The five-speed manual gearbox continued to be available as an option.

Ahead of its forthcoming twin-supercharged Vantage, Aston Martin offered 6.3-litre conversions for the existing 5,340cc V8-engined Virage and Virage Volante.

Chassis number '60003', the third in the production sequence, was displayed by Aston Martin at the Geneva Motor Show in 1992 on the Virage Volante's official debut (the model had been previewed the previous year). Factory records show that the car was built in right-hand drive configuration with automatic transmission, and that it was finished in Emerald Green with matching Everflex hood and a special green interior, though it is not known if this was its specification at Geneva.

'60003' is one of two Virage Volantes supplied by Aston Martin to the order of the Sultan of Brunei, who specified the engine conversion to 6.3-litres. Completed in April 1993, the car was registered in Brunei as 'BM6688', and subsequently disappeared for many years. It returned to the UK in 1999 via the Stratton Motor Company with only delivery mileage and was registered as 'C1 SSE' on 14th April that year. The Aston was purchased from Stratton's by the current vendor on 21st September 1999 and registered in the name of the City of London legal practice in which he was a partner. It was driven only by the vendor, with ownership transferred to his name on 20th May 2002.

MoT'd to February 2017, '60003' currently displays a total of only 19,862 miles on the odometer and is described as in generally very good condition. Accompanying paperwork consists of some expired MoT certificates and a current V5C registration document - the current cherished registration number is being retained by the vendor. A rare opportunity to acquire an historically significant Aston Martin motor show car.

£80,000 - 90,000
£90,000 - 100,000

332

1978 MERCEDES-BENZ 600 SALOON

Registration no. ERL 814K

Chassis no. 100012-22-001901

- *The ultimate in motoring luxury in its day*
- *Rare right-hand drive example*
- *UK registered from new*
- *Five former keepers*





'In an age when flaunting your wealth wasn't a crime, the 600 was the automotive equivalent of Monaco. It's a masterpiece of engineering, a quantum leap over its opposition, and redefines the word opulence.' - *Classic & Sportscar* magazine.

By the commencement of the 1960s, Mercedes-Benz's ever-expanding model range was lacking in only one department: a super prestige saloon to rival the Grosser Mercedes of the past. This gap was filled in September 1963 with the appearance at the Frankfurt International Motor Show of the all-new 600. Representing state-of-the-art automotive engineering in just about every department, the supremely well-equipped newcomer featured an overhead-camshaft, fuel-injected, 6.3-litre V8 engine - Mercedes' first - air suspension with variable ride control, four-speed automatic transmission, all-round disc brakes, power-assisted steering, central locking, and separate air conditioning systems for front and rear compartments. Its cosseted occupants also enjoyed the advantages conferred by multi-way adjustable seating powered by a sophisticated system of hydraulics that also operated the windows and assisted in opening/closing the doors and boot lid.

The most popular version was the 3,200mm (10' 6") wheelbase saloon that could seat up to six passengers, while the long-wheelbase Pullman limousine - a veritable leviathan exceeding 20' in length and beloved of Heads of State, not to mention a succession of Popes - could accommodate up to eight.

Despite its not inconsiderable weight, the 600 was endowed with highly respectable performance, reaching 60mph (97km/h) in a little under 10 seconds and exceeding 125mph (201km/h) flat out. Only 2,677 examples had been made when production ceased in 1981, of which 2,190 were four-door saloons, 428 were Pullman limousines, and 59 were landaulettes.

Celebrity owners of the Mercedes-Benz 600 have included Elvis Presley, John Lennon, George Harrison, Jack Nicholson, Coco Chanel, Hugh Hefner, Ronnie Wood, Aristotle Onassis and Rowan Atkinson. The roll call of dictator owners is similarly impressive: Nicolae Ceausescu, Marshal Tito, Fidel Castro, Pol Pot, Enver Hoxha, Idi Amin, Saddam Hussein, Kim Il-sung, and Kim Jong-il all being represented.

Little is known about the history of this rare right-hand drive example other than what may be gleaned from the accompanying V5C registration document: that it was first registered in the UK on 1st November 1978; has had five former keepers; and was registered to the current vendor on 13th September 2016. We are advised by the owner that the Mercedes drives absolutely beautifully, with hydraulics working properly, and that it is in generally very good condition for its age. Finished in blue with matching velour interior, the car currently displays a total of circa 49,000 miles on the odometer and is offered with current MoT.

£70,000 - 80,000
€79,000 - 90,000

333

**1967 ASTON MARTIN DB6 4.2-LITRE
SPORTS SALOON TO VANTAGE SPECIFICATION**

Registration no. KSG 510F
Chassis no. DB6/3307/R

- *Matching chassis, engine, and registration numbers*
- *ZF five-speed gearbox*
- *Vantage, 'unleaded', and 4.2-litres upgrades*
- *Extensively refurbished and maintained by marque specialists*
- *Windsor Castle and Hurlingham Club concours invitee*





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

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

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

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

It is an irony that, having brought the original DB4 concept to perfection in the form of the DB6, Aston Martin chose to change direction with the larger DBS and successor V8-engined models. Today the accomplished DB6, despite being the most evolved and practical of the original DB family is also, somewhat paradoxically, the most affordable.



This DB6 sports saloon, chassis number '3307/R', was sold in September 1967 to its first owner, Concrete (Scotland) Limited of Falkirk, and registered as 'KSG 510F'. It is understood that the car was first registered to one Tom Turk, who kept it until 1980. The accompanying copy guarantee form records that the DB6 was originally finished in Pacific Blue (as it is today) with dark blue Connolly interior trim. Items of non-standard equipment fitted included a heated rear screen, chrome road wheels, power operated aerial, 3-spoke hubcaps, front safety belts, and a Bray immersion heater for the cylinder block.

Around 1980, the Aston sold to RAC member, Eric Thelwell, who kept it until June 1997 when he sold it to the immediately preceding owner, Richard Edgecliffe-Johnson of London W1. In 1998, an extensive 'bare metal' restoration was undertaken by marque specialists Goldsmith & Young including upgrading the engine to 'unleaded' Vantage specification and 4.2-litres capacity using Cosworth pistons. This refurbishment also included an interior re-trim, rewired electrics, etc (details on file). Since then the car has been maintained by Trinity Engineering of Cobham, Surrey.

There are bills on file from the latter for a service in June 2005 (£2,500), overhaul of suspension and brakes in October 2013 (£5,000), and an engine top-end rebuild in June 2014 (£8,000). Additional bills from Trinity Engineering total over £30,000, and there are expired MoTs on file dating back to 1994. The car is currently MoT'd and has a V5C registration document.

In September 2012, this splendid DB6 was selected for the RAC's day at the Concours d'Élégance at Windsor Castle, held as part of HM The Queen's Diamond Jubilee celebrations, and the following June was displayed at the Hurlingham Club Concours. Most appropriately, 'KSG 510F' was entered in Hurlingham's 'La Dolce Vita' class, and there can be no more stylish way to enjoy the Italian Riviera or France's Côte d'Azur than at the wheel of this wonderful Aston Martin.

£320,000 - 350,000
€360,000 - 390,000



334

**1966 ROLLS-ROYCE SILVER CLOUD III
DROPHEAD COUPÉ**

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. PYY 424D

Chassis no. CSC81C

- *Rare coachbuilt soft-top variant*
- *Penultimate Silver Cloud III DHC built*
- *First owned by the Malaysian royal family*
- *Professionally restored*





Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2' - though with larger carburettors, new distributor, and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

As well as the factory-bodied cars, bespoke creations from James Young and the recently merged firm of H J Mulliner, Park Ward Ltd (by this time Rolls-Royce-owned) continued to be available on the 'Cloud III chassis for those discerning enthusiasts wealthy enough to afford them. Indeed, as the factory did not offer a convertible or drophead coupé, a coachbuilt car was the only option if one's preference was Rolls-Royce-style fresh air motoring.

First introduced in 1958, H J Mulliner's was the most successful of its type, lasting into 1963; more modern 'straight-through wing' designs became the preferred style thereafter. Of the latter, by far the most striking were those bodied in a style originated by Park Ward. This design by Norwegian Vilhelm Koren, with its influential continuous front-to-rear wing line, first appeared, on the Bentley S2 Continental, in 1959 but did not become available on non-Continental models (both Bentley and Rolls-Royce) until after the arrival of the Silver Cloud III and S3 in 1962.

These 'Chinese Eye' models - so called because of their slanting headlamp nacelles - constituted the majority of coachbuilt variants completed between 1962 and 1966. It is estimated that over the 11 years of Silver Cloud production, fewer than 130 were completed with special coachwork like this example.



The car offered here, chassis number 'CSC81C', is the penultimate Silver Cloud III drophead coupé built and the last to be registered. A landmark in Rolls-Royce history, it was supplied new to the Malaysian royal family in June 1966 and remained abroad until its return to this country in the 2000s. The car was brought back to its homeland by the managing director of the official Bentley dealership in Exeter. Bentley Exeter's skilled technicians were entrusted with restoring the Silver Cloud, which joined the then owner's private collection of classic cars. It was first registered in the UK on 12th June 2009.

'CSC81C' has seen only limited use since the restoration's completion, which included appearing in the 2010 motion picture 'London Boulevard' starring Colin Farrell and Keira Knightley. Finished in Midnight Blue with contrasting grey leather interior, this beautiful Silver Cloud represents the zenith of bespoke coachbuilding in the post-war era, and as such would enhance any important private collection. Accompanying documentation consists of a current MoT, V5C Registration Certificate, and a history file.

£340,000 - 380,000

€380,000 - 430,000



335

**1926 ROLLS-ROYCE 40/50HP SILVER GHOST
'PICCADILLY' ROADSTER**

Registration no. BF 7023
Chassis no. S295PL

- *Built by Rolls-Royce of America Incorporated*
- *Left-hand drive*
- *Formerly owned by Josef von Sternberg*
- *An older restoration*





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

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

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

Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, which would be taken over by Rolls-Royce in December 1925. Before Brewster's acquisition, bodies supplied under the 'Rolls-Royce Custom Coach Works' programme were built by various independent coachbuilders, while from 1923 some bodies were built in the company's own coachbuilding facility in the old Knox Automobile Co factory; the latter, though, was mainly employed in finishing bodies built by outside contractors to Rolls-Royce Custom Coach Works' designs.



Like their British counterparts, the majority of US-made Silver Ghosts carried closed formal coachwork, making this example, with its lightweight sporting 'Piccadilly Roadster' body, rare indeed. Some 115 Piccadilly Roadsters were built on the Springfield Silver Ghost chassis, plus a further 45 on the successor New Phantom frame, this example being by the Massachusetts coachbuilder, Merrimac Body Co.

The Piccadilly was a popular choice among Rolls-Royce dealers and private owners wishing to spruce up a tired, and difficult to sell, Silver Ghost saloon or limousine, and the example offered here originally carried a Stratford Convertible Coupé body by Brewster. The car's first known owner was the Hollywood movie director, Josef von Sternberg, who acquired it on 5th May 1929. Its original owner is not known. Born in Austria, von Sternberg had emigrated to the USA in 1908 at the age of 14 and got his first Hollywood directing job around 1925. He is best remembered for discovering the legendary German actress Marlene Dietrich, then an unknown revue artist, whom he brought to the USA in 1930.

Following von Sternberg's ownership, the Silver Ghost was purchased by a Los Angeles motor dealer in 1932 and fitted with its Piccadilly Roadster body. Its next owner was another prominent Hollywood figure, screenwriter Oliver H P Garrett, who shared a 'Best Screenplay' Oscar with Joseph L Mankiewicz for *'Manhattan Melodrama'* (1934). Garrett took delivery at his place of work, Paramount Pictures, where the Stylish Roadster would certainly have turned a few heads.

In the late 1960s, the Silver Ghost was sold by Benjamin H Duggin of Conroe, Texas, to prominent collector, Robert Atwell of Kerrville, Texas, an aficionado of Rolls-Royces with rare and unique coachwork. Robert Atwell also owned another ex-Duggin Rolls-Royce: the 'Pall Mall' tourer that famously once belonged to the wife of newspaper tycoon, Howard Hughes. New York's Reuter Coach Works, the USA's foremost restoration specialists of the era, then restored the 'Ghost, applying their signature Reuter Red finish that is still present today.

Mr Atwell kept the Piccadilly Roadster for several years before donating it in 1979 to the San Antonio Museum of Transportation where it was displayed until 1994. The car then changed hands, passing to an enthusiast in Pennsylvania, while more recently it was owned by Brussels-based collector, Andre Plasch. During Mr Plasch's ownership, the Rolls-Royce was despatched to Wildae Restorations of Braunton, North Devon for an extensive mechanical overhaul (see receipts totalling almost £100,000 on file). The car has attended numerous events since then and been driven to many, one such trip being from Belgium to London.

Several decades after restoration, this Piccadilly Roadster has a delightfully mellowed patina, while the later Springfield Ghost's left-hand drive and central gear change make it ideal for use in the USA or in Continental Europe. Possessing an ownership history stretching back to its earliest days, and associations with two major Hollywood celebrities and several prominent collectors, this rare sporting Silver Ghost would enhance any prestigious private collection. Offered with a UK V5C registration document.

£250,000 - 280,000
€280,000 - 310,000



336

**1963 CHEVROLET CORVETTE STING RAY
'SPLIT WINDOW' FASTBACK COUPÉ**

Registration no. XKR 782A
Chassis no. 308375107895

- *Iconic, one-year-only debut model*
- *Imported into the UK in 1991*
- *Manual transmission*
- *Formerly part of the Lichfield Collection*





Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

To say that the Sting Ray's arrival for 1963 caused a sensation would be grossly understating its impact on the North American sports car market. Such was its runaway success that the St Louis factory hired a second shift but still could not build cars fast enough to meet demand. Designed by Art & Colour Studio chief Bill Mitchell, the new Corvette featured radical styling pioneered on Mitchell's successful Stingray sports-racer by designer Larry Shinoda, and for the first time there was a Gran Turismo coupé in the range. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the work of Chevrolet Chief Engineer Zora Arkus-Duntov, the adoption of which enabled the centre of gravity to be significantly lowered, improving both roadholding and ride. Controversial at the time, the coupé's divided rear screen would last for one year only; many cars were subsequently converted to one-piece glass, making the survivors with this feature, such as that offered here, the most collectible of all 1963-1967 Corvettes.

Left-hand drive, as were all Corvettes in its day, this first-year Sting Ray was manufactured in GM's factory in St Louis, Missouri. Imported into the UK in 1991, the car was subsequently upgraded with a later Chevrolet 350ci (5.7-litre) V8 engine. There are invoices on file issued by marque specialists Clarendon Corvette and Classic Automotive for various works including overhauling the flywheel, clutch, and four-speed manual gearbox (1995); rear suspension, brakes, and shock absorbers (1996); rev counter and speedometer (1997); and ignition system (1999), while in 1998 the paintwork was refinished from bare gel coat to top coat (photographs on file).

In September 2003, the Corvette was acquired for the Litchfield Collection. The car was used sparingly during the Collection's ownership, MoT certificates on file indicating that it covered circa 200 miles between 2003 and 2011. Works carried out included a partial overhaul of the braking system and making good the pivoting headlamp mechanism.

In May 2012, the Sting Ray was registered to the immediately preceding keeper, Mrs Christabel Holland. The current vendor purchased the car in July 2013. Finished in Daytona Blue with matching leather upholstery, this highly sought-after 'Split Window' Fastback Coupé comes with a letter from the Classic Corvette Club UK; a quantity of related literature; current MoT certificate; V5C Registration certificate; and the aforementioned invoices and expired MoTs.

£70,000 - 80,000

£79,000 - 90,000

END OF COLLECTION

337

1971 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. JMM 960K

Chassis no. 1S1104

- *One owner from new*
- *Always kept garaged*
- *Well maintained*
- *Circa 63,000 miles from new*





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

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the sensational Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six that it replaced, the new all-alloy, 5.3-litre, overhead-camshaft V12 engine produced 272bhp, an output good enough for a top speed well in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

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

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

This early Series III E-Type roadster was purchased new from Henlys by the current owner, who used it to drive to and from his family's blacksmith's business until circa 1980. Kept garaged from new, the car has also been used to attend Jaguar Drivers' Club rallies and purely for pleasure. The E-Type has been maintained and serviced by Ian Tudor of Tudor Garage, London SE5 for most of its life. Finished in dark red with black leather interior, the car is described by the private vendor as in generally very good condition, the bonnet having been re-sprayed two years ago. The provision of a tow-bar (used for towing a glider on the road) is the only notified deviation from factory specification. Sold only on account of the owner's advancing years and ill health, this rare, one-owner, Series III E-Type is offered with sundry invoices, current MoT certificate, and a V5C registration document.

£45,000 - 65,000
£51,000 - 73,000

2003 FERRARI 575M MARANELLO COUPÉ

Registration no. LE03 YJK

Chassis no. ZFFBT55B000132937

- Delivered new to Spain
- Left-hand drive
- 'F1' paddle-shift gearbox
- Full Ferrari main dealer service history
- Circa 9,391 kilometres from new



'The Maranello needs no excuses: it is right-minded, a return to traditional values, albeit values and standards that tower high above those set by the Daytona when it shuffled off to extinction a quarter of a century ago.' – *Car* magazine.

Introduced for 2002, the Ferrari 575M (*Modificata*) represented an evolution of the acclaimed 550 Maranello rather than an entirely new model. With the introduction of the 550 Maranello in 1997, Ferrari had returned to its tradition of building front-engined V12 sports cars, resurrecting a line that had remained dormant since the demise of the 365GTB/4 'Daytona' in 1974. The heart of any Ferrari is its engine, and the 550 Maranello's 48-valve, 5.5-litre V12 developed 485bhp at 7,000rpm, some 100-or-so horsepower more than the Daytona's. Ferrari had discovered long ago that providing optimum balance in a front-engined sports car necessitated the use of a rear transaxle, and the Maranello's came with six speeds. The power train was housed in a tubular steel chassis, to which was attached aluminium coachwork, while the all-independent suspension incorporated dual-mode (normal/sports) damping, switch-selectable by the driver, which was complemented by speed-sensitive power-assisted steering.

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights. For the 575M, engine displacement grew to 5,748cc and maximum power to 515bhp, while transmitting it to the ground was a new six-speed 'paddle shift' semi-automatic gearbox, a technology that Ferrari had developed in Formula 1.

This beautiful 575M was originally registered in Spain and has only recently been brought to the UK. The car was delivered new by Testarossa Cars, the authorised Ferrari dealer in Madrid, Spain on 19th June 2003 to a mature owner. The latter always kept his beautiful Ferrari under cover and used it carefully.



Maintained in stunning 'as new' condition both inside and out, it was serviced exclusively by Ferrari main dealers in Madrid as follows: July 2004 (2,444km), February 2010 (5,934km); August 2012 7,684km; and August 2014 (8,566 km).

In 2014, the Maranello was acquired by a London-based private collector after a long search for one of the very best examples in the world. While in the UK, the Ferrari has been used sparingly, and again always kept under cover. It is now UK registered, EU VAT paid, and has a current UK MoT certificate. It was last serviced 100 kilometres ago in February 2016 by the official UK Ferrari dealer, JCT 600 (at 9,391km).

The car is presented in the classic combination of Rosso Corsa with Crema leather interior. To the standard 575M's already generous specification, this car adds the following desirable extra-cost factory options: black brake callipers; beige leather extended to parcel shelf; Daytona seats; 'F1' paddle shift gearbox; fully electric seats with memory; 'Ferrari' logo embossed into headrests; battery charger; passenger airbag off switch; and Pirelli P-Zero Rosso tyres. T

he car is described as totally immaculate both inside and out. With the exception of one door (believed repainted by Ferrari) the paintwork is believed to be entirely original and is unmarked throughout. The interior likewise is totally unmarked and retains an 'as new', factory-fresh condition and appearance. The car comes with all its original Ferrari service booklets and manuals in their original and unmarked leather wallet, together with original Ferrari tailored car cover, and original tailored seat covers.

Having covered only 9,391km (approximately 5,835 miles) from new, this beautiful car represents a very rare opportunity to acquire an immaculate condition, collector quality - and very low mileage - example of one of Ferrari's best ever V12 Grand Tourers. It is surely one of the best examples of its type currently available and an excellent future investment, especially when its exceptional condition is considered. A worthy modern-day successor to the Ferrari 'Daytona'.

£130,000 - 150,000

€150,000 - 170,000

339

**1996/2009 'FORMULA 1' DERIVED
ROAD CAR F1R (ROAD)**

Registration no. AE59 ERV

Chassis no. 7A4N9N319S106N52R

- *Designed and built by Lola engineers*
- *Unique specification*
- *Road legal in the UK*
- *Only circa 25 miles since completion*







Design and race engineers at Lola, headed by Russell Anniston, were challenged by way of a wager to build a Formula 1-style car that could be UK road registered. The street car had to embody the excitement, visual cues, and sense of theatre of a traditional Formula 1 racing car, while still addressing the practical road issues involved. The most practical way of demonstrating this was to build one. It took the best part of 15 years from concept through design to completion, and the result is a combination of several racetrack and road-car technologies. Needless to say, after this magnificent creation's completion, the wager was won.

The F1R was built around a circa 1996 Lola chassis (which may have come from the company's aborted 1997 F1 project) utilising the tub, wings, suspension, nose cone, body panels, radiator ducting, and other ancillaries.

Although during this period of Formula 1, normally aspirated engines of 3.0-litres capacity were used, it was felt that for road use a 2.0-litre turbo-charged Cosworth YB unit would offer the optimum balance. The four-cylinder Cosworth was mated to a G50 five-speed manual gearbox for simplicity of use, while the ready availability of parts ensures easy ongoing maintenance. The engine is presently tuned to deliver a healthy 370bhp, but adjusting the turbo can substantially increase this.

Ground clearance was one of the most obvious areas of consideration, and this F1 derived road car runs at an increased and adjustable 50-75mm. As with an F1 car, the aerodynamically critical surfaces and wings generate increased levels of downforce as speed rises. Both front and rear wings are adjustable.

The F1R is an amalgamation of various racing vehicle technologies, and uses conventional components where appropriate. All service items are readily available. The F1R was built and assembled by Lola engineers to the highest standards with customary attention to detail. The net result is a car that quite possibly provides the closest sensation of driving a single-seat racer on the road.

To say it is eye-catching on the road is somewhat of an understatement. The owner reports that the car is good in traffic, very easy to drive, and offers tremendous performance when required - it even has a 'handbrake' to comply with UK regulations. The F1R is offered in effectively 'as new' condition, having covered only some 25 miles and been stored in a climate controlled environment with a stable of other cars. The maintenance programme includes starting and warming up to operational temperatures every month. The F1R's last outing was in early autumn for its annual MoT test.



The seller, an avid motorsport enthusiast and driver, is very happy to offer any advice to the buyer. Furthermore, one of Lola's former race engineers is also available to offer advice. A spares package is included with the car, and an inventory of these parts is available from Bonhams. A comprehensive history of the specifications and build of this striking car is available also.

Offered with a DVLA V5C document giving the first date of registration as 13th October 2009, this is the only such motor car built and is fully road legal in the UK having passed the government SVA tests. Coming to sale at a fraction of the price such a car would cost to commission today, this extraordinary vehicle represents a unique opportunity to any motorsport collector.

£55,000 - 85,000
€62,000 - 95,000



340 N

1964 ISO A3/C COMPETITION COUPÉ RE-CREATION

Registration no. not UK registered

Chassis no. IR 360262

- *Stunning re-creation of an ultra-rare Italian competition car*
- *Based on a shortened Iso Rivolta chassis*
- *5.4-litre V8 engine*
- *Aluminium body*
- *Only 200 kilometres since completion two years ago*



Italian 'bubble car' manufacturer Iso joined the ranks of supercar constructors in 1962 with the launch of the Rivolta coupé at the Turin Motor Show. Renzo Rivolta's Isothermos company had begun life pre-WW2 making refrigerators, turning to the manufacture of scooters, under the Iso name, after the war and thence to the highly successful Isetta bubble car. Styled at Carrozzeria Bertone by Giorgetto Giugiaro and powered by a 327ci (5.4-litre) Chevrolet V8, the four-seat Rivolta employed a steel platform chassis featuring independent front suspension, De Dion rear axle, and disc brakes all round (inboard at the rear). The chassis and running gear were designed by ex-Ferrari engineer, Giotto Bizzarrini, whose company specialised in the production of prototypes for the Italian automobile industry.

As Iso and many of its European contemporaries had recognised, the use of a tried and tested American power train enabled them to compete with likes of Ferrari, Maserati and Aston Martin in performance terms while undercutting them on price. Iso's first supercar set the pattern for those that followed: Bizzarrini-designed chassis, Bertone coachwork, and Chevrolet engines. Future developments included the long-wheelbase, Ghia-styled, Fidia four-door saloon; the Rivolta-replacement Lele; and the muscular, short-wheelbase Grifo.



Produced between 1963 and 1974, the 'standard' Grifo used the small-block Chevrolet Corvette V8 engine in all but its final Ford-powered incarnation. Iso claimed a top speed of 300km/h (186mph) for the long-legged 7.0-litre Grifo, making it faster than a Ferrari Daytona. There was also a Corsa (racing) version: the A3/C, which was unveiled on the Iso stand at the 1963 Turin Show. Resplendent in its bare aluminium coachwork, the prototype A3/C boasted a tubular chassis and weighed only 1,000kg, while its V8 engine was located closer to the centre of the frame for improved weight distribution.

At the 1964 Le Mans 24-Hour Race, an A3/C driven by Berney/Noblet finished a creditable 14th despite being hampered by brake problems, while the following year the example driven by de Mortemart/Fraissinet finished 9th overall, winning its class. A total of 22 A3/Cs had been completed before Rivolta and Bizzarrini parted company, the latter going on to re-launch a revised version under his own name in 1965. More recently, engineer Roberto Negri and his son, Federico, have commenced a limited continuation run of the A3/C with the approval of Renzo Rivolta's son, Piero.

This car's owner began by purchasing an Iso Rivolta (chassis number 'IR 360262') and then commissioned the highly respected Torinese coachbuilder Mabert to build a stunning recreation of the A3/C. The project involved shortening the chassis by approximately 25cm to match the wheelbase of the A3/C. An aluminium body was then painstakingly fabricated by hand by another specialist coachbuilder, and finished in stunning Rosso Granata, a dark metallic red. In addition, the interior was expertly trimmed in black leather, while the instruments are correct replicas of the original A3/C items.

Meanwhile, the running gear including the gearbox, differential, suspension, braking system, radiator, etc were comprehensively overhauled. The engine, a 5.3-litre V8, has also been comprehensively overhauled with new pistons, etc by American-car specialists 2000 Motors of Nichelino near Turin, and at the same time tuned to produce considerably more power. The car was assembled and finished some two years ago, since when it has covered only some 200 'shakedown' kilometres. The result certainly looks stunning from every angle, both inside and out, and fully deserves the closest inspection. This unique car comes complete with Italian registration documents, plus photographs of the build process and engine overhaul. A stunning A3/C re-creation, offered at a fraction of the cost of an original.

£220,000 - 260,000
€250,000 - 290,000

341

1962 ALVIS TD21 DROPHEAD COUPÉ

Coachwork by Park Ward Ltd

Registration no. 108 DLC

Chassis no. 26680

- *Rare and desirable soft-top variant*
- *Single family ownership since 1963*
- *Fully documented from new*
- *Restored between 1995 and 2005*





In October 1955 at the Paris Motor Show, Alvis displayed its first production car styled by the Swiss carrossier, Graber. Based on the existing TC21 Grey Lady chassis, the newcomer brought a much needed injection of Continental style and modernity to the Coventry manufacturer's range. Lighter, stiffer, and with a much smaller frontal area than the traditionally styled Grey Lady, the Graber Alvis enjoyed much improved handling and a higher maximum speed in excess of 100mph. The first Graber-styled model - the TC108G - was built by coachbuilders Willowbrook, before production switched to Rolls-Royce's in-house coachbuilder Park Ward on the introduction of the restyled TD21 for 1959.

The TD21 retained Alvis's torquey, 3.0-litre, overhead-valve six, which in up-rated form (from March 1959 onwards) produced 120bhp courtesy of a redesigned cylinder head. With its increased power, this under-stressed engine proved capable of propelling the TD21 to a top speed of 103mph while turning over at a lazy 5,000 revs. Inside, there were improvements to the accommodation, with increased headroom and legroom, especially in the rear. Lockheed servo-assisted disc brakes were an option, becoming standardised for 1960.

The Motor magazine remarked on the Alvis's exclusivity and individuality of character, summing up the TD21 thus: 'As a perfectly serviceable everyday car with extra "chic", extra performance, and high standards of comfort and safety, its appeal to a select but important clientele should be strong.'

This automatic transmission model was purchased by the vendor's father in 1963, and was in more-or-less continuous use until the late 1990s, when its owner became too old to drive it. At that point, he and his other son (the vendor's brother) began the lengthy process of restoration, which was completed around 2005 (bills on file). A new hood and carpets were fitted during the restoration, the original interior leather and woodwork being retained, and the Alvis is described by the vendor as in generally very good condition. The car is offered with a V5C registration document, current MoT certificate, and a large suitcase of papers and bills covering the entire period of the family's ownership.

£55,000 - 65,000
£62,000 - 73,000

2003 BENTLEY AZURE 'FINAL SERIES PERFORMANCE' CONVERTIBLE

Registration no. HX03 SEY

Chassis no. SCBZK26E43CH01228

- *The last right-hand drive Bentley Azure delivered*
- *One of only 62 'Final Series Performance' models*
- *Unique specification*
- *Outstanding condition*



In its early days, Bentley's resurgence had relied on models whose basic architecture was shared with other Rolls-Royce products, but on display at Geneva in 1985 was 'Project 90', a mocked-up coupé intended to gauge public response to the idea of a high-performance car unique to Bentley. When the real thing - the Bentley Continental R - was unveiled six years later, the waiting crowd burst into spontaneous applause. Styled with the assistance of consultants International Automotive Design, the Continental R benefited from computer-aided design and wind tunnel testing in the devising of its sleekly streamlined shape. Despite the need to incorporate non-traditional features such as doors recessed into the roof, the result looked every bit a Bentley, albeit one re-stated for the 1990s. Also new was the gearbox, a four-speed automatic with an 'overdrive' top ratio, but the main focus of interest was the newcomer's performance. Needless to say this was staggering, the combination of the Turbo R engine in the new wind-cheating shape cutting the 0-60mph time to under six seconds and boosting top speed to more than 150mph.

The Corniche convertible had been a major success for Rolls-Royce so it can have surprised few onlookers when a soft-top version of the Bentley Continental R was announced, albeit a full four years after the Coupé's introduction.

Once again, Geneva was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name - 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the South of France. The famous Italian styling house of Pininfarina - a firm with unrivalled experience in the design of soft-top Gran Turismos - had been chosen to develop the Azure on the four-seater Continental R platform, and there was no questioning that the result was most successful. Bodysells were assembled in Italy by Pininfarina, fitted with the automatic soft-top, painted and shipped back for finishing at Crewe. Mechanically similar to the Continental R, but with an engine further up-rated to 385bhp, the Azure was launched in 1995 and cost £215,000 in the UK. Hailed by its maker as, 'the world's best convertible', the Azure lived up to that grand title, proving an immense success especially in North America where its combination of unmatched luxury, effortless performance and soft-top style was found highly attractive. When production ceased in 2003 a total of only 1,321 Azures of all types had been built.

One of the rarest of Azure developments was the 'Final Series Performance' version, only 62 examples of which were completed towards the end of production during 2002/2003.



The 'FSP' was based on the Bentley Azure Mulliner, which came with an engine up-rated to produce 420bhp, suitably stiffened suspension, and various other improvements. This example is the last right-hand drive Bentley Azure made available for sale, as confirmed by Bentley Motors' 'Letter of Authenticity' on file (the factory retained the last car off the production line). The Azure also comes with a detailed 'Full Vehicle Specification', which shows that it was retailed via Harwoods of Sussex, while the accompanying V5C document shows that it has had only three keepers from new.

Finished in special-order Crystal Silver with Nautic Blue leather interior, this Azure comes with all the usual features one would expect of a top-of-the-range Bentley, plus a number of special non-standard items fitted prior to delivery. These include: audible reversing aid; power folding door mirrors; Bentley 'jewel' filler cap; embroidered marque emblems to the headrests; carpet over-mat to the luggage compartment; unstained burr walnut trim; and automatic door locking when the gear lever is moved out of 'Park'. This unique car also has a special commemorative plaque situated on the centre console by the gear lever, which reads: 'Chassis no. CH01228 – the last RHD Bentley Azure ever to be delivered – Bentley Motors Ltd, Crewe, England, June 2003'. MoT'd to April 2017 and offered fresh from a major service carried out by Bentley Leicester, this unique and historic Azure is worthy of the closest inspection.

£110,000 - 130,000
€130,000 - 150,000



343

1983 FERRARI 512 BBI COUPÉ

Coachwork by Pininfarina

Registration no. to be advised

Chassis no. ZFFJA09C000043945

- Delivered new to South Africa
- One of only 48 right-hand drive models
- UK registered since 2008
- Extensive service history
- Circa 74,900 kilometres (approximately 46,540 miles) from new
- Recent comprehensive service



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. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512BB to meet increasingly stringent emissions targets without loss of performance. 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: an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm. The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, 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 was felt entirely realistic. The fact that this was down 4mph on the Lamborghini Countach's 'fastest ever' maximum was considered unimportant. 'That's because, taken on balance, the Ferrari 512 Boxer wins a more important award, as the best all-round sports and GT car we've tested,' enthused the highly respected American motoring magazine. 'If we had to pin the reasons down to one it would have to be that the Ferrari doesn't forget the driver. The Boxer has it all, the speed, the handling, the lovely shape, the well done cockpit and, most important of all, a reputation for reliability.'







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 512BBi 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 beautiful 512 BBi is one of only 48 right-hand drive models out of a total 1,007 cars produced, and was delivered new in South Africa through the Johannesburg dealer, TAK Motor Company on 13th January 1983. Presented in its original colour combination of Argento Nürburgring with black leather interior, the car resided in South Africa until it was imported into the UK in November 2008, the 25 years in South Africa's dry climate no doubt being largely responsible for its spectacular condition.

The Ferrari was looked after by the supplying dealer in its early years, and indeed was sold by them again in 1996. Its specification is identical to that of a UK supplied model, with the exception of the speedometer calibrated in kilometres, which remains fitted. The car also comes with its original owner's wallet, handbooks, service book, and tool kit.

The history file contains ample evidence of lifelong care, with invoices and other related paperwork confirming extensive servicing and maintenance over the years (close inspection recommended). Since arriving in the UK, the Ferrari has been treated to a repaint and re-trim to original, as new, specification. A recent service included replacing the cam belts; rectifying oil leaks; replacing the anti-freeze; repainting and overhauling the suspension using original components; swapping the non-original front brakes for genuine Ferrari components; refurbishing the wheels; and fitting four new tyres. The car will come with a fresh MoT.

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.

£280,000 - 340,000

€310,000 - 380,000

1972 PORSCHE 911S 2.4-LITRE COUPÉ

Registration no. PWT 911K

Chassis no. 9112301372

- *Rare and desirable 'oelklappe' model*
- *Matching numbers*
- *Sold new in the UK*
- *Expertly restored 2006-2008*
- *Circa 1,000 dry miles since completion*
- *Exceptional condition*



'In these cars we see the fruits of all the development effort to produce an unmatched high performance sports car. The classic mainstream production 911 is a 2.4.' - Peter Morgan, *'Original Porsche 911'*.

For 1972, all Porsche 911 variants received the 2.4-litre (actually 2,341cc) engine, by which time the 911S featured the stronger Type 915 five-speed gearbox and 6"x15" alloy wheels as standard. Porsche had already tried a 2.4-litre engine in endurance racing, the stretch being achieved by lengthening the stroke, but the impetus for the larger unit's introduction came from the USA's ever more stringent emissions laws. Not sold in the USA, the 911S produced 190bhp, some 40 horsepower more than was on offer to American customers. The most obvious external change from the 2.2-litre models was the addition of a small chin spoiler, adopted to improve high-speed stability. Porsche had built 1,430 2.4-litre 911S coupés by the time production switched to the 2.7-litre model for 1974. The '2.7' was the first 911 to incorporate the large impact-absorbing bumpers, disliked by many purists for whom the '2.4' is the last 'old school' 911 and therefore all the more collectible.

This original, UK-specification Porsche 911S Coupé has the external filler ('oelklappe') for the engine's dry-sump oil tank, which was fitted to cars built during 1972 only. Hitherto, the tank had been positioned behind the right rear wheel but for '72 it was moved forwards in order to improve weight distribution. The tank's hasty return to its original position and the filler's relocation to within the engine bay was prompted by the fact that service station attendants often mistook it for the fuel filler! It is estimated that only 989 examples were made, making the 'Oelklappe' particularly sought after by purists as 'the one to have'.

This 2.4-litre 911S was sold new via Porsche Cars Great Britain on 26th May 1972, and is one of only 146 right-hand drive examples supplied to this country in 1972/73. Delivered finished in Light Yellow with black vinyl interior, the car was equipped with factory options that included electric mirrors, Koni dampers, Recaro sports seats, rear screen wiper, tinted glass, power windows, and an electric sliding sunroof. Three files of history document the car's maintenance and its former keepers, while expired MoT certificates dating back to 1977 substantiate the recorded mileage of circa 147,000. The files also contain a Porsche Certificate of Authenticity, and numerous bills and receipts from marque specialists such as Autofarm, Sportwagen, and GCR Central.



In 2002, 'PWT 911K' was purchased by the current vendor, a dedicated Porsche collector and Porsche GB Club member, from Mr D Wilson of Leighton Buzzard, and in 2005 it was decided to restore the car using recognised marque specialists. GCR Central of South Wigston, Leicestershire completely stripped the Porsche and carried out complete rebuilds of the engine, gearbox, suspension, and brakes, while the bare bodyshell was despatched to Sportwagen in Southend-on-Sea, Essex for expert refurbishment.

A comprehensive photographic record details the 18-month restoration process, which included stripping the 'shell back to bare metal and carrying out careful repairs. Repainted to a very high standard in its original Light Yellow livery, the body was then returned to GCR Central where every component was reconditioned, restored or replaced. The restoration was finally completed in 2008. All restoration bills are available, and the car also comes with a V5C registration document and current MoT.

This very special Porsche 911 has covered only some 1,000 fair-weather miles since the rebuild's completion and remains in stunning condition. Panel gaps and shut lines as good as when the car left the factory, while the paintwork has a glass-like finish. Much consideration was given to maintaining originality, with items such as the anodised window surrounds and external rear grille and badges retained. The sensational interior still has its original seats, door cards, dashboard, and steering wheel, the only changes made being new carpets and a 1973-type gear lever.

Starting 'on the button', this exceptional 911S ticks all the boxes and meets the discerning Porsche collector's every requirement; it will surely delight its fortunate next custodian.

£180,000 - 220,000

€200,000 - 250,000

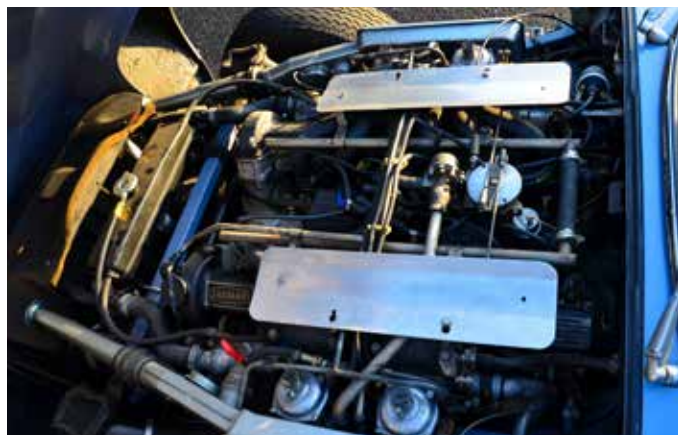
345

1973 JAGUAR E-TYPE SERIES III V12 ROADSTER

Registration no. RVG 320M

Chassis no. 1S 2536

- *Delivered new in the UK*
- *Original colour combination*
- *Desirable manual gearbox*
- *Previous ownership for 21 years*





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

One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of the sensational Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six that it replaced, the new all-alloy, 5.3-litre, overhead-camshaft V12 engine produced 272bhp, an output good enough for a top speed well in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

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

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

Manufactured in October 1973, this Series III E-Type roadster was delivered new to Mann Egerton of Norwich, Norfolk in January 1974. The accompanying Jaguar Heritage Certificate shows that the car was delivered finished in Lavender Blue with French Blue interior, the same colour combination it has today. Little is known of its subsequent history apart from what may be deduced from the V5C Registration Certificate, which shows that 'RVG 320M' was registered to the current keeper on 22nd April 2010, having previously been registered to Mr Anthony John Leah in September 1989. It would appear that Mr Leah dry stored the E-Type for 18 years (see document on file). Described by the private vendor as in generally good/excellent condition, the car is offered with sundry invoices, MoT to July 2017, and the aforementioned Jaguar Heritage Certificate and V5C Registration Certificate.

£65,000 - 75,000

€75,000 - 87,000

346

1979 MERCEDES-BENZ UNIMOG 406 4X4 UTILITY

Registration no. OEC 101V

Chassis no. 406.120-10-031513

- *Iconic German off-roader*
- *Left-hand drive*
- *Full agricultural specification*
- *Recently restored*
- *Exempt from road tax*



Designed in the aftermath of WW2 and still in production today, the Unimog 4x4 was intended to serve the needs of the agricultural community but, like the contemporary Land Rover, ended up filling an almost limitless variety of other roles. One of the Unimog's more unusual design features was a flexible chassis frame, effectively part of the suspension, while the equal-sized wheels meant that it was better suited for highway use than a conventional tractor. Power take-offs (PTOs) were provided to enable the Unimog to operate a wide variety of machinery: brush mowers, snow blowers, etc. Manufactured by Mercedes-Benz since 1951, the versatile Unimog has seen service with fire departments, municipal authorities, aid agencies and armies worldwide, and has won the truck class of the Dakar Rally more than once.

The vehicle offered here is an example of the 406 series, which was introduced in 1963 together with the long-wheelbase 416 and produced until 1988. All variants were powered by diesel engines of varying outputs, this six-cylinder Unimog having a 90bhp unit installed, which has 'clocked up' 4,649 hours of use.

The vehicle is to full agricultural specification, featuring the rigid body; cabriolet cabin; 'cascade' gearbox; roll-bar; draw-bar and pickup hitch; and three-point linkages with top links front and rear. PTO speeds range from 540 to 1,000rpm.

'OEC 101V' was purchased by the vendor's company from a farmer in the Scarborough area, who said he had owned it for over 20 years. When his company was sold, the vendor purchased the vehicle for his own use. Restored during 2015/2016, it has been fitted with following new body parts: doors, front apron and corners, window frame and rubbers (front and side), front wheelarches, cabin headlining, seats, and the wooden bed. It has also been completely re-sprayed. Other parts renewed include the brakes and hand brake cables; rear shock absorbers; clutch; wiper blades; headlamps, rear lights, and indicators; battery box; tyres (x4); and the gear lever gaiter. Oils and filters have been changed. Bills are available and the vehicle also comes with a V5C document. Classed as an agricultural vehicle, the Unimog is exempt from road tax.

£22,000 - 26,000

€25,000 - 29,000

347

1973 RANGE ROVER 4X4 ESTATE

Registration no. LAF 779L

Chassis no. 35506287B

- *Early classic three-door model*
- *Extensively restored in 2015*
- *Invoice for £59,808 on file*
- *Outstanding condition*



An truly outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970 and has remained the class leader, despite ever increasing foreign and domestic competition, ever since. The idea of a more road-biased 4x4 had been around since the Land Rover's arrival in the late 1940s, but it would be some two decades before the concept crystallised in what would end up as the Range Rover. Spen King and Gordon Bashford were responsible for the initial conception, with final detailing entrusted to David Bache.

A separate, Land Rover type chassis was employed to carry the enclosed aluminium body, while long-travel coil-sprung suspension ensured that the ride would be more saloon car than utility. Rover already possessed an ideal power unit in the form of its 3.5-litre light alloy V8. The Range Rover was greeted enthusiastically by both press and public on its arrival in 1970, offering comfortable cruising at 145km/h (90mph) and a greater off-road capability than most of its customers would ever need.

The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - evocatively renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new version.

This early three-door Range Rover's accompanying BMIHT factory record certificate shows that it was built in right-hand drive configuration for the home market and delivered to Saint Helier Garage Limited, Channel Islands finished in Davos White. The 'Rangie' was painstakingly restored in 2015 by L W Smart Repairs Ltd of Alfreton, Derbyshire, and comes with the related invoice for £59,808 and a comprehensive photographic record of the works carried out (inspection recommended). Only some 13 months have passed since the restoration's completion, and the vehicle is presented in commensurately excellent condition. Offered with a V5C document.
£45,000 - 55,000
€52,000 - 63,000

348

**1967 MERCEDES-BENZ 230 SL CONVERTIBLE
WITH HARDTOP**

Registration no. JUF 269E
Chassis no. 017661

- *Landmark, first-of-the-line model*
- *Delivered new to the USA*
- *Left-hand drive*
- *Automatic transmission*
- *Extensive history*





A convertible model finished in red with black leather interior, this car is a left-hand drive example of the 230 SL, a landmark model which founded a sports car dynasty that would prove an enormous commercial success for Mercedes-Benz. Introduced at the Geneva Salon in March 1963 as replacement for the 190 SL, the 230 SL abandoned its predecessor's four-cylinder engine in favour of a more refined 2.3-litre fuel-injected six derived from that of the 220 SE and producing 150bhp.

Mercedes-Benz Technical Director Fritz Nallinger explained the thinking behind the 230 SL: 'It was our aim to create a very safe and fast sports car with high performance, which despite its sports characteristics, provides a very high degree of travelling comfort.' No-one can deny that Nallinger and his team succeeded brilliantly.

An all-new design the unitary chassis/body was one of the first to incorporate impact-absorbing 'crumple zones' at front and rear. An instant classic, it featured upright 'fishbowl' headlights and a simple chrome grille with Mercedes' three-pointed star in the centre - a direct reference to the already legendary 300 SL. Beneath the skin the running gear was conventional Mercedes-Benz, featuring all-round independent suspension (by swing axles at the rear), disc front/drum rear brakes and a choice of four-speed manual or automatic transmissions. Top speed was in excess of 120mph.

The 230 SL even managed a debut competition victory, as *Sporting Motorist* noted: 'Performances of the Mercedes-Benz range in the competition field are legendary, and we think particularly of participation in the most rugged of rallies where the cars have proved their strength and stamina beyond doubt. Soon after the 230 SL was announced, Eugen Bohringer drove one to victory in the Spa-Sofia-Liège Rally, and although competition outings are rare, this was the sort of debut one would expect from the Stuttgart factory.' Christened 'Pagoda' after their distinctive cabin shape, these Mercedes-Benz SL models were amongst the best-loved sports-tourers of their day and continue to be highly sought after by collectors.

This automatic transmission 230 SL was delivered new to the USA and comes with a complete history file. In 1988 the engine was rebuilt in Los Angeles (bill available) and the car also comes with other invoices for servicing and various works undertaken in the USA totalling circa \$5,000. Imported into the UK in 2005, it benefits from £5,000 spent on the body, chassis, general mechanical works, a re-spray, and Waxoly treatment, these works being carried out in 2007 by Mike and Graham Reeder, Performance and Specialist Cars of North Newnton, Wiltshire. More recently (in 2016), the transmission was rebuilt by Nair Automobiles, Harrow at a cost of £1,500. Currently MoT'd and described as in generally excellent condition, this is a turnkey example of a user-friendly appreciating classic.

£50,000 - 60,000

£56,000 - 67,000

1961 PORSCHE 356B 1600 COUPÉ

Registration no. 137 UYS

Chassis no. 118029

- Matching numbers
- Left-hand drive
- Correct colour combination
- 2nd in class Dana Point Concours d'Élégance 2015



One of the all-time great sports cars, the 356 was the work of Ferry Porsche, who had been inspired by the FIAT-based Cisitalia of Piero Dusio. Ferry's 356 was based on the Volkswagen designed by his father, and like the immortal 'Beetle' employed a platform-type chassis with rear-mounted air-cooled engine and all-independent torsion bar suspension. Introduced in 1948, the Porsche 356 set a new standard for small sports cars and proved adaptable to all forms of motor sport including circuit racing and rallying. In 1951 a works car finished first in the 1,100cc class at the Le Mans 24-Hour Race, thus beginning the marque's long and illustrious association with La Sarthe.

The first phase of development saw the 356's engine grow to 1.3 and then to 1.5 litres; the original split windscreen replaced by a one-piece; and a Porsche synchromesh gearbox adopted. 1955 marked the arrival of the restyled 356A, the newcomer being readily distinguished by its curved windscreen and 15" - down from 16" - wheels. Numerous further styling revisions differentiated the 356B of 1959 from its immediate predecessor while the engine - now standardised at 1,600cc - was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90.

The 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

Fully documented, this matching numbers Porsche 356B has had only five owners and comes with a large history file containing all receipts, records of works carried out, and details of ownership changes dating back to 1961. Restored in 2010 and presented in beautiful condition, it placed 2nd in class at the Porsche 356 Club Dana Point Concours d'Élégance in 2015. Fitted options include headrests, deluxe horn ring, luggage straps, driving lights, and a Blaupunkt AM/FM radio.

Finished in Champagne Yellow with black leather interior, its original colour combination, the car is offered with Porsche Certificate of Authenticity, sundry restoration invoices, current MoT, and a V5C registration Certificate.

£60,000 - 80,000

€67,000 - 90,000



350

1959 CHEVROLET FLEETSIDE APACHE 3100 PICKUP TRUCK

Registration no. XSL 448

Chassis no. V3A59K123082

- *Classic American pickup truck*
- *An older restoration*
- *Present ownership since 2000*
- *Used sparingly*



Nowadays an integral part of American popular culture, the pickup truck came to be thought of as the 20th Century equivalent of the cowboy's horse. Once viewed as strictly utilitarian commercial vehicles, they were seized on as ideal candidates for customising and hot-rodding in the post-war era. Today, like so many fashions that start in the USA, they enjoy a cult following worldwide. Having introduced its first pickup in 1918, Chevrolet overtook chief rival Ford, albeit briefly, as the USA's number one producer in the 1930s thanks to its policies of technical innovation and aggressive marketing. Chevrolet was among the first to offer synchromesh transmissions and hydraulic brakes on its pickups, as well as an extensive range of colours.

By 1939 Chevrolet offered no fewer than 45 different trucks on eight alternative wheelbases, and in capacities ranging from half to one-and-a-half tons, all of them powered by the classic 'Stovebolt' 3.5-litre overhead-valve six. The first post-war redesign of the truck range was introduced on the 1947 line-up and the second for the '54 season when a one-piece windscreen was introduced and the five-bar front grille replaced by one featuring a full-width central bar and vertical division. A more radical makeover was unveiled during 1955, by which time V8 engines had been added to the options list.

This Chevrolet 3100 half-ton pickup has the 4.7-litre V8 engine and manual transmission. Restored prior to the year 2000 at a cost of DM 75,000, this entertaining piece of Americana is typical of US automotive design exuberance of the period, featuring wraparound windshields, 'bullet' rear lights, twin headlamp pods, a 'nose forward' grille, and two-tone white/pale blue paintwork with matching blue dashboard and black, three-abreast bench seat.

The current vendor purchased the vehicle at Brooks' Nürburgring sale in August 2000 (Lot 161), at which time it was registered in the Netherlands. Since then it has been used to transport Vintage motorcycles to the Goodwood paddock, covering only some 150 miles annually in that role between 2000 and 2012. The current odometer reading is 2,856 miles, which may well be the distance travelled since restoration. Offered with current MoT certificate and a V5C document, this classic Chevrolet pickup truck would be an ideal support vehicle for the historic racing enthusiast, and is certain to arouse interest in any paddock.

£20,000 - 30,000

€22,000 - 34,000

351

2000 ASTON MARTIN DB7 V12 VANTAGE COUPÉ

Registration no. W204 RCU

Chassis no. SCFAB1233YK300807

- *Rare manual transmission model*
- *One owner*
- *Circa 20,000 miles from new*
- *Carefully stored and well maintained*



Introduced in March 1999, the DB7 Vantage was an exciting new model powered by a state-of-the-art, all-alloy V12 engine - a 'first' for a production Aston Martin. It was based on the existing six-cylinder DB7 that had signalled the start of a new era for the marque on its arrival in 1994. It was the company's 1987 acquisition by Ford that ensured the future of Aston Martin, and the former's takeover of Jaguar two years later which made possible the revival of the DB line, dormant since the end of DB6 production in 1970. Jaguar's axed XJ-S replacement - the XJ41 - was deemed more suitable as an 'entry level' Aston Martin, and work on the project commenced towards the end of 1991, responsibility for the final design being given to Tom Walkinshaw's JaguarSport company.

With the introduction of the DB7 Vantage, Aston Martin once again had a model that could compete in the supercar league. Its 6.0-litre, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations. There was a choice of two alternative transmissions: a new six-speed manual or ZF five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé, making it one of the fastest Aston Martin production cars ever built.

The existing six-cylinder DB7 bodyshell was re-engineered to accommodate the new V12 engine/transmission package, resulting in a stiffer structure exceeding all contemporary crash test requirements, while the suspension was developed specifically for this new model.

The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes equipped with ABS. The Vantage's hand-crafted interior featured traditional Connolly hide upholstery and could be trimmed and equipped to individual customer requirements. All the usual luxury fittings came as standard, while clients could choose from an extensive list of options.

Costing a fraction under £96,000 when new, this DB7 Vantage has the rare and desirable manual transmission option. The Aston has had only one owner from new, an elderly gentleman who reluctantly offers it for sale due to his advancing years and the onset of Parkinson's Disease. Purchased from Stratstone in 2000, the Vantage has always been kept garaged and used as a third car for pleasure only. It has been serviced only by Stratstone and performance specialists RNH of Letchworth, who are close friends with the owner.

The Vantage has been well cared for in every respect by RNH, and is described by the private vendor as in generally excellent condition, ready to use or display. Finished in green metallic with magnolia/green leather interior, it is offered with a V5C document, current MoT, original Aston Martin instruction manuals, owners guide, service book, new car warranty book, DB7 Quick Reference guide, various old MOT's and sundry invoices. This Vantage has only covered 300 miles in the past 4 years due to the owners declining health.

£39,000 - 44,000

£45,000 - 51,000

THE FOLLOWING FOUR CARS ARE OFFERED FROM A PROMINENT PRIVATE COLLECTION

352

**1963 ALFA ROMEO GIULIA SPRINT SPECIALE COUPÉ
COACHWORK BY CARROZZERIA BERTONE**

Registration no. 7925 PK
Chassis no. AR 352819

- One of only 1,399 made
- Delivered new in the UK
- One of an estimated 25 right-hand drive models
- Extensively restored
- Only 1,075 miles since completion





'One of Satta's very remarkable achievements was the creation of a race of modern, mass-produced motor cars which, depending on the model, retain or improve upon the competition-bred thoroughbred qualities of Alfa Romeos of the artisan past.' - Griffith Borgeson, *'Alfa Immagini e Percorsi'*, 1985.

By the time of the Giulia's introduction in 1962, Alfa Romeo's highly successful 'small car, big performance' formula, begun by the Giulietta in 1954, was well established. The Giulia is one of Alfa Romeo's many imaginative and successful designs produced under the aegis of Dr Orazio Satta Puglia, the company's esteemed Central Director. It was Satta who brought high-volume production to Alfa Romeo with the Giulietta, thereby ensuring the company's future.

Alfa's classic twin-cam four was downsized to 1,290cc for the Giulietta, gaining an alloy cylinder block in the process. The original Bertone-styled Sprint Coupé was soon joined by Berlina (saloon) and Spider (open) versions, and then in 1957 came the model now recognised as the ultimate Giulietta - the Sprint Speciale - which was the first of the new 101-Series cars. Built on a slightly shorter wheelbase than the standard Sprint, and again the work of Bertone, the mouth-wateringly curvaceous 'SS' came with 100bhp on tap, a five-speed gearbox, and a top speed of 125mph. Compact, aerodynamically efficient and very powerful for its size, the SS proved highly successful in 1,300cc class racing the world over.

Outwardly almost indistinguishable from the outgoing Giulietta, the Giulia version boasted front disc brakes and a more powerful (112bhp) and much less fussy 1,570cc version of Alfa's classic twin-cam four. Other notable improvements over the Giulietta version included a redesigned dashboard with additional instrumentation. Only 1,399 of the Bertone-bodied Giulia Sprint Speciales were built up to 1965, and today this rare model is highly prized by Alfa Romeo connoisseurs.

The Giulia SS offered here is a particularly rare right-hand drive example, only 25 of which - it is estimated - were produced. Delivered new to the UK, the Alfa was first registered on 22nd January 1963 and retains its original registration. Documentation on file shows that the car underwent a long-term restoration while in the possession of Mr Jeremy Upsall before being sold to Mr Sean Costello in 2010. It was then almost immediately sold on to Mr John Hewitt in Warwickshire. The aforementioned file contains invoices and correspondence detailing the many thousands of pounds spent on renovation and maintenance with specialists including Alfaholics and Classic Alfa, plus a complete interior re-trim by Messrs TA and JM Coburn. Since the restoration's completion, a mere 1,075 miles have been covered.

The current vendor purchased '7925 PK' at a UK auction in March 2015, since when it has been serviced and maintained by his own in-house mechanic. Additional documentation consists of six expired MoT certificates and a V5C registration document. A beautiful limited edition Alfa Romeo, this rare Bertone-styled jewel would enhance any private collection.

£80,000 - 100,000
£92,000 - 120,000

353

1966 JAGUAR E-TYPE SERIES I 4½-LITRE FIXED-HEAD COUPÉ TO 'FAST ROAD' SPECIFICATION

Registration no. DSX 2D

Chassis no. 1E 21173

- Extensively upgraded
- Circa 320bhp
- Getrag five-speed gearbox
- Body renovation by RS Panels



Conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in Coupé form. The car caused a sensation - spontaneous applause breaking out at the unveiling - with its instantly classic lines and a 150mph top speed. The design benefited from Jaguar's considerable competition successes and owed much to that of the D-Type sports-racer, a monocoque tub forming the main structure while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the preceding XK150. Aerodynamically, the Coupé was superior to the Roadster and the better Grand Tourer, enjoying as it did a marginally higher top speed and the considerable convenience of a generously sized luggage platform accessed via the side-hinged rear door.

Its engine aside, only in terms of its transmission did the E-Type represent no significant advance over the XK150, whose durable four-speed Moss gearbox it retained. The latter was replaced when the 4.2-litre engine was introduced on the Series 1 in October 1964, a more user-friendly all-synchromesh gearbox and superior Lockheed brake servo forming part of the improved specification together with the bigger, torquier engine.

Apart from '4.2' badging, the car's external appearance was unchanged but under the skin there were numerous detail improvements, chiefly to the electrical and cooling systems, and to the seating arrangements. Top speed remained unchanged at around 150mph, the main performance gain resulting from the larger engine being improved flexibility. Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

Over 40 years have passed since the last E-Type rolled off the Browns Lane production line, yet the ongoing demand for up-rated and improved versions is sufficient to support a sizeable cottage industry of specialists. The 1966 Coupé offered here is one such, having been upgraded for fast road use rather than out-and-out competition. RS Panels has been responsible for refurbishing the body, which has received with new floors, inner and outer sills (with additional stiffening), back panel, and bonnet. The doors have been re-skinned, the wheelarches flared to accommodate wider wheels, and additional axle cage mounts added to the tub. The body has been refinished in Opalescent Blue and the interior trimmed in red leather.



Increased in swept volume from 4,235 to 4,490cc and said to produce 320bhp, the engine incorporates a Tuftrided crankshaft, balanced con-rods, a big-valve cylinder head, and genuine D-Type camshafts. Other noteworthy upgrades included a four-core alloy radiator; alloy header and expansion tanks; Kenlowe electric cooling fan; 13-row oil cooler; competition ignition distributor; modified sump baffles and engine mounts, and a large-bore competition full exhaust system. The fuel and oil lines are Aeroquip throughout, and all wiring loom connections are soldered.

Power is transmitted via an AP competition clutch and Getrag five-speed gearbox to a limited-slip differential with up-rated power lock and competition cradle mountings. The braking system has been suitably up-rated, featuring a modified servo; vented discs and four-pot callipers at the front; and thicker-than-standard discs at the rear gripped by Series 2 callipers.

Upgrades to the front suspension include genuine Lightweight E-Type torsion bars, Koni dampers, XJ-S front uprights, thicker stub axles, anti-dive geometry, and a thicker anti-roll bar, while the rear incorporates 325lb springs, adjustable Koni dampers, and an anti-roll bar. The magnesium wheels are of the peg-drive type (6.75" front, 7.5" rear) and are shod with Pirelli P6000 tyres.

'DSX 2D' had covered some 21,000 miles following the restoration and upgrade programme when it was purchased at a UK auction by the current vendor in 2011. Since then the car has been fitted with a trip meter and used occasionally for historic rallying, but otherwise has seen very little use. Capable of surprising many modern-day Porsches and Ferraris, and ideal for JDC track events, this extensively upgraded E-Type is offered with sundry invoices, current MoT, and a V5C document.

£80,000 - 120,000

€92,000 - 140,000

354

1963 MERCEDES-BENZ 220SEB CONVERTIBLE

Registration no. 76 GLB

Chassis no. 111023-20-047097

- *Manual transmission*
- *Maintained regardless of expense by Steve Redfearn*
- *'Unleaded' cylinder head conversion*
- *Well documented maintenance and service history*





'The Mercedes 220SE Coupé is a very fine engineering achievement. Not only does it provide fast and economical transport for four and their luggage, but outstanding road-holding and riding qualities make this a car which is a pleasure to drive hard, and one in which it is safe and comfortable to do so. Furthermore, it has superb brakes and a high standard of mechanical refinement.' – The Autocar.

Of course, Autocar's observations applied equally to the 220SEb Convertible, which was one of two luxurious derivatives of the 220SEb saloon that had been launched at the Frankfurt Show in 1959 as part of the Type W111 series. 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, the latter feature being shared with 'Pagoda' SL roadster range.

The new 220SEb retained the fuel-injected, single-overhead-camshaft engine of the previous 220SE, though maximum power of the 2,195cc six was increased by five horsepower to 120bhp (DIN). Top speed was now 107mph (170km/h) with 60mph (97km/h) attainable in under 14 seconds. Coupé and Convertible models appeared in 1960 and 1961 respectively, minus the already dated-looking tail fins of the saloon.

More modern in style, the luxurious 220SEb Coupé and Convertible were better appointed too, being equipped as standard with a rev counter, leather upholstery, and four-speed automatic transmission with floor-mounted gear change lever. Front disc brakes were fitted from the start of production, a benefit not enjoyed by the 220SEb saloon until 1962.

This manual transmission 220SEb convertible is finished in cream with red leather interior and contrasting black hood. In August 2001, the car was acquired from one John Alexander by Mr W Carey-Evans of Kingston upon Thames, Surrey, during whose 14 years of ownership it was fastidiously serviced and maintained with no expense spared by the world-renowned Mercedes-Benz specialist, Steve Redfearn of Wimbledon. Detailed by numerous invoices on file (close inspection recommended), these works included a cylinder head overhaul and 'unleaded' conversion; radiator re-core; front suspension overhaul; braking system overhaul; halogen headlamp bulb conversion; extensive body repairs and a re-spray; re-trimming the front seats and dashboard; and refurbishing the hood frame.

The current vendor purchased '76 GLB' at a UK auction in March 2015, since when it has been serviced and maintained by his own in-house mechanic. Offered with a V5C document, current MoT, and the aforementioned invoices, this pampered Mercedes-Benz soft-top is ready to delight its fortunate next owner.

£40,000 - 50,000

€46,000 - 58,000

355

1952 JAGUAR XK120 ROADSTER BY FENDER BROAD

Registration no. YXG 995

Chassis no. S673187

- Extensively restored and upgraded by Fender Broad
- Converted from left- to right-hand drive
- Five-speed manual gearbox
- Registered after completion in December 2014





'We claimed 120 mph (for the XK 120), a speed unheard of for a production car in those days' - William Heynes, Chief Engineer, Jaguar Cars.

Conceived and constructed in but a few months, the XK120 debuted at the 1948 Earls Court Motor Show where the stunning-looking roadster caused a sensation, the resulting demand for what was then the world's fastest production car taking Jaguar by surprise. With orders rolling in apace, Jaguar had no choice but to think again about the XK120's method of construction. The work of Jaguar boss William Lyons himself and one of the most beautiful shapes ever to grace a motor car, the body had been conceived as a coachbuilt, aluminium panelled structure for the simple reason that Jaguar expected to sell no more than 200 XK120s in the first year!

The XK120's heart was, of course, the fabulous XK engine, which had been developed during the war and was intended for Jaguar's forthcoming Mark VII saloon. A 3.4-litre 'six' embodying the best of modern design, it boasted twin overhead camshafts running in an aluminium-alloy cylinder head, seven main bearings and a maximum output of 160bhp. It went into a chassis that was essentially a shortened version of the simultaneously announced Mark V saloon's, featuring William Heynes' torsion bar independent front suspension. Jaguar lost no time in demonstrating that the XK120's claimed top speed was no idle boast. In May 1949, on the Jabbeke to Aeltre autoroute, an example with its hood and side screens in place recorded a speed of 126mph and 132mph with the hood and windscreen detached and an under-tray fitted.

The XK120 set new standards of comfort, roadholding and performance for British sports cars and, in keeping with the Jaguar tradition, there was nothing to touch it at the price. Coupé and drophead coupé versions followed, and for customers who found the standard car too slow, there was the Special Equipment (SE) package which boosted power to 180bhp. With either engine and regardless of the type of bodywork, the XK120 was a genuine 120mph car capable of sustained high-speed cruising.

Over 50 years have passed since the last of the XK family rolled off the Browns Lane production line, yet the ongoing demand for up-rated and improved versions is sufficient to support a sizeable cottage industry of specialists. The XK120 offered here is one such, having been extensively upgraded by Fender Broad Classic Cars, one of the acknowledged leaders in the field.

'YXG 995' underwent a 'last nut and bolt', 'body off' chassis restoration by Fender Broad some three years ago to 'fast road' specification. The project was managed by the renowned XK specialist Guy Broad, with services supplied by all the very best Jaguar XK service providers. Originally left-hand drive but converted to right-hand drive at that time, the car incorporates a five-speed gearbox, disc brakes, bucket seats, improved cooling system, and a handling package to make it both striking to view and engaging to drive (paperwork and bills on file). Following completion, the XK was registered in December 2014 as 'YXG 995'. Offered with current MoT and a V5C document, this stunning XK120 is ready to enjoy.

£80,000 - 120,000
€92,000 - 140,000

END OF COLLECTION

356

1912 MÉTALLURGIQUE 12HP CABRIOLET

Coachwork by Carrosserie Vanden Plas, Brussels

Registration no. TM 4148

Chassis no. 15149

- *Premier Belgian sporting make*
- *Extremely rare model*
- *First registered in 1913*
- *Present family ownership since 1988*
- *VCC Dating Certificate*



The Métallurgique took its name from parent company Société Anonyme la Métallurgique, a manufacturer of railway locomotives and rolling stock. Destined to become Belgium's foremost producer of sporting cars, Métallurgique built its first automobile - a Daimler-like twin-cylinder - in the late 1890s. More modern designs followed including, in 1906, the fabulous 60/80hp fast tourer equipped with a magnificent 100bhp, inlet-over-exhaust, four-cylinder engine. An innovative concern, Métallurgique adopted four-speed gearboxes for all its models before WWI, and four-wheel brakes immediately afterwards. Automobiles of high quality, the Vanden Plas-bodied Métallurgiques were much admired across the Channel, their success leading to Warwick Wright acquiring rights to the Vanden Plas name in the UK.

The company continued to build big, fast tourers after WWI, and added smaller sidevalve-engined models to the range. In the early 1920s it launched the Paul Bastien designed 12/15, a thoroughly modern fast tourer of high quality, which would form the bulk of Métallurgique production until the company's car factory was sold to Impéria in 1927.

Offered here is an example of the very rare Métallurgique 12hp, a type that was first displayed in the UK (as a 1912 model) in November 1911 at the Olympia Motor Show. The car is powered by a 1.7-litre four-cylinder engine, which drives via a four-speeds-and-reverse gearbox. 'TM 4148' was acquired by the lady vendor's late father in 1988 having been first registered in this country in 1913 (see hand-written note in old logbook).

The body was repainted in the 1960s and is nicely patinated; the hood has been replaced (date unknown) and the brightwork is in generally good condition. At present, the magneto is away being rewound. Used sparingly in recent years and said to run and drive well, this delightful 'Edwardian' is offered with a VCC Dating Certificate, assorted correspondence, a V5 registration document, and the aforementioned old-style logbook.

£22,000 - 28,000

€25,000 - 32,000

357 N

1969 FIAT 500F SALOON & LEVANTE GRAZIELLA 300 CARAVAN

Registration no. not UK registered
Chassis no. 2855540

- *Left-hand drive*
- *Comprehensively restored in 2015*
- *Ultra rare car/caravan combination*
- *Registered in Italy*



Apart from a Ferrari, no car is more recognisable as classically Italian than the FIAT 500. 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 austerity of the basic 500 - it was known as the 'Economica' - was not well received, prompting the swift introduction of a revised and better equipped model, which first appeared towards the end of 1957 at the Turin Show. Refinements incorporated in this less Spartan version included wind-down windows, an upholstered rear seat, column-mounted switch-gear stalks, and hubcaps. Introduced in 1960, the successor 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.

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 only a few years ago was voted 'Sexiest Car' by the readers of Top Gear magazine. Economical fun on four wheels, the *Nuova* 500 is well supported for spares by the owners' club and recognised specialists.

Offered with a twin-berth Levante Graziella 300 caravan, this FIAT 500F affords the prospect of enjoyable weekends away in unsurpassed Italian style. In 2015, the car underwent a comprehensive mechanical overhaul together with a re-spray in its original white livery and an interior re-trim in red and white, matching that of the Graziella caravan, which has been restored both inside and out. Three metres (9.8') long and weighing a mere 400kg (182lb), the Graziella boasts the considerable convenience of a pop-up roof and is equipped with a kitchen, wardrobe, and a dinette that converts into a double bed. A perfect holiday partnership that will turn heads everywhere.

£25,000 - 30,000

€28,000 - 34,000

358

1989 BMW Z1 ROADSTER

Registration no. F881 DUH

Chassis no. WBABA91020AL00171

- *Left-hand drive*
- *Professionally stored since 1996*
- *17,127 kilometres from new*
- *Freshly serviced*



A 'concept car' first shown by BMW in 1986 and officially presented at the Frankfurt Motor Show in 1987, the Z1 sports roadster was used to showcase emerging automotive technologies, including the 'internal skeleton' method of construction that made for a very stiff chassis and excellent roadholding.

Moulded plastic panels clothed the galvanised steel chassis, which was braced by a moulded composite under-tray. The body panels were easily removed, and it was even suggested that owners might want to buy a second set in an alternative colour. Unusually, the electrically operated doors dropped into the body sides to provide access; to date, the BMW Z1 remains the only convertible car to employ this technology. The Z1 could be driven with soft-top closed or open; windows closed or open; or doors open or closed.

The running gear was more conventional - MacPherson strut independent front suspension being complemented by a wishbone set-up at the rear - while motive power was supplied by a 2.5-litre, 170bhp version of BMW's overhead-cam straight six driving the rear wheels via five-speed manual gearbox. Top speed was around 225km/h (140mph) with 100km/h (62mph) coming up in around 8 seconds.

Production began slowly in 1988 at the rate of six cars per day, ending in 1991 after the planned 8,000 units had been built. Demand was strong from the start despite a high price, and today this landmark model continues to be highly sought after by BMW collectors.

Manufactured in 1989 and first registered abroad, this example was sold by Wyndhams of Cardiff to its first UK owner on 8th July 1989, and in November of that year underwent its first (running in) service at Wyndhams. On 23rd February 1993, the BMW was sold by Sytner, Nottingham. Serviced by Sytner in 1993 and 1994, the second service being carried out at 13,993 kilometres, the Z1 has been in professional storage since June 1996.

'F881 DUH' was serviced in 2003 while in storage and has a current MoT certificate, issued at 17,120 kilometres and expiring on 30th October 2017. The car also comes with a V5C document, a quantity of expired MoT certificates; and its BMW wallet containing the handbook (in German), BMW Service Directory (Europe), UK Service Book, radio handbook, alarm instructions, and original paint touch up. It will be offered for sale fresh from servicing by Dmworx of Aylesbury, independent BMW specialists.

£40,000 - 50,000

€46,000 - 58,000

1950 FORD V8 CUSTOM DELUXE 'WOODIE' STATION WAGON

Registration no. 779 XUX
Chassis no. BOEG 164480

- One of few survivors of a rare model
- Purchased in the USA in 2009
- Two owners in the UK
- MoT exempt



A new, longer wheelbase chassis was Ford's big news for 1941, the top-line models being renamed 'Super DeLuxe', and it was with this range in mildly restyled form that the company resumed production in 1946. With a transportation-hungry public eager to buy just about anything and everything that Detroit produced, there was little impetus for change in the early post-war years and Ford's first all-new design did not appear until the 1949 range was introduced. With the '49 model Ford adopted wishbone-type independent front suspension and swapped the old transverse springing for longitudinal leaves at the rear, while fresh styling saw the rear fender bulge eliminated in favour of a straight-through line.

There were no significant changes made for 1950, though the designation of the top-of-the-range V8 series, previously 'Custom', became 'Custom Deluxe'. The latter comprised six different models for 1950, the most expensive of which, costing \$2,107, was the two-door 'woodie' station wagon. Chromed window mouldings, a chromed horn ring, two sun visors, armrests on all doors, and chromed trim strips to the lower body sides were among the Custom Deluxe's distinguishing features.

One of only a relative handful surviving worldwide, the Custom Deluxe 'woodie' station wagon offered here comes with a letter from The Early Ford V8 Club of America confirming its specification, year of build, and original condition. Previously resident in Dana Point, California, the car is understood to have remained with its first owner up to 1989 before passing to the second owner, a famous 'woodie' artist. The latter kept the car until 2009 when the immediately preceding owner purchased it while on holiday in the USA. '779 XUX' was driven daily in the UK throughout 2010, and in September 2011 was offered for sale at Bonhams' auction at the Goodwood Revival Meeting (Lot 267) where it was purchased by the current vendor.

Described by the private vendor as in generally good original condition, this very rare Ford V8 'woodie' station wagon is offered with State of California Certificate of Title, HMRC certificate, DVLA registration paperwork, and a V5C registration document.

£20,000 - 25,000

€23,000 - 29,000

360

2009 ASTON MARTIN DB9 VOLANTE

Registration no. KV06 PFB

Chassis no. SCFAD02A1GB06217

- One owner from new
- Left-hand drive
- 'Touchtronic' transmission
- 28,331 kilometres from new
- Full service history



'The Aston Martin DB9 is a thoroughbred sports car with GT levels of comfort and refinement. Combining Aston Martin's unique character with an uncompromising design philosophy, the DB9 was borne out of a synthesis of traditional craftsmanship, high-tech manufacturing, modern components and use of the finest materials.' - Aston Martin.

Launched in 2003 as successor to the DB7, the DB9 is the first model to be built at Aston Martin's new factory at Gaydon, Warwickshire where production continues today. Like its predecessor, the DB9 was styled by Ian Callum, the finishing touches being applied by Henrik Fisker. The aluminium chassis is known as the 'VH' platform, a reference to its vertical and horizontal adaptability. State-of-the-art manufacturing techniques are employed in making the aluminium/composite body, which is robotically assembled using a combination of self-piercing rivets and adhesive. Although some 25% lighter than that of the DB7, this advanced bodyshell - possesses double the structural stiffness.

The DB9 is powered by a development of the 5.9-litre, 48-valve, V12 engine found in the DB7 Vantage, which produced 470bhp initially, an output sufficient to propel the aerodynamic coupé to a top speed of 305km/h (189mph) with 60mph attainable from a standing start in a neck-snapping 4.6 seconds.



The aluminium engine is mounted as far back as possible in the chassis, while the transmission/final drive is positioned ahead of the rear axle, resulting in 85% of the car's mass being sited between the axles and a perfect 50/50 front/rear weight distribution. Transmission options are a six-speed manual or six-speed 'Touchtronic 2' semi-automatic.

Inside the DB9 one finds the typically elegant, luxurious and supremely comfortable hand crafted interior traditionally associated with Aston Martin, featuring primarily wood and leather trim as well as the latest in modern technology, subtly deployed. Writing in The New York Times, Richard Feast observed: 'While the engineering of rival cars may be equally dazzling, they are often visually derivative, lumpy or just plain ugly. In contrast, the DB9 is an understated modern marvel that cloaks its prowess in the trappings of elegance.'

In keeping with company tradition, the convertible version was titled 'Volante'. Built on the same basic platform as the coupé, the Volante featured a stiffened chassis (to compensate for the absence of a fixed roof) together with strengthened windscreen pillars and two pop-up hoops behind the rear seats to protect the occupants in the event of a roll. Softer springing and thinner anti-roll bars meant that the Volante enjoyed a better ride quality than the coupé, while the fabric soft-top took only 17 seconds to deploy or retract.

The Volante was limited to a top speed of 165 mph - surely more than enough for most owners - to maintain the roof's integrity.

Although scheduled for a slightly higher production level than previous Aston Martins, the DB9 remains an exclusive product affordable only by a privileged few. Its price at launch was £111,000, with the Volante convertible some £14,000 more.

Owned from new by the current vendor, this left-hand drive DB9 Volante is finished in Meteorite Silver with tan leather interior, and has the 'Touchtronic' semi-automatic transmission. Noteworthy special features include a Linn 260W audio system, smoker's pack, Piano Black veneers, integrated GSM telephone, wind deflector, and contrasting stitching to the interior upholstery.

A superb car, currently displaying a total of only 28,331 kilometres on the odometer, it comes with full service history and was last serviced at 26,100 kilometres. Accompanying documentation consists of the stamped service booklet, sundry invoices, and a UK V5C registration document.

£50,000 - 60,000

€58,000 - 69,000

361

**1992 LANCIA DELTA HF INTEGRALE
'EVOLUZIONE 1' HATCHBACK**

Registration no. 1492 CD

Chassis no. ZLA831AB000576058

- Gifted to Alberto Tomba by the Agnelli family
- Left-hand drive
- Unique specification
- UK registered since 2014
- 11,459 kilometres (approximately 7,116 miles) from new





After experimenting with a system combining both a conventional (Volumex) supercharger and a turbo on their 'homologation special' Delta S4 rally car, Lancia opted for turbo-charging alone for the less exotic Delta HF. Already a fine handling car courtesy of its tuned suspension, the HF moved up a class with the introduction of a state-of-the-art four-wheel-drive transmission incorporating Ferguson viscous couplings and a Torsen differential.

Badged as the Delta HF 4WD on its introduction in 1986, the model retained the Volumex blower initially before switching to a straightforward turbo when transformed into the Integrale in 1987. The latter would prove a supremely capable rally car, winning the World Championship in both 1987 and 1988, yet in road trim remained a thoroughly practical family hatchback. Integrale performance was boosted further by the introduction of a 16-valve cylinder head for the 2.0-litre four-cylinder engine in 1989, maximum power increasing to 200bhp and top speed to 220km/h.

Homologated to maintain the works rally team's competitive edge, the first Evoluzione models were manufactured towards the end of 1991, incorporating wider front and rear track, appropriately altered bodywork, and an engine re-mapped to produce 210bhp among many other detail improvements. Although the model was sold officially in the UK, the Integrale was only ever available with left-hand drive.

This particular Lancia Delta Integrale 'Evo 1' was first owned by the champion Slalom, Giant Slalom, Super G skier and five-time Winter Olympics medal winner, Alberto Tomba. Presented to Tomba by the Agnelli family, owners of Lancia's parent company FIAT and to whom the Integrale was first registered, it is a bespoke car incorporating many of the Evo 2 upgrades that were available, and is considered to have a unique specification.

The car was first registered in the UK on 1st October 2014 to Walker's Garage of South Otterington, North Yorkshire, and was sold to the current vendor for his private collection in November of that year. Scarcely used since acquisition, it has covered a mere 11,459 kilometres (approximately 7,116 miles) from new and is described as in generally very good condition. A true driver's machine, this iconic 'Hot Hatch' is offered with current MoT certificate, a V5C document, and Italian registration papers in the name of Albert Tomba.

£50,000 - 60,000

€56,000 - 67,000

362

1962 CHEVROLET CORVETTE ROADSTER

Registration no. 236 UYS
Chassis no. 208 67S 113986

- Fuel-injected 360bhp V8 engine
- Four-speed manual transmission
- Restored in 2014-2015
- Boca Raton Concours class winner 2015



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on Harley Earl's EX-122 Motorama show car of 1952, the Corvette made use of existing GM running gear, suitably modified, and a shortened chassis frame around which was wrapped striking glassfibre coachwork. A novelty at the time, glassfibre construction kept tooling costs down to a level commensurate with low-volume production and enabled the 'Vette to go from design to introduction in less than two years. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six, which in 'Blue Flame' (Corvette) specification produced 150 or 155bhp. Unusually for a sports car there was automatic transmission: GM's two-speed Powerglide.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory. Sales were sluggish initially and the Corvette came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's newly introduced Thunderbird. It would go on to become the world's longest running and most successful sports car.



The Corvette in its second (1956-onwards) incarnation evolved slowly, gaining a four-headlight front end for '58 and a restyled 'duck tail' rear, before acquiring a quartet of tail lights and an enlarged trunk for '61. The 'Vette was face-lifted and improved annually, with more and more options becoming part of the car's standard inventory in the process; in 1962 a stock Corvette came with electric clock, rev counter, heater/de-froster, seat belts, windshield washer, and an outside rear-view mirror. Major chassis engineering changes were few, but included a new rear anti-roll bar and aluminium radiator.

The big news for '62 was the introduction of a 327ci (5.4-litre) V8 engine as the Corvette power plant, with maximum outputs ranging from 250bhp with a single, four-barrel carburettor to 360bhp on fuel injection. Equipped with the latter (RPO 582) unit, the Corvette was a genuine 140mph-plus car that could reach the 'ton' in only 13.5 seconds, the latter time being some two seconds quicker than that of the contemporary Jaguar E-Type.

This stunning Corvette Roadster was fully restored to factory specification in the USA in 2014-2015 while in the care of previous custodian, a Florida based Corvette specialist, its owner for seven years. Some measure of the restoration's superb quality and the car's outstanding originality may be gained from the fact that it won 1st prize in the 'American Coupes and Convertibles' class at the 2015 Boca Raton Concours, held at the eponymous resort on the Florida coast. Finished in Fawn Beige, one of six colours available for 1962, this particular Corvette has the highly desirable 360bhp fuel-injected V8 engine, the four-speed manual transmission, and electric power windows (all extra-cost options) and thus can be said to represent the model in its ultimate specification. A spare set of wheels and tyres is included in the sale.

Purchased by the current owner earlier this year, the car is only offered for sale because his hectic schedule does not allow him sufficient time to enjoy it. Currently MoT'd and offered with a V5C registration document, this gorgeous Corvette Roadster would grace any important private collection or concours lawn.

£60,000 - 80,000
€67,000 - 90,000

363 N

1938 ASTON MARTIN 2.0-LITRE 15/98 SPORTS TOURER

Coachwork by Abbey Coachworks Ltd

Registration no. EAL 519 (See Text)

Chassis no. D8/872/SO

- *Desirable short-chassis model*
- *Rare 2/4-seater sports tourer variant*
- *Original and un-restored*
- *Previously on display at the Stratford Motor Museum*
- *Eminently well suited to long distance rallying and tours*

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the immediate post-WWI years. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia.

Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and the 1928 season sanctioned the construction of two works racers. Based on the 1½-Litre, overhead-camshaft road car, the duo featured dry-sump lubrication and this feature was carried over to the International sports model, newly introduced for 1929. The new Aston was soon making its mark on the racetrack, 'Bert' Bertelli and Pat Driscoll winning the Biennial Cup at Le Mans in 1932, one of many competition successes achieved before the International was superseded by the Le Mans and Ulster models.

Racing was still at the forefront of company policy under the stewardship of new owner R G Sutherland, and the 1936 Le Mans race was chosen for the new 2-Litre model's public debut. Basically the same as the existing 1½-Litre model, two works cars were produced only for the '36 Le Mans to be cancelled as a result of strikes in France.







However, Speed Models did subsequently compete at Le Mans, the Ulster TT, Spa Francorchamps, the Mille Miglia, Brooklands and Donington Park, as well as speed events and hill climbs all over Europe, proving to be fast, reliable and competitive. Known as the 'Type C', the last examples were bodied immediately prior to WW2 by Enrico Bertelli and given aerodynamic coachwork.

Although sold in strictly limited numbers, the Speed Model did provide the basis for the more successful '15/98', some 125 of which were sold between 1937 and 1939. The 15/98 maintained the policy of developing a more refined and luxurious product that had begun with the preceding 1½-Litre Mark II. A new 2.0-litre version of Aston's overhead-camshaft, four-cylinder engine - first seen in the 1936 Speed Model - powered the 15/98. The model took its name from the long-stroke engine's RAC-rated horsepower (15) and the actual output at the crankshaft (98), and could touch 85mph flat-out. Short and long-chassis models were built, both featuring a Moss synchromesh gearbox, Girling rod-operated brakes, and Luvax hydraulic rear dampers. Early examples were bodied by E Bertelli, subsequent chassis by Abbey or Abbott. Aston Martin's well-documented trials and tribulations of this period kept production disappointingly low - a mere 176 2.0-litre cars of all types were completed between 1936 and 1939 - and today the 15/98 is both rare and highly sought after.

Built on the short chassis, 'D8/827/SO' carries a 2/4-seater sports tourer body made by Abbey Coachworks Ltd of Acton, West London. It is believed that only some 20 cars were completed with this type of body. Registered 'EAL 519', the Aston was first owned by one A Darling of Epplestone, Nottinghamshire (from 8th April 1938), while further owners known to the AMOC are (in order): Lieutenant P H Scarf of the Royal Marines Barracks, Southsea (17.2.1951), D W Palmer of Edgware, Middlesex (31.3.1952), and P Courtney of Cheam, Surrey (1965). The AMOC archive has the original car and engine test report sheets, and an extensive works service record going through to 1955 when 'EAL 519' would have been serviced at Friary Motors. Some time later, the car passed to the Stratford Motor Museum where it was displayed for many years. The Aston was purchased from the Museum by a Swedish collector, Mr Göran Möllberg, in 1996. The current vendor bought the car from Mr Möllberg.

The Aston is currently registered in Sweden with the number 'BRS957', but still carries its UK registration plates. There is a copy of the old UK registration document in the file. Un-restored and original, 'D8/827/SO' represents an exceptional opportunity to acquire a very rare example of this prestigious and highly desirable marque, which would make an important addition to any serious Aston Martin collection.

£225,000 - 250,000
€250,000 - 280,000



364

1924 STANLEY 750B 20HP TOURER

Registration no. BF 5749

Chassis no. 24098

- One of the last Stanley 'Steamers' built
- Seven-seat tourer coachwork
- Restored in the 1960s
- New 30hp boiler fitted 2013



Francis E and Freeland O Stanley were identical twins, whose Stanley Dry Plate Company produced photographic equipment. The brothers also designed steam cars, experimenting with a solitary prototype in 1887 before reviving the project in 1897. By the following year they had completed three more, one of which completed a spectacular demonstration in Charles River Park, Boston where it successfully scaled an 80ft incline that had defeated its rivals. Orders for 200 cars resulted and the Stanleys were in business. That first design was sold to John Brisben Walker and manufactured as the 'Locomobile', while the Stanleys progressed to a non-condensing engine driving the rear axle directly, with a rear-mounted boiler, production of which commenced in 1902. With Mobile out of business by 1903 and Locomobile by that time making petrol-engined cars, Stanley dominated the market and continued to do so until steamer production ceased in the late 1920s.

During motoring's pioneering period, when cars powered by electric batteries were successful as short-range town carriages and even shorter-range speed record breakers, steam and petrol alternatives seemed roughly equal in the struggle to achieve commercial dominance.



The steam engine's ability to develop maximum torque at minimal revolutions meant steam cars did not need the demanding and noisy gear change systems required by a petrol engine. Neither did it depend upon those two most unreliable items: a carburettor and an ignition system. Also, because of its low-speed torque, a steam engine could be geared to run at revolutions below which vibration might intrude. It was quiet and clean, and for every rural engineer who understood petrol engines in those far-off days, there would be a hundred familiar with steam...

This twin-cylinder, 20hp steamer dates from the final year of the Stanley Motor Carriage Company's existence; in receivership that year, Stanley was sold to the Steam Vehicle Corporation of America, which survived until its liquidation in 1929, by which time some 10,600 cars had been built. We are advised by the vendor that only four cars were built after this one; however, there is no record of their existence, so '24098' is considered to be the youngest surviving example.

The car was restored to its present condition in the 1960s by Ernie Davignon, a well-known collector. Subsequently it was kept on blocks and not used much until Mark Smith of Vermont bought it from Davignon's estate in 1995.

In 2006 the Stanley was taken to Florida where it took part in a Concours d'Élégance at Amelia Island. After taking the Stanley on tours for some 12 years, Mark Smith sold the car to the current vendors, who collected it from Southampton Docks in April 2012.

A number of things needed attention, and the car was taken to J R Goold Vintage Steam Restorations Ltd of Camerton near Bath, a firm that had done some work for the vendors on a similar model of 1919. (Goold's are considered to be the most experienced specialists in the world of Sentinels and Stanleys). A new 30hp boiler was fitted, and a number of other improvements carried out at the same time.

The vendors have enjoyed several years of trouble free steaming with this car. They have had steam engines in the family since 1969, and now feel that it is time to reduce the collection. Since they own another Stanley, they have decided to sell this one, the latest acquisition. Accompanying documentation consists of a V5C registration Certificate and a boiler inspection report dated 2nd August 2016 (next inspection due 28/07/2017).

£50,000 - 60,000

€56,000 - 67,000

365

**1964 JAGUAR E-TYPE SERIES I 3.8-LITRE
FIXED-HEAD COUPÉ**

Registration no. BAD 483B

Chassis no. 861523

- *Known ownership history*
- *Original documents*
- *Substantial history file*
- *Circa 73,000 miles from new*
- *Excellent condition*





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

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

Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor modifications) early in 1962. Today, the E-Types graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

This E-Type's previous owner purchased it from a friend (its second owner) in 1973 and used the car for many years before commencing a long-term programme of complete restoration, which began in the 1990s and continued into the 2000s. It is understood that the engine had been changed under warranty by a Jaguar main agent in 1965. Otherwise, the car is standard apart from an alternator (original dynamo included).

Restoration bills may be found in the substantial history file together with MoT certificates dating back to 1967, confirming the recorded mileage of circa 73,000 as genuine. Described as in generally excellent condition, this beautifully restored E-Type Coupé is offered with an old-style logbook, MoT to September 2017, and a V5C registration document.

£70,000 - 90,000

£81,000 - 100,000

1905 FORD 16HP MODEL F TONNEAU

Registration no. BS 8189

Chassis no. 683

- *One of the rarest of early Fords*
- *Formerly part of the Harrah Collection*
- *Imported in 1991*
- *Used regularly on VCC events*



Having cut his teeth on a succession of prototypes and race-cars during the 1890s, Henry Ford buckled down to the somewhat less glamorous, yet considerably more profitable, business of mass production. His first volume-produced car - the 8hp Ford Model A runabout - was introduced in July 1903, and by the time of its replacement towards the end of 1904 a total of 670 had been made. The Model A's immediate successor - the Model C - was likewise twin-cylinder powered, while the Model B, another 1904 introduction, was Ford's first four-cylinder automobile and represented a move up market.

Production of Models A and C overlapped for a while, and the former could be ordered with the latter's more powerful (10hp) engine fitted, in which form it was known as the 'AC'. Although he had a four-cylinder car in the range, Ford was not done yet with the twin-cylinder engine, and introduced a final derivative - the Model F - in 1905. Larger and more luxurious than its predecessors, the Model F was powered by a 16hp engine and carried four-seater phaeton coachwork as standard. A total of approximately 1,000 had been made when production ceased in 1906.

One of only a tiny handful known in Europe, this example of Henry Ford's final twin-cylinder design was imported in 1991 from the USA having been restored there some years previously. Prior to its arrival in this country, the car had formed part of a private collection in Texas, and before that had belonged to the Harrah Collection in Reno, Nevada. Its specification includes a full set of acetylene headlamps plus two scuttle-mounted paraffin side lamps and similar rear light. The body is finished in black, while the matching interior features deep-buttoned leather upholstery. The provision of a later carburettor is the only notified deviation from factory specification.

Bought by the current (lady) owner in September 1992, the car was registered as 'BS 8189' on 25th May 1994. Since then the Ford has been used on up to three Veteran Car Club rallies annually and is well known to Club members. It has been carefully maintained and runs well, being capable of cruising at 25-30mph. One of the rarest of all Henry Ford's early creations, this stylish and practical four-seat touring car is offered with a VCC dating certificate and V5C document.

£25,000 - 30,000**€29,000 - 35,000**

367

2006 FORD SHELBY MUSTANG GT-H COUPÉ

Registration no. KT57 PSY

Chassis no. 12VFT82H365262185

- *Revival of the iconic 1960s Shelby GT350 'Hertz'*
- *One of 500 built*
- *Imported into the UK in 2007*
- *Excellent history file*



Wanting a high profile performance car for its rental fleet, the Hertz Car Rental Company approached Carroll Shelby, who agreed to supply them with 1,000 special versions of his Ford Shelby Mustang GT350 for 1966. The Hertz cars would be the mildly modified from the production version with additional power and most would be finished in the company's colour scheme of black with twin gold stripes. They could be rented in 1966 for \$17 a day plus mileage, and proved very popular. Many, though, ended up being rented and raced at weekends before being returned in less than perfect condition, hence the Hertz GT350's 'Rent-a-Racer' sobriquet. Forty years later, the Hertz management was again looking for special upmarket cars to offer their clients. They contacted Carroll Shelby and asked if he would produce another special Shelby Mustang in Hertz's unique black and gold livery. 500 were built by Shelby for the 2006 model year only, with a similar convertible following for 2007.

The car offered here is a genuine Shelby GT-H, one of the last of the 500 coupés built. It features all of the Shelby GT-H's unique special components such as the bonnet, and the front and rear fascias. Original Shelby upgrades include the tuned engine, lowered and stiffened suspension, larger roll bars, tuned exhaust system, and limited-slip differential.

Originally a rental car in Orlando, Florida, the Shelby was sold at auction after a year's service, and in September 2007 was bought by Ford dealer Ramey Automotive Inc of Johnson City, Tennessee. Imported into this country in November 2007, it comes with all shipping paperwork relating to its importation (at 17,000 miles recorded), and is now UK type-approved/SVA tested and registered. In pristine condition, the car also comes with a large history file. The latter contains all the original paperwork and manufacturer's leaflets; a copy of the US title in the name of Santa Monica Ford/Hertz Corporation; Hertz vehicle service check sheet; Ford build confirmation; a quantity of Hertz Mustang literature and photographs; and numerous tax discs, MoT certificates, and bills accumulated since the car's arrival in the UK. During the previous ownership (in 2010), the car was repainted and the gold stripes painted rather than stuck on (photographs on file). A performance exhaust system is another post-factory upgrade.

The current (third UK) owner acquired the Shelby in September 2012, since when it has formed part of his private collection, and been well maintained and professionally stored. Offered with a V5C document, it represents a wonderful opportunity to acquire one of these iconic, limited edition Shelby Mustangs

£30,000 - 35,000

£35,000 - 40,000

368 N

1947 BONESCHI FIAT 1100 CABRIOLIMOUSINE

Coachwork by *Carrozzeria Boneschi*

Registration no. not UK registered

Chassis no. 261989

- *Bodied by one of Italy's foremost coachbuilders*
- *Left-hand drive*
- *Restored in Italy circa 1990*
- *Registered in Germany*



The work of *Carrozzeria Boneschi* of Milan, the car offered here is typical of the many special-bodied FIATs produced by Italy's independent coachbuilders after WW2. Company founder Giovanni Boneschi had learned his craft at *Carrozzeria Castagna*, then one of Italy's leading coachbuilders. Following the favourable reception given to one of his bodies on a Rolls-Royce chassis, Giovanni secured the contract to supply Lancia with closed bodies for the Lambda, commencing what would be an enduring association with Italy's pioneering motor manufacturer. SA Boneschi was set up in 1923, and the following year the fledgling firm secured the contract to supply bodies to its close neighbour, Citroën Italiana. The firm continued to supply Lancia with bodies, as well as bodying FIATs, Alfa Romeos, and other makes, right up to the start of WW2, by which time Boneschi's innovative and tasteful designs had established it as the equal of Pinin Farina and Touring.

Turned over to military production, the Boneschi factory was severely damaged in Allied air raids in 1943, necessitating its reconstruction on a new site in 1945. Sadly, Giovanni Boneschi died of a heart attack in November 1946 and would not live to see his company's post-war resurgence.

New models were introduced on the Lancia Aprilia platform and on the FIAT 1100 chassis, while there were also some notable bespoke creations on quality chassis from Isotta Fraschini and Alfa Romeo. At the same time, Boneschi began to develop new lines of business, manufacturing commercial vehicles and special-bodied cars for advertising and promotional purposes. Military vehicles had been added to its portfolio by the early 1980s. Still in existence today as part of the Savio Group, Boneschi builds ambulances, armoured vehicles, and mobile clinics, and also converts cars for use by disabled drivers.

Nothing is known of the early history of this rare and unusual Boneschi-bodied FIAT 1100 prior to January 1960 when it was registered to one Giovanni Monjucci in Italy. The car next changed hands in February 1983, passing to one Roberto Caselli, and then in March 2014 was registered to a Carlo Miniero. The current vendor has been its owner for the last 2½ years. Finished in green with tan leather interior, the car was restored in Italy circa 1990, though the precise date is not known. Offered with an Italian libretto, ASI car certificate (number A4940) it represents a rare opportunity to acquire one of these unusual coachbuilt soft-tops. It should be noted this is the sole remaining example, confirmed by marque historians Roberto Casello and Carlo Miniero.

£40,000 - 60,000

€46,000 - 69,000

369 N

1965 ROLLS-ROYCE SILVER CLOUD III

Registration no. not UK registered

Chassis no. LSGT449

- *Delivered new to the USA*
- *Present ownership since 1998*
- *EU duties paid*
- *Copy of factory 'History Book' on file*



Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. Introduced in the autumn of 1959, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc aluminium-alloy V8 engine. Although wider and shorter than the 'six' it replaced, the new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements.

Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer and power steering was standardised.

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2 - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment.

Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting, the absence of sidelights from the wing tops, and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. Notable as the last mainstream Rolls-Royce to employ a separate chassis, the Silver Cloud III proved immensely successful both at home and abroad, remaining in production until the autumn of 1965.

The accompanying copy of its factory 'History Book' reveals that left-hand drive chassis number 'LSGT449' was built to US specification and equipped with electric windows, electric aerial, whitewall tyres and plain Sundym glass throughout. It was shipped to New York aboard the 'Sardinia' on 29th October 1964 and delivered to Rolls-Royce's East Coast importer, J S Inskip Inc for their customer, Mrs P Zage of New Jersey, its first owner. The current owner purchased the Silver Cloud from Charles Crail Automobiles of Santa Barbara, California in August 1998 and had it imported into the UK by Stanley Mann. In more recent times the car has been in Portugal. It is described as in generally good condition, its engine running well, though it should be noted that the rear brakes and gearbox require attention. Accompanying documentation consists of a US certificate of Title and UK C&E Form 386 confirming EU duties paid.

£30,000 - 35,000

£34,000 - 39,000

370

1918 STUTZ BEARCAT RUMBLE SEAT ROADSTER

Registration no. SV 4213

Chassis no. S18333

- One of the first true sports cars
- Believed first owned by Charles Elsworth Stutz
- Known ownership history
- Last restored in the 1990s





Built in just five weeks, Harry Clayton Stutz's first car did sufficiently well at the 1911 Indianapolis 500, finishing 11th despite numerous stops for fresh tyres, to prompt its creator to set up the Ideal Motor Car Company to manufacture the 'Car That Made Good In A Day'. Ohio-born Harry Stutz had enjoyed a variety of jobs in the Indianapolis automobile industry before coming up with the design for a rear transaxle transmission, which was built from 1910 by his Stutz Auto Parts Company. The fact that only one year later he managed to build his first automobile and test it successfully in competition says much for Stutz's engineering skills and the extent of his ambition.

The first production models were closely based on the successful Indianapolis car and featured proprietary Wisconsin engines and Stutz's own rear three-speed transaxle. A 50hp four, the 6.4-litre Wisconsin engine was of the twin-camshaft 'T-head' type, with inlet valves on one side of the block and exhausts on the other. It would be used up to 1917 when Stutz began to manufacture its own power units.

There was also a 60hp six in Stutz's range for 1912 and the famous Bearcat model was available on both chassis. Stutz's most famous product, the Bearcat was one of the first true sports cars, being stripped of all but the bare essentials and offering little in the way of weather protection or comfort. In 1912 Stutz won 25 out of 30 competitions entered thanks to the Bearcat.

Although small by American standards - Stutz built a mere 759 cars in 1913 compared with Chevrolet's 5,987 - the Bearcat's competition successes ensured that the company enjoyed a disproportionately high-profile reputation. The Bearcat remained a fixture of the range until the end of the 1924 season when the installation of Frederick E Moskovics as company president marked a change of emphasis: from now on Stutz cars would be aimed at the luxury end of the market.



This car was completed in 1918 at the Stutz factory in Indianapolis, Indiana before delivery to the first owner, who is believed by the Stutz Club to be Harry Stutz's first cousin, Charles Elsworth Stutz (see correspondence and photograph on file of him with what is believed to be this car). The unique dickey seat and engine mounting modifications to the crankcase were, reportedly, made after his racing successes with the 'Special Bearcat'.

The second owner, Mr George H Jackson, acquired this Stutz in 1920 and drove it around Livermore, California until he moved to neighbouring Berkeley in the early 1930s. At around that time, Mr Jackson was called back to sea as Chief Engineer on the 'Round The World' ships of the Dollar Line and later the American President Line. The Bearcat was up on blocks throughout the 1930s, '40s, and '50s.

In 1959, the next (third) owner purchased the car from Mr Jackson in Berkeley, California. The sale price included Mr Jackson's stock of new factory engine spares that he had accumulated over the years. Both Mr Jackson and the new owner, Mr Quayle, were marine engineers, and both kept the Stutz in good mechanical shape.



Mr. Quayle re-commissioned the car in 1959 and drove it from Berkeley to his home in San Francisco, California, where he embarked on a two-year restoration to concours standard. The rebuilt Stutz took 1st place at the Hillsborough Concours d'Élégance and a 2nd place at Pebble Beach, plus numerous other awards during the 1960s.

In 1989, the Bearcat was imported into the UK by Bernard Parris, who sold it to Ian Randall in 1992. Ian then fully restored the car, fitting a new cylinder block, and participated with it on numerous VCC events. The current owner purchased the car in 2013. During his ownership the engine required a complete rebuild. Entrusted to specialists at Holcombe Garage the rebuild included another new cylinder block, new pistons, con rods, valves etc. The Stutz comes with a good history file containing sundry restoration invoices, copy handbook, copy technical papers, a V5C document, and the aforementioned Stutz Club correspondence. A wonderful, powerful, and imposing early-Vintage automobile, ready to use.

£190,000 - 200,000

€220,000 - 230,000



371

1986 FERRARI 328 GTS TARGA CONVERTIBLE

Registration no. C856 OHG

Chassis no. ZFFWA19C000063241

- One of approximately 180 right-hand drive models built in 1986
- Supplied new in the UK
- Current (5th) registered keeper since 1989
- Original registration number
- 18,875 miles from new



Introduced in 1985 at the Frankfurt Show, the Ferrari 328 (Type F106) succeeded the Ferrari 308, which was the second of the Italian manufacturer's family of highly successful V8-engined road cars that had begun with the 308 GT4 of 1973. While largely based on the preceding 308, the 328 featured modifications to the body and engine. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc, which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm. Top speed was raised to within a whisker of 160mph, with the sprint to 60mph covered in 5.5 seconds.

On the outside, the addition of Testarossa-style moulded bumpers, a deeper rear valance and an unobtrusive roof spoiler could not disguise its underlying beauty. 'In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car,' declared Motor magazine. As had been the case with the 308, the 328 was available in two body styles: a fixed-head coupé (GTB) and Targa convertible (GTS). Some 7,400 Ferrari 328s had been produced by the time the model was replaced by the new 348 in 1989.

This stunning Ferrari 328 GTS is believed to be one of the first batch (with convex wheels) to be registered in the UK. Only 1,467 examples of this model were produced in 1986, with approximately 180 supplied in right-hand drive configuration to markets worldwide. Chassis number '63241' is finished in Rosso Corsa with Crema hide upholstery and Rosso carpets, and was delivered fitted with the optional rear spoiler (£247.08) and air conditioning (£1,619.59). The Ferrari was supplied new by JCT600, Leeds on 1st May 1986 to Mr J Robinson of Dewsbury, Yorkshire, and was first serviced by JCT at 2,160 miles on 17th June '86. Two further services are recorded (in 1986 and 1987).

The fourth keeper was a Miss J P Saunders of Grantham, Lincolnshire, who acquired the 328 GTS in April 1988, selling it on some 11 months later. The current registered keeper acquired the car in March 1989. Since then the Ferrari has been used only a handful of times, and remained parked in its garage for many years due to the owner's ill health.



In September 2014 (at 18,830 miles), 'C856 OHG' was at Classic Car Workshop where it was serviced and had the cam belts changed. The car has recently received a service at Service Amari, with a full polish and detailing. It is very clean and genuine - rare attributes for an early 328.

A modern classic made in the era when Ferrari Enzo was still alive, this car has all the attributes appreciated by discerning collectors, and is blessed with an elegance and purity of line lacking in new Ferrari models. The 328 is considered by some *Ferraristi* to be one of the most reliable Ferraris, and unlike some models, most engine maintenance can be performed without lowering the engine from the vehicle.

This 328 GTS comes complete with its original spare wheel, tool kit, and original leather wallet containing the service booklet, owner's manual, and Sales and Service Organisation book. Accompanying documentation consists of an old-style logbook, MoT to October 2017, V5C registration document, and 11 MoT certificates for the period 1990 to 2016 showing the mileage total increasing by only 1,173 miles in 26 years. An exceptional example.

£90,000 - 110,000

€100,000 - 130,000



372

1934 ALVIS SPEED TWENTY 'SB' TOURER

Registration no. AXV 325

Chassis no. 11171

- All matching numbers
- Present ownership since 2009
- Circa £95,000 spent on restoration since 2010
- Extensively rallied
- Full weather equipment



Enjoying the Flying Scotsman

'The new Alvis Speed Twenty is the type of car which looks right, feels right and is right. From the driver's point of view the controls are all just where they are required and the power, speed and acceleration provided by the "hotted-up" but, nevertheless, silky six-cylinder engine are literally an eye-opener to anyone accustomed to driving about in a more or less sedate manner in ordinary motor cars of medium size.' - *Motor* magazine in praise of the new Alvis Speed Twenty in March 1932.

Introduced for 1932, the Alvis Speed Twenty was a fine quality, sporting car in the Coventry marque's best traditions. Carried over from the preceding 20hp Silver Eagle, the 2,511cc, six-cylinder, overhead-valve engine produced 90bhp on triple SU carburetors, an output sufficient to propel the touring-bodied versions past 90mph. The low-slung Speed Twenty chassis was all new, addressing criticisms levelled at the 'tall-in-the-saddle' Silver Eagle, offering levels of grip and controllability matched by few of its rivals. 'When cornering it is not only free from rolling – the low build sees to that – but the layout is such that it clings to the intended path at quite unexpected speeds, and when centrifugal force does eventually produce a skid it is of the rear wheels only and easily controlled,' observed *Motor Sport's* tester.



This particular Alvis is an example of the second-series (SB) Speed Twenty with the all-synchromesh gearbox and independent front suspension, making it one of the more technologically advanced British cars of its day. '11171' carries two-door, four-seat coachwork (body number '3015') by the London-based coachbuilder Vanden Plas, a firm that 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, Alvis being one of its most prominent customers.

An all-matching numbers example (chassis, engine, body, and registration), this Speed Twenty was repatriated in 2009 from the USA where it had resided for four years in the ownership of Cameron Sheehan of Portland, Oregon. Previously, the car had been in Lancashire for some 20 years, during which period it was owned by one Robert Bamber and covered a mere 1,300 miles. Mr Bamber had purchased 'AXV 325' from Peerdew Ltd circa 1985.

Since 2010 the Alvis has benefited from a complete engine rebuild, including a new crankshaft and con-rods, which was undertaken by Tim Abbott using parts supplied by marque specialists, Red Triangle.

In addition, all four wings have been repaired and repainted; a new wiring loom obtained from Winston Teague; and new brakes, radiator core, and stainless exhaust fitted, while the carburettors, magneto, water pump, and starter motor have been fully serviced. Related bills on file total some £95,000, and there are also photographs of the engine rebuild and the wings before and after repair.

In the seven years of the vendor's ownership, this Speed Twenty has covered some 14,000 miles, which included completing four 'Flying Scotsman' rallies and the 2015 'Alpine Trial'. Fitted rallying equipment includes a Halda Tripmaster, Heuer stopwatch, and a WW2 aviator's clock, and the car also comes with full weather equipment and a leather trunk that fits the Vanden Plas patent boot extension for touring. 'AVX 325' also boasts some sensible upgrades in the form of an electric fuel pump, flashing indicators, and hazard warning lights. This well sorted Speed Twenty also comes with an original instruction book.

The history file containing details of former owners; assorted correspondence; a quantity of expired MoTs and tax discs; paperwork relating to its time in the USA; a V5C registration document; a copy of the Alvis Car Record; and the aforementioned restoration invoices.

£90,000 - 120,000

€100,000 - 130,000

C.1905/1906 DAIMLER 30/40HP TOURER

Registration no. AC 752

Chassis no. 3127

- *First owned by Cornelia, Countess of Craven wife of the 4th Earl of Craven*
- *A high performance Edwardian car of the utmost quality*
- *Formerly part of the A W F Smith and Sullivan private collections*
- *Known ownership history from new.*



One of the founding firms of the British motor industry, Daimler became part of Harry J Lawson's motor manufacturing empire in 1896, and a swift change was made from importing Daimler cars from Germany to making them in Coventry. The four-cylinder, 7,249cc, 30/40hp model was first offered in 1905, and these powerful cars were popular in competitions such as the Brighton Speed Trials and the Bexhill-on-Sea and Shelsley Walsh hill climbs, etc.

Originally bodied as a landaulette, chassis number '3127' was first owned by the 4th Earl of Craven and registered to Cornelia, Countess of Craven in early 1906. The family seat was Coombe Abbey in Warwickshire, hence the Daimler's Warwickshire registration, 'AC 752'. Holidays were spent at the Balmacaan Estate near Inverness, and at Monte Carlo. There would appear to have been at least four Daimlers in Craven family ownership during the period 1902 to 1909. The Earl at this period was William George Robert Craven (1868-1921), who in 1893 had married Cornelia Martin, daughter of a wealthy American couple, Mr and Mrs Bradley Martin. Later, the Hampsted Marshall estate (south west of Newbury, Berkshire) was the family home and it is possible the 'AC 752' ended its days in Craven ownership there.

The car was built to the order of Cornelia, Countess of Craven in late 1905 and dispatched to Rothschild et Fils, Paris for landaulette coachwork, being registered at Warwick to the Countess on 21st February 1906. A letter from Daimler confirms that cars numbered '3130' and '3135' were booked for delivery in March 1906, hence chassis construction would have commenced in the autumn of 1905.

In 1911, the landaulette coachwork was removed and a 10-seat rear-entrance station wagon body built by Thomas Pass of Coventry. Steel disc wheels were fitted in 1923, and the car remained in use until December 1932. It was stored until sold in 1939 to C R Sutton of Benham Park, Newbury, who used it until the outbreak of war in September of that year.

Left in the open until August 1944, by which time the bodywork had deteriorated considerably, the Daimler was then sold to J Blackford of Pembroke Road, Newbury. It subsequently passed to F W Hutton-Stott of Speen Place, Newbury, and then to collector Alan W F Smith of Orpington, Kent in October 1945. The original wooden wheels were found together with a set of lamps, spare coil, spare magneto, and original tools. By 1948, the station wagon body had been broken up and a two-seat body from a Martini of contemporary age had been fitted in its place.



In the 1940s, Daimler was subject to the Veteran Car Club's 'Acquisition Scheme', and found its way to the A W Smith Collection, later at Cross In Hand, East Sussex. Entered as lot number '37' in the dispersal sale of 1968, it was withdrawn and handed back to the VCC (a condition of the Acquisition Scheme). Shortly thereafter, in the early 1970s, the Daimler was acquired from the VCC by Nicholas Ridley, having been re-bodied in its present form by John Mitchell. Nicholas Ridley owned the car for a couple of years, describing it as 'an excellent goer' (see email printout on file).

Following his ownership, the car was sold to Dennis Lucey in Ireland, and together with others, later found its way to the Sullivan Collection in Honolulu, Hawaii. Before that collection's dispersal sale in 1991, 'AC 752' was sold privately to a collector in Japan, more recently passing to another Japanese collector before returning to the UK in January 2015. The vendor reports that the car is mechanically unmodified, and describes it as in good condition mechanically, with sound bodywork and 'average' paint and interior. A rare and powerful Edwardian with an interesting history.

£55,000 - 65,000

£62,000 - 73,000



As delivered by Daimler, with landaulette coachwork by Rothschild et Fils

374

1962 LOTUS ELITE 1½-LITRE COUPÉ

Registration no. 905 FWB

Chassis no. EB2181718

- First owned by Viscount Goff
- Originally registered 'LMT 55C'
- Fully restored 10 years ago
- Engine rebuilt to 1,460cc FWB specification



Offered for sale because the owner's ill health prevents him from driving it, this fully restored Lotus Elite is finished in Primrose Yellow with a silver metallic roof, and is presented in truly wonderful condition. This car was subject to a complete 'last nut and bolt' restoration some 10 years ago by the current owner, who was meticulous in his attention to detail. The engine has been fully re-built up to FWB specification with a capacity of 1,460cc, using new components supplied by the premier Coventry Climax Engines specialist. These include a new-old-stock Coventry Climax crankshaft; Carrillo con-rods; new pistons; alloy five-bearing cam carrier; high-lift camshaft; new water and oil pumps; high-torque starter motor; re-cored radiator; Kenlowe electric cooling fan; new cast inlet manifold; and refurbished Weber DCOE 18 carburettors. In addition, the cylinder head has been fully ported, gas-flowed, and rebuilt with larger inlet and exhaust valves, while the engine has been fully balanced and is not subject to the usual vibrations and shudders of an Elite.

'905 FWB' is fitted with a Type 9 five-speed gearbox complete with a new clutch cover and drive plate. New bearings and universal joints were fitted throughout, and the 4.22:1 differential fully rebuilt, while the new 60-spoke wire wheels were fitted with correct Pirelli Cinturato tyres. In 2014, the suspension was replaced in its entirety through Tolman Motorsport.

The bodywork was stripped back to the gel coat, all traces of repairs, stress cracks, and damage were removed and repaired using glassfibre only - no filler was used at all. The entire car was then re-sprayed by a local specialist at a cost of well in excess of £8,000, and that was some 10 years ago. The Elite still looks resplendent in its period colours today. All lights were replaced with new-old-stock Lucas items. The interior is finished in black with grey carpet, the seats having been re-trimmed by a local ex-Aston Martin trimmer in black leather. The car has the correct Irvin black seat belts, and retains its original instrumentation and wood-rim steering wheel. It also has its original Snail Brand tool kit and jack.

Since the rebuild, this Elite has travelled fewer than 3,000 miles, and we are advised that everything works, fits, and performs exactly as it should. Accompanying documentation consists of the restoration invoices, MoT to July 2017, a V5C document, and a list of previous owners, the first of whom was Viscount Goff.

£60,000 - 80,000

€70,000 - 93,000

375

1967 MERCEDES-BENZ 250 SL CONVERTIBLE

Registration no. LNJ 7E

Chassis no. 11304322001658

- *Rare one-year-only model*
- *Present ownership for the last 30 years*
- *Bodywork restored in 2000*
- *Running and driving well*



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

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

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

The lady vendor purchased this automatic transmission 250 SL from Rye Garage in 1986. In 2000, Falcon Restorations of Bath carried out a cosmetic restoration of the body, as evidenced by photographs and bills on file, the latter totalling over £24,000. Maintenance carried out in recent years includes fitting new brake callipers, discs, and pads; overhauling the steering box; and fitting a new battery. Used sparingly in recent years, 'LNJ 72' is described as an honest motor car that would benefit from some further cosmetic refreshment but is otherwise ready to use. The car is offered with MoT to October 2017, a V5 registration document, and the aforementioned restoration records.

£38,000 - 44,000

€44,000 - 51,000

376

**1959 BENTLEY S-TYPE CONTINENTAL
SPORTS SALOON**

Coachwork by Park Ward Ltd

Registration no. not UK registered

Chassis no. BC-24-GN

- *One of the last S-Type Continentals built*
- *One of 122 right-hand drive cars by Park Ward*
- *Extensively restored*
- *Registered in Belgium*



Described by *The Autocar* as, 'A new stage in the evolution of the post-war Bentley,' the magnificent Continental sports saloon has been synonymous with effortless high speed cruising in the grand manner since its introduction on the R-Type chassis in 1952. With the arrival of the final generation of six-cylinder cars, the all-new Rolls-Royce Silver Cloud and Bentley S-Type, the Continental lost some of its individuality but none of its exclusivity. 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. 'It brings Bentley back to the forefront of the world's fastest cars,' *Autocar* said of the H J Mulliner-styled fastback, which was the quickest four/five-seater saloon of its day. The Bentley S-Type's new box-section chassis incorporated improved brakes and suspension and an enlarged (to 4,887cc) and more powerful version of the existing inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms.

The Continental version of the Bentley came with a shorter radiator and higher gearing and, for a time at least, could be ordered with right-hand change manual transmission. As had been the case with the original R-Type, the new S-Type Continental was only ever available as a coachbuilt car, the designs produced by independent coachbuilders for the S-Type Continental chassis being among the era's most stylish. Tested by *Autocar*, the S-Type Continental was found to have a top speed slightly in excess of 120mph, making faster than the vast majority of out-and-out sports cars.

Of the 431 Bentley S-Type Continentals produced between 1955 and 1959, 185 were bodied by Rolls-Royce's in-house coachbuilder, Park Ward Ltd, of which 122 were right-hand drive like this example. Chassis number 'BC24GN' was delivered new via Bloomers of Grimsby to Mrs M Dixon of Kenwick Hall, Louth, Lincolnshire. A very late example (only seven S-Type Continentals were built subsequently) it benefits from the high-compression engine, power steering, and the larger rear window.





The Bentley was delivered with the additional 'extras' of India Speed Special tubeless tyres, high frequency horns, and the purchaser's own 'Salmon' mascot. The Continental was finished in a Steel Blue with beige leather interior.

The Bentley's history for the next 30 years is unrecorded, but at some time it was exported to the USA. The next documented owner is Limited Edition Leasing of New York (1989). At this time the Continental was purchased by P J Fischer Classic Automobiles and brought back to the UK. Messrs Fischer then extensively restored the car, completing over £4,500 worth of mechanical work, while in excess of 300 man-hours was expended on the cosmetic refurbishment, which included a re-spray in Shell Grey over Tudor Grey (the original, patinated beige interior has been retained).

The Bentley's next owner, Mr Peter Barnick of Dulwich, South London, acquired the car in 1994. At time of purchase he commissioned the installation of modern seatbelts front and rear. Mr Barnick used the car at weekends and for touring over the next four years, covering some 3,000 miles. During his ownership, the Bentley was serviced by P J Fischer at their workshops in Putney, South London (service records on file).

The current vendor purchased 'BC24GN' from Peter Harnick in 1999. He had the Bentley re-sprayed in its original Steel Blue livery by the well-respected specialists Classic Motor Cars in Antwerp, Belgium, while the engine was rebuilt by Brabo in Holland, another highly thought-of specialist. Bills for these works are on file, and the car also comes complete with jack and tool kit. The sensible provisions of air conditioning and the aforementioned seat belts are the only notified deviations from factory specification.

The ultimate in high-speed luxury in its day, this last-of-the-line model has the best specification and is presented in truly beautiful condition.

£260,000 - 330,000

€300,000 - 380,000



377

1962 BENTLEY S3 SALOON

Registration no. RDX 283

Chassis no. B50CN

- *Known ownership history*
- *First owner to 1993; second to 2015*
- *An older restoration*
- *111,000 miles from new*



This Bentley S3 saloon was first owned by Messrs Alston, Ipswich, who kept the car until 1993, by which time it had covered 99,000 miles. Messrs Arnett of Bournemouth then carried out servicing and an extensive mechanical restoration, particularly to the brakes, at a cost of £5,000 (invoice on file). At around the same time, Meridien of New Forest appear to have restored the bodywork, changing the exterior colour scheme from Shell over Tudor Grey to the authentic Rolls-Royce/Bentley colour of Seychelles Blue, which compliments the original grey hide extremely well. Their window sticker is still evident.

From 1993 onwards, the Bentley belonged to Mr Gerry Small of Belfast, who at some time took the car to his holiday home in Southern Ireland where it was briefly registered before returning to Belfast. During Mr Small's ownership, the car was used sparingly, covering only some 12,000 miles in 12 years, and in December 2015 was sold to the Bentley specialist, Alistair Daker. A letter on file from Gerry Small confirms the mileage.

The current vendor acquired the Bentley from Alistair Daker in January 2016, since when several long-distance trips to and from the West Country have been completed out without fault, with 21 miles per gallon achievable at motorway speeds.

Described as 'on the button', this is a thoroughly useable classic that is ready to be enjoyed immediately. The West of England cloth headlining is worthy of note for its superb condition and untouched originality, while the door cards are in similarly excellent condition, and the doors, boot, and glove box all lock. Most unusual is the factory fitted chromed side mouldings running from the front wings to the front doors, while the car also carries its original number plates and has AA and RAC badges. The chrome trim is said to be excellent, as is most of the interior woodwork. As an older restoration, undertaken some 23 years ago, 'RDX 283' would benefit from superficial refreshment in a few areas.

Presented in, arguably, the finest colour scheme available, this beautiful Bentley S3 comes complete with spare wheel, full tool kit, air pump, workshop manual, original sales brochure, and a full size tailored car cover of high quality. Accompanying documentation consists of build and test records from the R-REC, Arnett's restoration invoice, V5C registration document, MoT to September 2017, and the original despatch order showing the price paid and extras fitted, including the four electric windows.

£28,000 - 34,000

€32,000 - 39,000

378

1949 TRIUMPH ROADSTER 2000

Registration no. CJD 666

Chassis no. TRA 439

- *Restored circa 20 years ago*
- *Present ownership since 2001*
- *Believed 29,000 miles from new*
- *Kept in a heated garage and meticulously maintained*



Thanks to its use by TV's fictional Jersey detective Jim Bergerac, few post-war classics are as instantly recognisable as the Triumph Roadster. A landmark model in the history of the Coventry firm, the 1800 Roadster was one of the first post-war designs to bear the Triumph name. Standard was already supplying Jaguar with a 1,776cc overhead-valve engine and four-speed gearbox for the latter's 1½-Litre saloon, and these were chosen for the new car. The chassis - an all-new design featuring independent front suspension - comprised two large-diameter steel tubes joined by cross braces. Styled by Standard's Frank Callaby, the Roadster's elegant alloy-panelled body was unusual in retaining the dickey seat that had been a feature of the pre-war Triumph Dolomite Roadster Coupé.

Launched in March 1946 alongside its sister car, the 1800 Saloon, the Roadster was not revised until 1948 when it received the 2.1-litre engine, three-speed gearbox, and rear axle of the newly introduced Standard Vanguard, which would also be used in Triumph's TR sports cars. When Roadster production ceased the following year, a total of 4,501 of these charismatic cars had been built.

The current vendor purchased this Triumph Roadster directly from its previous owner, an aerospace engineer who had restored the car throughout, even going so far as to make from scratch the stainless front and rear bumpers. Completed some 20 years ago, the restoration also included an interior re-trim in leather and new Wilton carpets, etc, while the engine was converted to 'unleaded' compatibility.

Since its acquisition by the current vendor in 2001, the Triumph has covered only some 4,000 miles, being kept in a heated garage and meticulously cared for. It has twice featured on the front cover of the Triumph Roadster Club's journal, 'Triumph Roadster Review' (in 2003 and 2013) the former occasion marking its concours class win at the Doveley Manor Classic Car Show (copies on file).

Now a widower, the 83-year-old owner has lost interest in the rally and show scene, and believes that the time is right to let a fellow enthusiast enjoy this beautiful Triumph soft-top. Accompanying paperwork of an old-style logbook, current MoT certificate, and a V5 registration document. Described as in generally good/very good condition mechanically, with 'excellent' body, paint, and interior, this delightful Triumph Roadster affords the prospect of enjoyable summer motoring in not inconsiderable style.

£23,000 - 26,000

€27,000 - 30,000

379

1966 ASTON MARTIN DB6 AUTOMATIC SPORTS SALOON

Registration no. NGP 92D
Chassis no. DB6/2465/R

- *Last-of-the-line model*
- *Present ownership for 11 years*
- *Maintained by recognised marque specialists*
- *Extensive history*



'If you want a truly British driver's car, the ultimate development of a continuous line of thoroughbreds from the Vintage era to the present day, there is nothing in quite the same field as the Aston.' – *The Motor* on the Aston Martin DB6, 26th November 1966.

Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. At 8' 5¼" the wheelbase was now 3¼" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater and greatly extending its appeal. Opening front quarter lights reappeared but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

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

Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins.

This matching-numbers DB6 was originally finished in California Sage but has been repainted in Silver Birch while retaining its original tan trim. The car has been owned by an Aston Martin enthusiast and collector for the past 11 years, and has been lovingly looked after. Regularly used for family days out, 'NGP 92D' has been maintained and mechanically restored to a high standard by Nicholas Mee & Company while in the vendor's care, and comes with full history dating back to its original registration and ownership.

This history includes some service bills dating from the late 1980s onwards, plus a quantity of expired MoT certificates supporting the odometer reading of 75,000 miles.



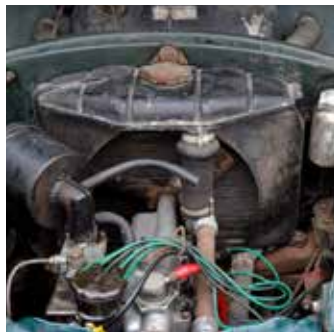
From 2004 the DB6 was maintained by Aston Martin agents Murray Motor Co in Scotland, followed by (in order) marque specialists Ricki Cann, RS Williams, and Nicholas Mee. Works carried out by the latter include removing the engine, gearbox, exhaust system, and suspension; cleaning the underside; welding as necessary; treating with red oxide; and protecting with new under-seal.

The cleaned and painted rear axle was then reinstalled with all new bushes, as was the rebuilt and re-bushed front suspension, while the engine bay was cleaned and refinished ready for the re-installation of the engine. The latter's cylinder head was removed, overhauled with new gaskets, and refitted, and the carburetors cleaned and reset. Re-assembly was completed with new exhaust and inlet manifold gaskets, hoses, clips, drive belts, and engine mounts, while all ancillaries were reinstalled having been cleaned and repainted. The exhaust system was refitted with new clamps and mountings. In addition, the brake master cylinder was rebuilt, and the brake callipers removed cleaned and refitted with new flexible hoses. The total cost of the aforementioned works was circa £30,000 (bills available). In short: this is a well-maintained Aston Martin DB6, ready to enjoy.

£200,000 - 250,000

€230,000 - 290,000





380

1953 FIAT 500C 'TOPOLINO' GIARDINIERA STATION WAGON

Registration no. V148193

Chassis no. 419714

Better equipped than many cars twice its size, the FIAT 500 - nicknamed 'Topolino' (mouse) - brought a degree of refinement hitherto unknown to small cars when launched in 1936. Lockheed hydraulic brakes, independent front suspension, and 12-volt electrics were all features, while an engine mounted ahead of the front axle helped maximise cabin space for the two occupants. The 569cc, four-cylinder, sidevalve motor produced a modest 13bhp, but as the Topolino weighed little more than half a ton it could nevertheless manage a respectable 50mph-plus under favourable conditions. For most buyers though, the frugal (up to 50mpg) fuel consumption would have been the major attraction. Introduced in 1946, the 500B featured a more powerful (16.5bhp) overhead-valve engine that would be carried over to the Topolino's final incarnation, the restyled 500C of 1949, which was the first FIAT model to offer a heating/de-misting system as standard. At the same time as the 500B was introduced, a Giardiniera station wagon (also known as the Belvedere) was added to the range, offering four-seat accommodation as well as increased luggage space. Equipped with the superior overhead-valve engine, these later Topolinos were genuine 60mph cars, though no less economical than their predecessors. A recent import from Italy, this charming Topolino Giardiniera is offered with its old Italian registration papers and a NOVA declaration enabling it to be registered in the UK.

£7,000 - 10,000

£8,100 - 12,000



381

Property of a deceased's estate

1973 VOLVO P1800ES SPORTS ESTATE

Registration no. ADK 753L

Chassis no. 834362

Introduced in 1960 and popularised by *The Saint* television series, starring Roger Moore, Volvo's pretty P1800 sports coupé, although no hairy-chested tyre-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Lacking a sports car in its range, Volvo had started the project back in 1957, the man chiefly responsible being an engineering consultant, Helmer Petterson, who had designed Volvo's PV444. Carrozzeria Frua built the first three prototypes and it was intended that Karmann would undertake production, though this idea was vetoed by Volkswagen, Karmann's biggest customer. Offered from a deceased's estate, this P1800ES has been untaxed since March 2016, while the most recent MoT on file (issued at 49,038 miles) expired in June 2014. The car also comes with an owner's manual, Volvo Owners Club card, owner's mileage records (2000-2011), and the warranty/service booklet, which was last stamped in 1995 by Lex Volvo in London (at 47,218 miles). There is also correspondence on file from Lex Volvo together with sundry invoices from them, H R Owen of Regents Park, and Volvo Cars West London, the most recent (2009) relating to the replacement of an injector, regulator, coil, oil, plugs and an MOT test. The car has recently been got running. However, it should be noted that the V5C registration document has been lost. The successful purchaser will need to submit a V62 'Lost Logbook' form to the DVLA.

£3,000 - 4,000

£3,500 - 4,600

No Reserve

382

1921 FORD MODEL T TOURER PROJECT

Registration no. SV 45946

Chassis no. 5137104

By the start of the 1920s, the Ford Model T had been in production for 11 years, but despite its relative age the car was far from finished. Indeed, two-thirds of all Model Ts were sold after 1920! As one might expect, given the maturity of the design, the Model T changed more progressively during the Twenties, with few of the major revisions of earlier years. The adoption of an oval fuel tank for 1921 enabled the body to be redesigned with a lower and more comfortable seating position, though from a distance the difference was barely noticeable, while the engine gained a single valve cover, replacing the twin covers used previously. Cars supplied with electrical equipment came with a dashboard, the latter becoming standard on all models late in 1922, while it remained possible to order an open Model T without electric starter or full electric lighting. This left-hand drive Model T was imported in 1990 and originally registered 'DS 8676'. Restored in the early 1990s, the car was last on the road in 1996 and has been kept in dry storage since then. The engine turns freely and it looks like the paint will polish up, but the interior needs to be re-trimmed. There are no documents with this Lot, which is offered for re-commissioning and sold strictly as viewed.

£4,000 - 6,000

£4,600 - 6,900



383 N

1965 FIAT 500F SALOON

Registration no. not UK registered

Chassis no. 0962061

In 1965 FIAT introduced an up-rated version of the Nuova 500: the 500F. The latter's altered bodywork featured front-hinged doors and a shortened sunroof, while mechanical improvements included a strengthened transmission. Power output increased to 22bhp at 4,400rpm, and the top speed to within a whisker of 60mph. Production ceased in 1972, by which time over three million FIAT 500s of all types had been produced. This early 500F was purchased new by one of FIAT's workers for this mother, who sadly died only two months later. Her son kept the car at his home, and cherished it in his mother's memory. The little FIAT was used for only two months over the course of the next 50 years, but nevertheless was serviced and kept in running order. Immediately after the owner's death in 2012, an extensive mechanical overhaul was carried out; the engine, brakes, suspension, clutch, and gearbox all received attention, while the electrical system was renewed. In addition, the body was completely stripped back to bare metal by hydro blasting. Thanks to the car's lack of use and favourable conditions of storage, the strip-down revealed no traces of rust, which made the repaint relatively straightforward. A superb and highly original example of the iconic Nuova 500, this car is ready for MoT testing.

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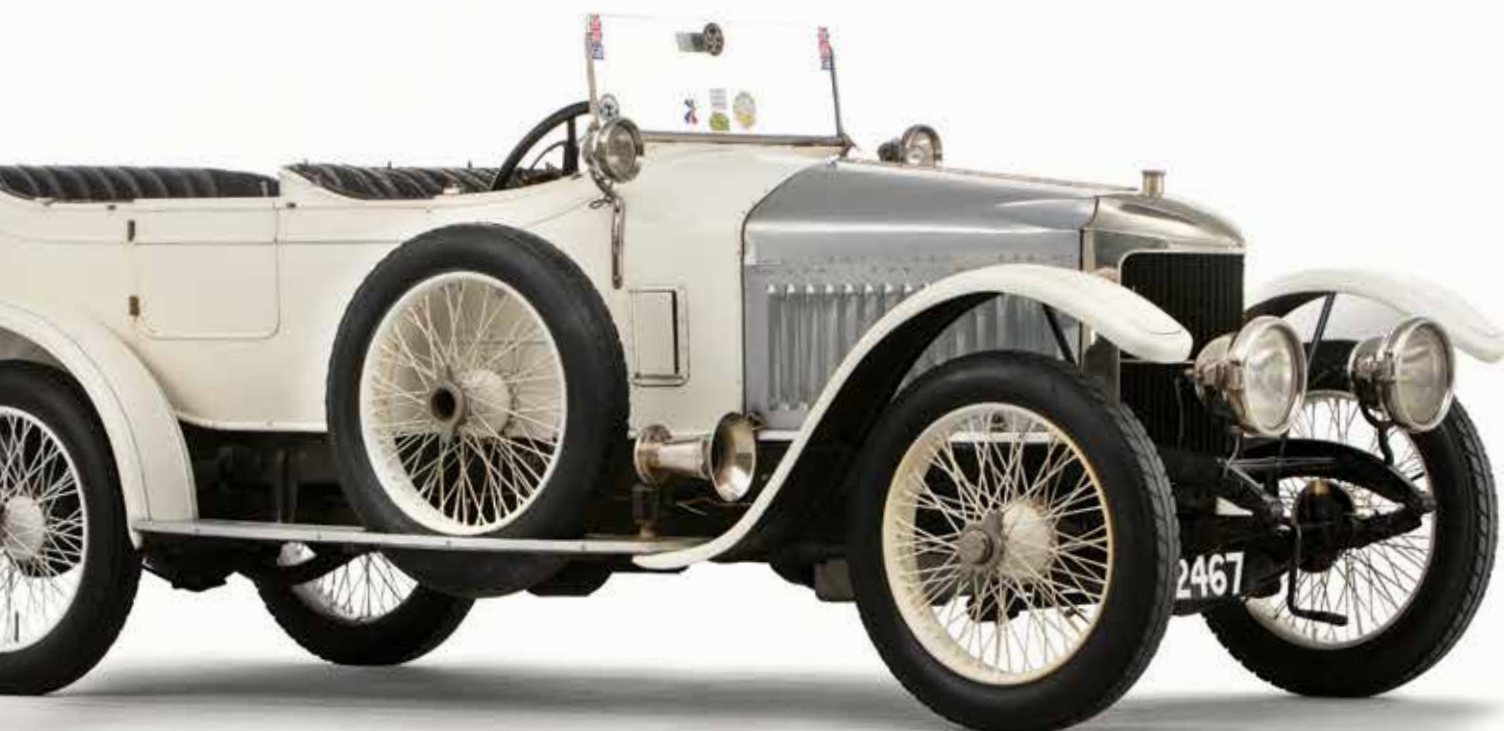
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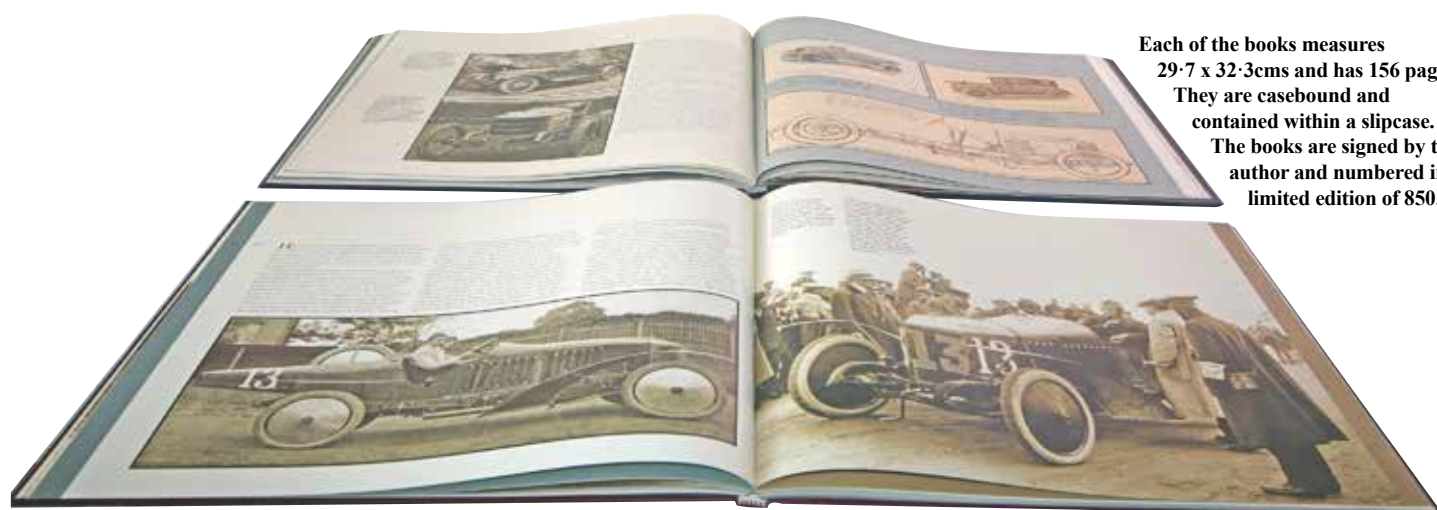
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IMPORTANT: Additional information applicable to the Sale may be set out in the *Catalogue* for the Sale, in an insert in the *Catalogue* and/or in a notice displayed at the Sale venue and you should read them as well. Announcements affecting the Sale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

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* on each lot purchased:

- (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 £100,000 of the *Hammer Price*
20% from £100,001 to £2,000,000 of the *Hammer Price*
12% from £2,000,001 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 *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements

Firearms Act 1968 as amended

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

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

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

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

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

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

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

Unmarked *Lots* require no licence.

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

Taxidermy and Related Items

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

18. FURNITURE

Upholstered Furniture

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

19. JEWELLERY

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. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

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.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Φ This lot contains or is made of ivory. The United States Government has banned the import of ivory into the USA.

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 1

CONTRACT FOR SALE

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

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

1 THE CONTRACT

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

- 1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S UNDERTAKINGS

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

3 DESCRIPTIONS OF THE LOT

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

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

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

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

5 RISK, PROPERTY AND TITLE

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

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8	FAILURE TO PAY FOR THE LOT		behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	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.		
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> ,	10.4	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.
8.1.4	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> ;		
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;	10.5	If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;			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.
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	9.3.3	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.	10.7	The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;			10.8	In the <i>Contract for Sale</i> "including" means "including, without limitation".
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			10.9	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.
8.1.10	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.	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.	10.10	Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	10	MISCELLANEOUS	10.11	Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .	10.12	Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

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

4 COLLECTION OF THE LOT

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

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
 - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* may be removed elsewhere for storage and you must enquire from us as to when and where you can collect it, although this information will usually be set out in the *Notice to Bidders*.
 - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
 - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
 - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
 - 4.7 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
 - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 5 STORING THE LOT
- We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

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

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

11 MISCELLANEOUS

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

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

12 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

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

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

SALE OF GOODS ACT 1979

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

"Section 12 Implied terms about title, etc

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

- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
 - (a) the seller;
 - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
 - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

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Paddle number (for office use only)

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

Data protection – use of your information

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

Credit and Debit Card Payments

There is no surcharge for payments made by debit cards issued by a UK bank. All other debit cards and all credit cards are subject to a 2% surcharge on the total invoice price.

Notice to Bidders.

Clients are requested to provide photographic proof of ID - passport, driving licence, ID card, together with proof of address - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed. For higher value lots you may also be asked to provide a bank reference.

If successful

I will collect the purchases myself ☐
Please contact me with a shipping quote (if applicable) ☐

Sale title: THE DECEMBER SALE		Sale date: 7 December 2016	
Sale no. 23599		Sale venue: Olympia, London	
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.			
General Bid Increments:			
£10 - 200by 10s		£10,000 - 20,000by 1,000s	
£200 - 500by 20 / 50 / 80s		£20,000 - 50,000by 2,000 / 5,000 / 8,000s	
£500 - 1,000by 50s		£50,000 - 100,000by 5,000s	
£1,000 - 2,000by 100s		£100,000 - 200,000by 10,000s	
£2,000 - 5,000by 200 / 500 / 800s		above £200,000at the auctioneer's discretion	
£5,000 - 10,000by 500s			
The auctioneer has discretion to split any bid at any time.			
Customer Number		Title	
First Name		Last Name	
Company name (to be invoiced if applicable)			
Address			
City		County / State	
Post / Zip code		Country	
Telephone mobile		Telephone daytime	
Telephone evening		Fax	
Preferred number(s) in order for Telephone Bidding (inc. country code)			
E-mail (in capitals)			
By providing your email address above, you authorise Bonhams to send to this address information relating to Sales, marketing material and news concerning Bonhams. Bonhams does not sell or trade email addresses.			
I am registering to bid as a private buyer <input type="checkbox"/>		I am registering to bid as a trade buyer <input type="checkbox"/>	
If registered for VAT in the EU please enter your registration here: □□ / □□□ - □□□□ - □□		Please tick if you have registered with us before <input type="checkbox"/>	

Please note that all telephone calls are recorded.

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:
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* 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

Bonhams

THE BONHAMS MOTORING NETWORK

UK (Head office)

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

UK Representatives

County Durham
Stephen Cleminson
New Hummerbeck
Farm
West Auckland
Bishop Auckland
County Durham
DL14 9PQ
Tel: (01388) 832 329
stephen.cleminson@
bonhams.com

Cheshire & Staffordshire
Chris Shenton
Unit 1, Wilson Road
Hanford, Staffordshire
ST4 4QQ
Tel / Fax:
(01782) 643 159
chris.shenton@
bonhams.com

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

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

Hampshire
Michael Jackson
West Winds
Cupernham Lane
Romsey, Hants
SO51 7LE
Tel: (01794) 518 433
mike.jackson@
bonhams.com

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

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

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

Roger Etccl
10 High Street
Whittlebury
TOWCESTER
Northamptonshire
NN12 8XJ
Tel: (01327) 323 006
Mob: 07786 330 191
roger.etccl@
bonhams.com

Richard Hudson-Evans
Po Box 4
Stratford-Upon-Avon
CV37 7YR
Tel: (01789) 414 983
richard.hudson-evans
@bonhams.com

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

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

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

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

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

European (Head office)

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

European Representatives

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

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

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

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

The Netherlands
Koen Samson
De Lairesestraat 154
1075 HH Amsterdam
The Netherlands
Tel: +31 20 67 09 701
Fax: +31 20 67 09 702
koen.samson@
bonhams.com

Norway / Sweden
Pascal Nyborg
Tel: +47 9342 2210

USA (Head offices)

San Francisco
Mark Osborne
220 San Bruno Avenue
San Francisco,
CA 94103
Tel: +1 415 503 3353
Fax: +1 415 391 4040
motors.us@
bonhams.com

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

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

USA Representatives

Southern California
464 Old Newport Blvd.
Newport Beach,
CA 92663
Tel: +1 949 646 6560
Fax: +1 949 646 1544

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

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

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

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

Rest of the World

Australia
97-99 Queen Street
Woollahra
Sydney NSW 2025
+61 2 8412 2222
+61 2 9475 4110 fax
info.au@bonhams.com

Japan
Ryo Wakabayashi
Tokyo, Japan
+81 (0) 3 5532 8636
+81 (0) 3 5532 8637 fax
ryo.wakabayashi@
bonhams.com

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

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

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

Bonhams Specialist Departments

19th Century Paintings

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

20th Century British Art

Matthew Bradbury
+44 20 7468 8295

Aboriginal Art

Francesca Cavazzini
+61 2 8412 2222

African, Oceanic & Pre-Columbian Art

U.S.A.
Fredric Backlar
+1 323 436 5416

American Paintings

Kayla Carlsen
+1 917 206 1699

Antiquities

Siobhan Quin
+44 20 7468 8225

Antique Arms & Armour

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

Art Collections, Estates & Valuations

Harvey Cammell
+44 (0) 20 7468 8340

Art Nouveau & Decorative Art & Design

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

Australian Art

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

Australian Colonial Furniture and Australiana

+61 2 8412 2222

Books, Maps & Manuscripts

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

British & European Glass

UK
John Sandon
+44 20 7468 8244
U.S.A.
Suzy Pai
+1 415 503 3343

British Ceramics

UK
John Sandon
+44 20 7468 8244

California & American Paintings

Scot Levitt
+1 323 436 5425

Carpets

UK
carpets@bonhams.com
U.S.A.
Hadji Rahimipour
+1 415 503 3392

Chinese & Asian Art

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

Clocks

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

Coins & Medals

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

Contemporary Art

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

Entertainment Memorabilia

UK
Katherine Schofield
+44 20 7393 3871
U.S.A.
Catherine Williamson
+1 323 436 5442

European Ceramics

UK
Sebastian Kuhn
+44 20 7468 8384
U.S.A.
Peter Scott
+1 415 503 3326

Furniture

UK
Thomas Moore
+44 20 8963 2816
U.S.A.
Andrew Jones
+1 415 503 3413

European Sculptures & Works of Art

UK
Michael Lake
+44 20 8963 6813

Greek Art

Olympia Pappa
+44 20 7468 8314

Golf Sporting Memorabilia

Kevin Mcgimpsey
+44 131 240 2296

Irish Art

Penny Day
+44 20 7468 8366

Impressionist & Modern Art

UK
India Phillips
+44 20 7468 8328
U.S.A.
William O'Reilly
+1 212 644 9135

Indian, Himalayan & Southeast Asian Art

H.K.
Edward Wilkinson
+85 22 918 4321
U.S.A.
Mark Rasmussen
+1 917 206 1688

Islamic & Indian Art

Oliver White
+44 20 7468 8303

Japanese Art

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

Jewellery

UK
Jean Ghika
+44 20 7468 8282
U.S.A.
Susan Abeles
+1 212 461 6525
HONG KONG
Graeme Thompson
+852 3607 0006

Marine Art

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

Mechanical Music

Jon Baddeley
+44 20 7393 3872

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

Modern, Contemporary & Latin American Art

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

Modern Design

Gareth Williams
+44 20 7468 5879

Motor Cars

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

Automobilia

UK
Toby Wilson
+44 8700 273 619
Adrian Pipiros
+44 8700 273621

Motorcycles

Ben Walker
+44 8700 273616

Native American Art

Ingmars Lindbergs
+1 415 503 3393

Natural History

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

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

Orientalist Art

Charles O'Brien
+44 20 7468 8360

Photography

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

Prints and Multiples

UK
Robert Jones
+44 20 7468 8212
U.S.A.
Judith Eurich
+1 415 503 3259

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

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

Scottish Pictures

Chris Brickley
+44 131 240 2297

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UK
Ellis Finch
+44 20 7393 3973
U.S.A.
Aileen Ward
+1 323 436 5463

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Giles Peppiatt
+44 20 7468 8355

Sporting Guns

Patrick Hawes
+44 20 7393 3815

Travel Pictures

Veronique Scorer
+44 20 7393 3962

Urban Art

Gareth Williams
+44 20 7468 5879

Watches & Wristwatches

UK
Jonathan Darracott
+44 20 7447 7412
U.S.A.
Jonathan Snellenburg
+1 212 461 6530

Whisky

UK
Martin Green
+44 1292 520000
U.S.A.
Erin McGrath
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

Wine

UK
Richard Harvey
+44 (0) 20 7468 5811
U.S.A.
Kate Wollman
+1 415 503 3221
Erin McGrath
+1 415 503 3363
HONG KONG
Daniel Lam
+852 3607 0004

UNITED KINGDOM

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

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

**South East
England**

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

Isle of Wight
+44 1273 220 000

Representative:
Brighton & Hove
Tim Squire-Sanders
+44 1273 220 000

West Sussex
+44 (0) 1273 220 000

**South West
England**

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

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

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

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

Representatives:
Dorset
Bill Allan
+44 1935 815 271

**East Anglia and
Bury St. Edmunds**
Michael Steel
+44 1284 716 190

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

Midlands

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

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

**Yorkshire & North East
England**

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

North West England

Chester
2 St Johns Court,
Vicars Lane,
Chester,
CH1 1QE
+44 1244 313 936
+44 1244 340 028 fax

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

Channel Islands

Jersey
La Chasse
La Rue de la Vallee
St Mary
Jersey JE3 3DL
+44 1534 722 441
+44 1534 759 354 fax

Representative:
Guernsey
+44 1481 722 448

Scotland

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

**Bonhams West
of Scotland**
Kirkhill House
Broom Road East
Newton Mearns
Glasgow
G77 5LL
+44 141 223 8866
+44 141 223 8868 fax

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

Wales

Representatives:
Cardiff
Jeff Muse
+44 2920 727 980

EUROPE

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

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

France
4 rue de la Paix
75002 Paris
+33 (0) 1 42 61 10 10
paris@bonhams.com

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

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

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

Ireland
31 Molesworth Street
Dublin 2
+353 (0) 1 602 0990
dublin@bonhams.com

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

Italy - Rome
Via Sicilia 50
00187 Roma
+39 0 6 48 5900
rome@bonhams.com

The Netherlands
De Lairesestraat 154
1075 HL Amsterdam
+31 (0) 20 67 09 701
amsterdam@bonhams.com

Portugal
Rua Bartolomeu Dias nº
160. 1º
Belem
1400-031 Lisbon
+351 218 293 291
portugal@bonhams.com

Spain - Barcelona
Teresa Ybarra
+34 930 087 876
barcelona@bonhams.com

Spain - Madrid
Nunez de Balboa no 4-1A
28001 Madrid
+34 915 78 17 27
madrid@bonhams.com

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

Switzerland - Geneva
Rue Etienne-Dumont 10
1204 Geneva
+41 (0) 22 300 3160
geneva@bonhams.com

Switzerland - Zurich
Andrea Bodmer
Dreikönigstrasse 31a
8002 Zürich
+41 44 281 9535
zurich@bonhams.com

MIDDLE EAST

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

NORTH AMERICA

USA

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

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

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

Representatives:
Arizona
Terri Adrian-Hardy
+1 (480) 994 5362
arizona@bonhams.com

California
Central Valley
David Daniel
+1 (916) 364 1645
sacramento@bonhams.com

Colorado
Julie Segraves
+1 (720) 355 3737
colorado@bonhams.com

Florida
Jon King
Palm Beach
+1 (561) 651 7876
Miami
+1 (305) 228 6600
Ft. Lauderdale
+1 (954) 566 1630
florida@bonhams.com

Georgia
Mary Moore Bethea
+1 (404) 842 1500
georgia@bonhams.com

Illinois
Ricki Blumberg Harris
+1 (773) 267 3300
+1 (773) 680 2881
chicago@bonhams.com

Massachusetts
Amy Corcoran
+1 (617) 742 0909
boston@bonhams.com

Nevada
David Daniel
+1 (775) 831 0330
nevada@bonhams.com

New Jersey
Alan Fausel
+1 (973) 997 9954
newjersey@bonhams.com

New Mexico
Michael Bartlett
+1 (505) 820 7071
newmexico@bonhams.com

Oregon
Sheryl Acheson
+1(503) 312 6023
oregon@bonhams.com

Pennsylvania
Alan Fausel
+1 (610) 644 1199
pennsylvania@bonhams.com

Texas
Amy Lawch
+1 (713) 621 5988
texas@bonhams.com

Virginia
Gertraud Hechl
+1 (540) 454 2437
virgina@bonhams.com

Washington
Heather O'Mahony
+1 (206) 218 5011
seattle@bonhams.com

Washington DC
Martin Gammon
+1 (202) 333 1696
washingtonDC
@bonhams.com

CANADA

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

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

SOUTH AMERICA

Brazil
+55 11 3031 4444
+55 11 3031 4444 fax

ASIA

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

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

Singapore
Bernadette Rankine
11th Floor, Wisma Atria
435 Orchard Road
Singapore 238877
+65 (0) 26781 8038
+65 (0) 6701 8001 fax
bernadette.rankine@
bonhams.com

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

AUSTRALIA

Sydney
97-99 Queen Street,
Woollahra, NSW 2025
Australia
+61 (0) 2 8412 2222
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

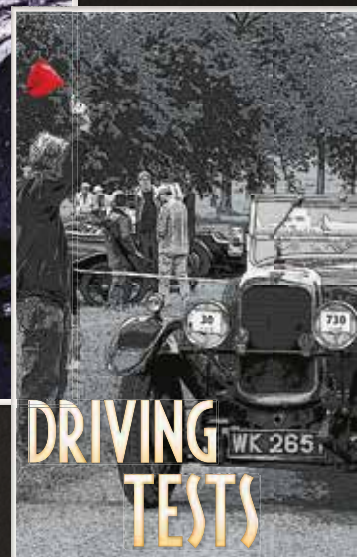
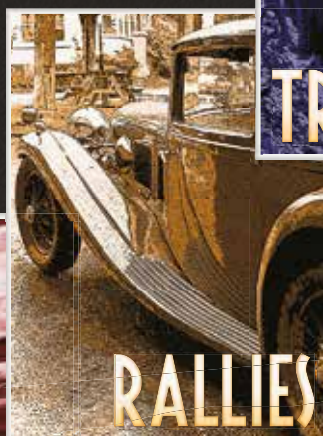
Melbourne
Como House
Como Avenue
South Yarra
Melbourne VIC 3141
Australia
+61 (0) 3 8640 4088
+61 (0) 2 9475 4110 fax
info.aus@bonhams.com

AFRICA

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

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

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MOTORCYCLE INDEX

Lot No	Year	Model			
223	c.1916	AJS 4hp Model A and Sidecar	240	c.1966	Honda 50cc CZ100 'Monkey Bike'
219	c.1925	AJS 799cc Model E2 Passenger Combination	239	1987	Honda CB900F2 Bol d'Or
213	c.1947	AJS 348cc Model 16M 'Trials' Motorcycle	237	1972	Kawasaki 350cc S2
212	c.1974	AJS Stormer Scrambler Rolling Project	220	1925	Matchless 8hp Model H Motorcycle Combination
227	c.1958	Ariel 350cc HS3 Scrambler	226	1932	New Hudson 500cc Model 3
202	c.1971	Ariel 3 Moped	231	1973	Norton 745cc Commando Project
208	1957	BMW 247cc R26 Project	207	1950	Panther 350cc Model 75 Project
230	1988	BMW 980cc R100G/S	241	1998	Piaggio Vespa 124cc T5
215	c.1947	BSA 499cc B31/M33 'AA' Motorcycle Combination	225	c.1929	Scott 596cc 'TT Replica'
216	1952	BSA 249cc C11 Motorcycle Combination	218	1939	Sunbeam 347cc B24
201	1957	BSA 70cc Dandy	235	2001	Suzuki GSX-1300R Hayabusa 'Yoshimura X1'
210	1960	BSA Bantam D7 172cc Trials Motorcycle	203	1963	Triumph 100cc Tina Scooter Project
217	1967	BSA 650cc Spitfire Mark III Motorcycle Combination	233	1974	Triumph 744cc T140V Bonneville
232	1970	BSA 247cc B25 Starfire	206	1993	Triumph 885cc Trophy
204	1979	CZ-Jawa 246cc 471 Project	214	1955	Velocette 349cc MAC Project
229	c.1950	Douglas 348cc Mark V	228	1951	Vincent 499cc Comet Motorcycle Combination
234	1991	Ducati 888cc '851 Superbike Racing'	211		Watsonian Trials Sidecar & Chassis
224	c.1910	FN 250cc 2¼ hp 2-Speed Shaft Drive Lightweight	205	1975	Yamaha V75 Autolube Moped Project
209	c.1958	Greeves 197cc 20TA Scottish Trials	236	1976	Yamaha RD400
222	1931	Harley-Davidson 74ci Model V 'Big Twin	238	1988	Yamaha 49cc FS1-E
221	1936	Harley-Davidson 74ci VD			



MOTOR CAR INDEX

Lot No	Year	Model			
352	1963	Alfa Romeo Giulia Sprint Speciale Coupé	340	1964	Iso A3/C Competition Coupé Re-creation
372	1934	Alvis Speed Twenty 'SB' Tourer	355	1952	Jaguar XK120 Roadster
341	1962	Alvis TD21 Drophead Coupé	315	1959	Jaguar XK150 Drophead Coupé
363	1938	Aston Martin 2.0-Litre 15/98 Sports Tourer	309	1964	Jaguar Mark 2 2.4-Litre Saloon
327	1963	Aston Martin Lagonda Rapide 4.2-Litre Sports Saloon	365	1964	Jaguar E-Type Series I 3.8-Litre Fixed-Head Coupé
379	1966	Aston Martin DB6 Automatic Sports Saloon	353	1966	Jaguar E-Type Series I 4½-Litre Fixed-Head Coupé
333	1967	Aston Martin DB6 4.2-Litre Sports Saloon to Vantage	337	1971	Jaguar E-Type Series III V12 Roadster
331	1992	Aston Martin Virage Volante 6.3-Litre	345	1973	Jaguar E-Type Series III V12 Roadster
351	2000	Aston Martin DB7 V12 Vantage Coupé	303	1990	Jaguar XJ6 2.9-Litre Saloon
360	2009	Aston Martin DB9 Volante	328	1999	Lamborghini Diablo VT
314	1955	Austin-Healey 100 Roadster	316	1970	Lancia Fulvia Sport Zagato 1.3-Litre Coupé
376	1959	Bentley S-Type Continental Sports Saloon	361	1992	Lancia Delta HF Integrale 'Evoluzione 1' Hatchback
324	1960	Bentley S2 Saloon	310	1961	Land Rover Series IIA 4x4
377	1962	Bentley S3 Saloon	305	1969	Land Rover 109 Diesel Hard Top
308	1971	Bentley T-Series Two-Door Saloon	374	1962	Lotus Elite 1½-Litre Coupé
330	2001	Bentley Continental R Le Mans Coupé	323	1961	Mercedes-Benz 190 SL Convertible
342	2003	Bentley Azure 'Final Series Performance' Convertible	354	1963	Mercedes-Benz 220SEb Convertible
317	1968	BMW 2000CS Coupé	348	1967	Mercedes-Benz 230 SL Convertible with Hardtop
358	1989	BMW Z1 Roadster	375	1967	Mercedes-Benz 250 SL Convertible
368	1947	Boneschi Fiat 1100 Cabriolimousine	332	1978	Mercedes-Benz 600 Saloon
350	1959	Chevrolet Fleetside Apache 3100 Pickup Truck	346	1979	Mercedes-Benz Unimog 406 4x4 Utility
362	1962	Chevrolet Corvette Roadster	318	1989	Mercedes-Benz 420 SL Convertible with Hardtop
336	1963	Chevrolet Corvette Sting Ray Fastback Coupé	356	1912	Métallurgique 12hp Cabriolet
320	1963	Chevrolet Corvette Sting Ray Convertible	301	1986	Mini Piccadilly Saloon
373	c.1905/1906	Daimler 30/40hp Tourer	307	1963	Pontiac Tempest Convertible Coupé
311	1911	Delahaye Type 413a Charabanc	349	1961	Porsche 356B 1600 Coupé
329	1971	Ferrari Dino 246 GT Coupé	344	1972	Porsche 911S 2.4-Litre Coupé
343	1983	Ferrari 512 BBi Coupé	322	1977	Porsche 911 SC 3.0-Litre Coupé
371	1986	Ferrari 328 GTS Targa Convertible	347	1973	Range Rover 4x4 Estate
338	2003	Ferrari 575M Maranello Coupé	335	1926	Rolls-Royce 40/50hp Silver Ghost 'Piccadilly' Roadster
380	1953	Fiat 500C 'Topolino' Giardiniera Station Wagon	369	1965	Rolls-Royce Silver Cloud III
306	1961	FIAT 600D Multipla	334	1967	Rolls-Royce Silver Cloud III Drophead Coupé
383	1965	Fiat 500F Saloon	302	c.1991	Rover Mini Cooper Sports Saloon
357	1969	Fiat 500F Saloon & Levante Graziella 300 Caravan	326	1952	SIATA Daina Gran Sport Type A Barchetta
366	1905	Ford 16hp Model F Tonneau	364	1924	Stanley 750B 20hp Tourer
382	1921	Ford Model T Tourer Project	370	1918	Stutz Bearcat Rumble Seat Roadster
359	1950	Ford V8 Custom Deluxe 'Woodie' Station Wagon	312	1955	Swallow Doretti Sports Two-seater
321	1957	Ford Thunderbird Convertible	378	1949	Triumph Roadster 2000
325	1966	Ford Mustang Convertible	304	1973	Vanden Plas Princess 1300 Saloon
367	2006	Ford Shelby Mustang GT-H Coupé	319	1972	Volvo P1800E Coupé
339	1996/2009	Formula 1' Derived Road Car F1R (Road)	381	1973	Volvo P1800ES Sports Estate



B 1793

Bonhams

101 New Bond Street
London
W1S 1SR

+44 (0) 20 7447 7447

+44 (0) 20 7447 7400 fax

