

# Bonhams



## The Beaulieu Sale

Collectors' Motor Cars, Motorcycles and Automobilia

The National Motor Museum, Beaulieu, Hampshire | 7 September 2019

**Beaulieu**



# The Beaulieu Sale

Collectors' Motor Cars, Motorcycles and Automobilia

The National Motor Museum, Beaulieu, Hampshire | 7 September 2019



## VIEWING

Friday 6 September  
10:00 to 17:00  
Saturday 7 September  
09:00 event exhibitors  
10.00 general admission

## SALE TIMES

Automobilia 11:00  
Motorcycles 15:00  
Motor Cars 16:00

## SALE NUMBER

25455

## CATALOGUE

£25.00 + p&p  
(admits two)

## REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at [www.bonhams.com](http://www.bonhams.com) and should be returned by email or post to the specialist department or to the bids department at [bids@bonhams.com](mailto:bids@bonhams.com)

To bid live online and / or leave internet bids please go to [www.bonhams.com/auctions/25455](http://www.bonhams.com/auctions/25455) and click on the Register to bid link at the top left of the page.

## 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

## BIDS

+44 (0) 20 7447 7447  
+44 (0) 20 7447 7401 fax  
[bids@bonhams.com](mailto:bids@bonhams.com)  
To bid via the internet please visit  
[www.bonhams.com](http://www.bonhams.com)

## Live online bidding is available for this sale

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

Please note that bids should be submitted no later than 16:00 on Friday 6 September. Thereafter bids should be sent directly to the Bonhams office at the sale venue. [bids@bonhams.com](mailto: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.

## ENQUIRIES

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

Motorcycles  
+44 (0) 20 8963 2817  
[ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com)

Automobilia  
+44 (0) 8700 273 619  
[automobilia@bonhams.com](mailto:automobilia@bonhams.com)

## SPECIALISTS

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

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

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

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

Guy Newton  
+44 (0) 20 7468 8243  
[guy.newton@bonhams.com](mailto:guy.newton@bonhams.com)

Richard Stafford  
+44 (0) 20 7468 5800  
[richard.stafford@bonhams.com](mailto:richard.stafford@bonhams.com)

Ben Adams  
+44 (0) 20 7468 8242  
[ben.adams@bonhams.com](mailto:ben.adams@bonhams.com)

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

Malcolm Barber  
+44 (0) 20 7 468 8238  
[malcolm.barber@bonhams.com](mailto:malcolm.barber@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 618  
Back cover: Lot 664

## IMPORTANT INFORMATION

The United States Government has banned the import of ivory into the USA. Lots containing ivory are indicated by the symbol  $\Phi$  printed beside the lot number in this catalogue.



# General Information

## Admission

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

## Absentee Bids

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

## References

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

## Bidder Registration

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

## Premium

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

### PLEASE NOTE FROM THE 4 MARCH 2019:

For Automobilia the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

### PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £500,000 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.

## 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.

### Bonhams preferred payment method is by bank transfer.

- **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 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. Payment may also be made by one of the following methods:

- **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; this limit applies to both payment at our premises and direct deposit into our bank account.

- **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society 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.

## NOVA (Notification of Vehicle Arrivals)

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

### EU Imports

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

Successful purchasers should contact Olive Spurrier [olive.spurrier@bonhams.com](mailto:olive.spurrier@bonhams.com) post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

### Non-EU Imports

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

## 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.

\* VAT on imported items at 5% on hammer price.

- 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.

## NMT

Motor vehicle lots marked "NMT" in the catalogue originate from or are registered in another EU member state and have travelled less than 6,000km from new. Accordingly HMRC and the DVLA classify such machines as 'New Means of Transport' under the Nova Scheme and are subject to VAT at 20% on the hammer price. Potential bidders should familiarise themselves with the relevant regulations in their country prior to bidding.

## 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.

# 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, and provide identification, photographic (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

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. If for any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

## Absentee/Commission bidding

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

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

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

## How fast will the auctioneer go?

The auctioneer will aim to sell circa 30 vehicles per hour.

## Can I view the files that accompany the vehicles?

Yes, we should have every vehicles file available for inspection during the view. Each motor car's registration document (V5C), is held within a separate file at the documents desk during the auction. To view this document please ask a member of staff.

## 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 are 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.

## V5C Registration Document procedures

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.

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle.

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.

All registration document enquiries should be directed to Olive Spurrier - olive.spurrier@bonhams.com

## 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.

We accept the following methods of payment.

### Bonhams preferred payment method is by bank transfer.

#### 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

#### Payment by card

Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

### 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.

### Payment by cash

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.

## Are there any other charges?

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

**PLEASE NOTE FROM THE 4 MARCH 2019:**  
For Automobilia the Buyer's Premium is 27.5% on the first £2,500 of the hammer price; 25% of the hammer price of amounts in excess of £2,500 up to and including £300,000; 20% of the hammer price of amounts in excess of £300,000 up to and including £3,000,000 and 13.9% of the hammer price of any amounts in excess of £3,000,000.

**PLEASE NOTE FROM THE 1 SEPTEMBER 2018:**  
For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £500,000 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 and immediately after the auction. All unpaid and uncollected Motorcycles or lots of Automobilia will be removed to Bonhams' Warehouse at 1pm on Sunday 8 September. Payment for motor cars can be taken between 9am and 12pm on Monday 9 August at which point all remaining unpaid lots will be uplifted by Straight Eight Logistics to their storage facility.

## Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - Straight Eight Logistics - are present at every sale and can quote a price to deliver the vehicle to you. Their 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 the department.

# Bonhams Motoring International Specialist Team

## United Kingdom



Tim Schofield



Sholto Gilbertson



Rob Hubbard



John Polson



Guy Newton



Richard Stafford



Ben Adams



James Knight



Malcolm Barber

### UK Motor Cars

101 New Bond Street  
London, W1S 1SR  
+44 (0) 20 7468 5801  
ukcars@bonhams.com

## Europe



Philip Kantor



Gregory Tuytens



Paul Gaucher



Gregor Wenner



François Tasiaux



Michael Haag

### European Motor Cars

4 rue de la Paix  
75002 Paris  
+33 (1) 42 61 10 11  
eurocars@bonhams.com

## West Coast USA



Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

### West Coast Motor Cars

7601 W.Sunset Blvd  
Los Angeles, CA 90046  
+1 (415) 391 4000  
usacars@bonhams.com

## East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

### East Coast Motor Cars

580 Madison Avenue  
New York, NY 10022  
+1 (212) 461 6514  
usacars@bonhams.com

## Additional contacts

### Automobilia

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

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

**Automobilia Administrator**  
James Garguilo  
+44 (0) 20 7468 8216  
james.garguilo@bonhams.com

**Press Office**  
Lynnie Farrant  
+44 (0) 20 7468 8363  
lynnie.farrant@bonhams.com

### Bonhams | MPH

Rob Hubbard  
+44 (0) 18 6922 9471  
rob.hubbard@bonhams.com

### Motor Car Business Manager

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

### Motor Car Administrator

Olive Spurrier  
+44 (0) 20 7468 5806  
olive.spurrier@bonhams.com

### Motorcycle Administrator

Kristi Lavis  
+44 (0) 20 8963 2817  
kristi.lavis@bonhams.com

### Motorcycle Department

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

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

Andy Barrett  
+44 (0) 20 8963 2821  
andrew.barrett@bonhams.com

### Catalogue Subscriptions

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

### Buyers/Sellers Accounts UK

Cheryl Uggles  
+44 (0) 20 7468 8292  
+44 (0) 20 7447 7430 fax

### Buyers/Sellers Accounts US

+1 (415) 861 7500  
+1 (415) 861 8591 fax

# Collections

## Automobilia

All purchased lots must be cleared from the sale venue by 1pm on the day after the sale. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

Bonhams Guildford office located at:  
4 Millmead Guildford, GU2 4BE  
Monday to Friday 9am to 1pm and  
2pm to 4.30pm by appointment only and will be available for collection from 10am Tuesday 17 September 2019 by appointment only. (Owing to the departments attendance at the Goodwood Revival Auction).

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

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

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

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

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

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

## Motor Cars & Motorcycles

Motor Cars must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Monday 9 September.

Motorcycles must be collected from the sale venue on the evening of the day of sale, or by 12 noon on Sunday 8 September.

**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 Straight Eight Logistics to storage on the south coast of England.

## Transport and Shipping

A representative of Straight Eight Logistics, 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).

Straight Eight Logistics  
Unit 2H  
Marchwood Industrial Park  
Normandy Way  
Marchwood, Southampton  
Hampshire SO40 4PB  
+44 (0) 20 3540 4929  
transport@straighteightlogistics.com  
www.straighteightlogistics.com

## Vehicle Removal charges

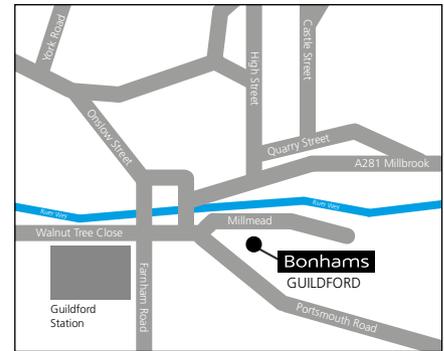
£80 + VAT per motorcycle  
£140 + VAT per motorcycle combination or Trike  
£240 + VAT per motor car

## Storage charges

£8.50 + VAT per day  
per motorcycle  
£13.00 + VAT per day  
per motorcycle combination or Trike  
First 14 days  
£15.00 + VAT per day  
per motor car  
There after  
£11.00 + VAT per day  
per motor car

## Transport and Shipping

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

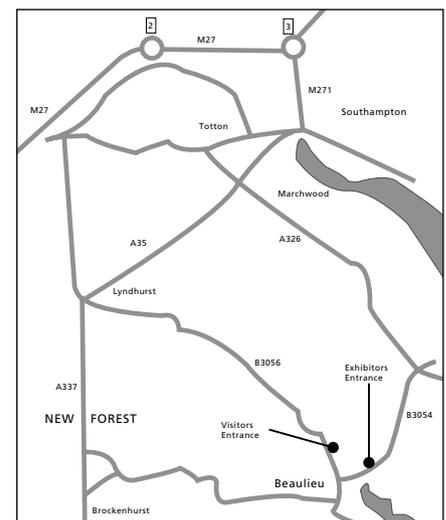


# Directions to the National Motor Museum

## Sale Admission for Catalogue Holders

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

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



USE

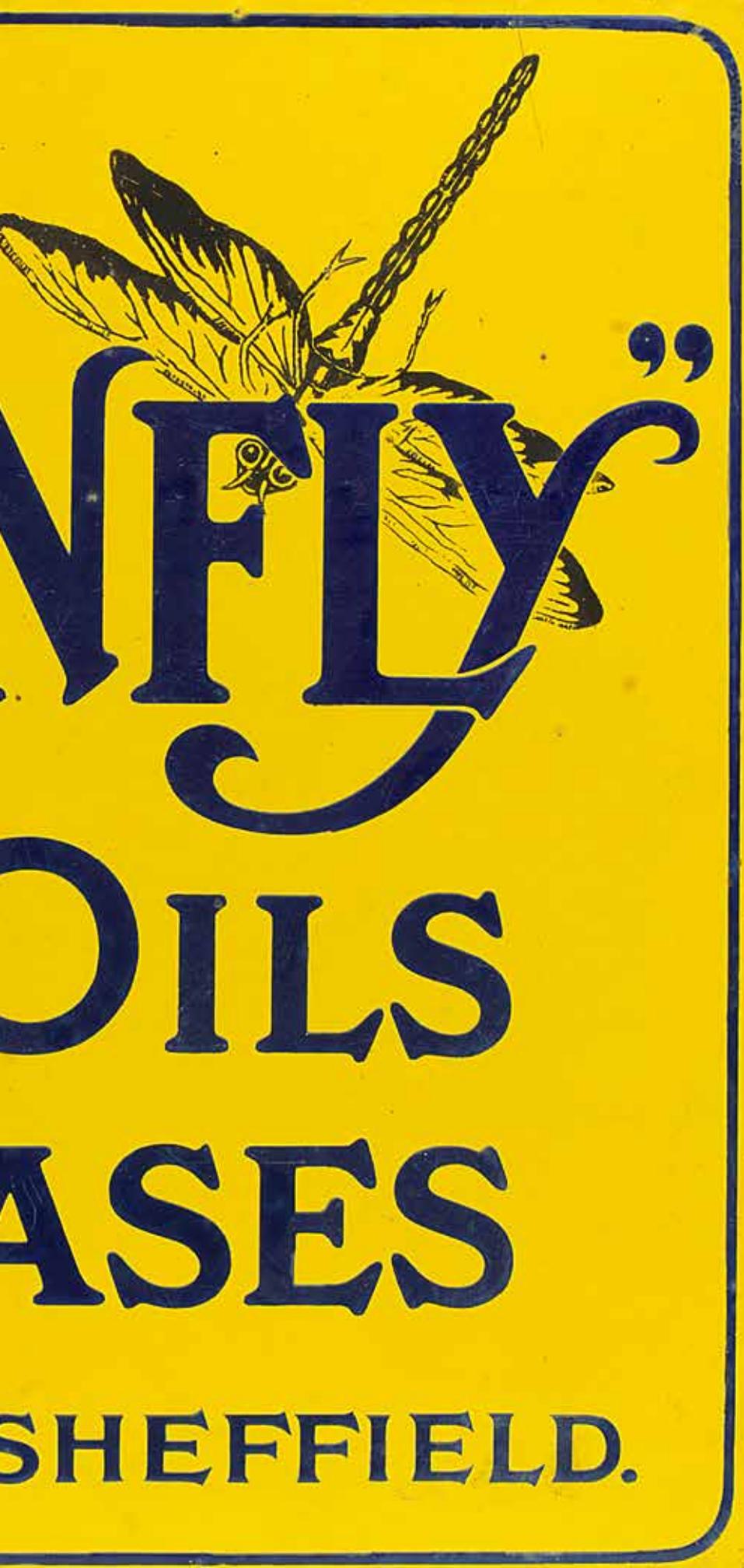
“

DRAGON

MOTOR C

AND GREAS

R.D. NICOL & CO., LTD. S



## AUTOMOBILIA

11:00am

Lots 1 - 426

Images of each lot can be found at:  
[www.bonhams.com/25455](http://www.bonhams.com/25455)

**PROPERTY FROM THE COLLECTION OF THE LATE MIKE SMITH (1940-2005)**

LOTS 1-107 ARE FROM THE 'CHILTERN MUSEUM OF MOTORING', PART II. SEE BONHAMS BEAULIEU 8 SEPTEMBER 2007, AUCTION NUMBER 15345 FOR PART I OF THIS COLLECTION.

Like many Automobilia collectors, Mike's interest in motoring was initially sparked when he was still at school. Soon his knowledge and enthusiasm for the subject became unfathomable. As a young man Mike became a member of the Buckingham Club in the 1960s, and he could often be found rallying in a Mini Cooper S. As an 'Autojumbler', trading as 'Mike Smith's Motoring Past', he was always tracking down new globes, signs, petroliana, badges, mascots and memorabilia to buy, sell and trade, and of course to keep. The foundation of the collection was the premise that 'only the best would do!' A long term member of the Historic Commercial Vehicle Society, Mike and a group of his friends later founded the Chiltern Vehicle Preservation Group, of which he was the President. He also organised and ran his own Autojumble events and 'Collector's Fairs'. All the while he continued to build his collection with the best things that he could find. In the 1990s, he opened his collection to the public as the 'Chiltern Museum of Motoring'. Mike Smith was always extremely proud to be able to share his collection of Automobilia with others, and today's auction will allow fellow collectors an opportunity to share in a part of Mike Smith's motoring past.



1  
**A SMALL 'WAKEFIELD CASTROL OIL' GLASS OIL PUMP GLOBE,**  
 squared body with bevelled edges, one face applied with 'Castrol' decal and other four sides painted dark green, the underside painted black (some slight flaking), 16.5cm high.  
 £500 - 700  
 €550 - 770

2  
**A SMALL 'SHELL X-100 MOTOR OIL' GLASS OIL PUMP GLOBE,**  
 by Hailware, squared body with bevelled edges, with lettering in red to all four sides, slight loss and old glued repair to base, 20cm high.  
 £400 - 600  
 €440 - 660

3  
**A 'REGENT BENZOLE MIXTURE' GLASS PETROL PUMP GLOBE,**  
 squared body with side fins, lettered in red and blue to both sides and fins, in seemingly good order, 44cm high.  
 £300 - 500  
 €330 - 550

4  
**AN EARLY 'PETROL' PILL-SHAPED GLASS PETROL PUMP GLOBE,**  
 with moulded inset lettering painted red (some loss and fading), in otherwise good general order, 33cm high.  
 £250 - 350  
 €270 - 380



5<sup>0</sup>

**AN 'ESSO' SPHERICAL GLASS PETROL PUMP GLOBE,**

by Webb's Crystal Glass Co.Ltd., dated '1.2.39', with logo in blue and red to two sides, in seemingly good order, approximately 40cm diameter, offered together with a similar spherical plain glass globe, unlettered, with rubber seal (distressed) to base.

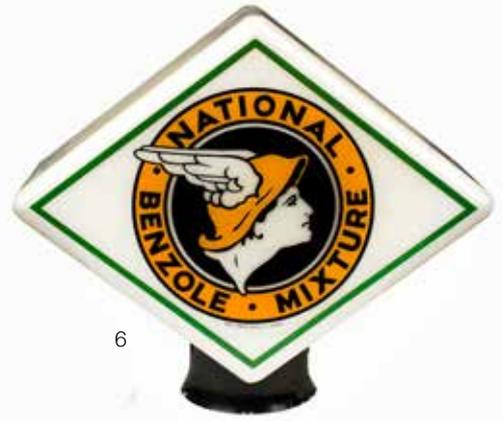
(2)

£300 - 400

€330 - 440



5



6

6

**A 'NATIONAL BENZOLE MIXTURE' GLASS PETROL PUMP GLOBE,**

by Hailware, dated 11.6.57, diamond-shaped, with mercury Trade Mark logo to both sides, black painted base, in good order with bright colours, 56cm wide.

£300 - 500

€330 - 550



7

7

**A PEGASUS 'MOBILGAS' GLASS PETROL PUMP GLOBE,**

by Webb's Crystal Glass Co.Ltd, dated '12 54', circular form featuring the red Pegasus logo and 'Mobilgas' lettering in blue to both sides, in good order with bright colours, 47cm high.

£250 - 350

€270 - 380



8

8

**A PEGASUS 'SUPER MOBILGAS SPECIAL' GLASS PETROL PUMP GLOBE,**

by Webb's Crystal Glass Co.Ltd, numbered 459, circular form featuring the red Pegasus logo and lettering in blue and red to both sides, with rubber seal to base, in good order with bright colours, 47cm high.

£300 - 400

€330 - 440



9

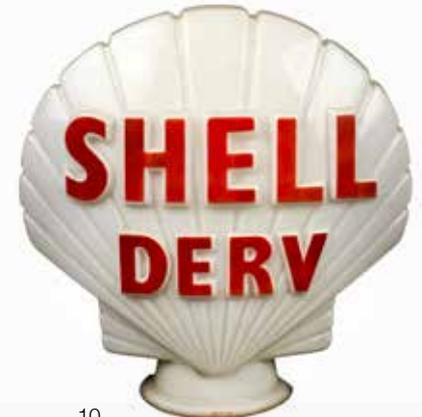
9

**A 'SHELL REGULAR' SHELL-SHAPED GLASS PETROL PUMP GLOBE,**

by Hailware, with raised lettering in red, in good order with bright colours, 43cm high.

£250 - 300

€270 - 330



10

10

**A 'SHELL DERV' SHELL-SHAPED GLASS PETROL PUMP GLOBE,**

by Hailware, with raised lettering in red to both sides, with rubber seal to base (worn/distressed), with bright colours, some damage to base, 45cm high.

£250 - 300

€270 - 330

11

**A 'SUPER SHELL' SHELL-SHAPED GLASS PETROL PUMP GLOBE,**

by Hailware, marked PH 8/56, with raised lettering in red and blue to both sides, with bright colours, some damage to base, 45cm high.

£250 - 300

€270 - 330



11

12

**PETROL PUMP ACCESSORIES AND FITTINGS,**

comprising a BP 'Union Flag' alloy price flag with central disc, one side repainted, an Anglo-Dutch Petroleum alloy circular price flag surround, two tin price flag discs for '1'9 per Quart' and '1'7½d per Gallon', a brass hose nozzle, and a brass hose connector with sight-glass, together with four framed and glazed photographs of pre-War petrol garages and a BP advertising print.

(11)

£250 - 350  
€270 - 380

13

**A 'GILBERT AND BARKER' 'FAT LADY' HAND CRANKED PETROL PUMP,**

finished in 'Shell' livery, (weathered after long period of outdoor display), complete with cast alloy price flag, remains of hose, bronze nozzle and plain spherical glass globe, Approximately 260cm high.

£400 - 600

€440 - 660

14

**AN 'AVERY HARDOLL' CLOCK FACE AUTO-PRECISION PETROL PUMP,**

finished in 'Power' livery of green and black, (weathered after long period of outdoor display), one side lacking lens, frame and light shade, complete with hose and nozzle, replica glass Power 'hand' globe, approximately 240cm high overall

£400 - 600

€440 - 660

15

**ASSORTED PETROLIANA AND RELATED COLLECTABLES,**

including two enamelled car badges for Cleveland Discol Car Club and Shell Motor Club, a small Shell oiler, a 'TT' glass panel, 28cm wide, an early Rotax Motor Accessories ceramic ashtray (damaged), three small enamel plaques for Shell and BP, an Esso letter opener/ruler, three bronze padlocks for Esso, Pratt's and National Benzole, six petrol can caps, die-cast toy petrol pumps and other street furniture, Hornby tinsplate toy petrol tankers, and other items.

(Qty)

£250 - 350

€270 - 380

16

**ASSORTED TYRE PRODUCTS SHOP DISPLAY SIGNS, TINS AND COLLECTABLES,**

including a Michelin 'Mr Bibendum' painted cast alloy air compressor figurine, a Michelin ashtray, three small shop display signs for 'Dunlop Stock', 'John Bull Tyres' and Michelin, five tin shelf strips for Dunlop, John Bull, and Palmer Tyres, tins for John Bull, Patchquick, three ashtrays with rubber tyre surrounds, and other tools and collectables.

(Qty)

£250 - 350

€270 - 380

17<sup>◇</sup>

**ASSORTED GLASS OIL BOTTLES,**

34 various types and sizes, including Shell, BP Energol, Castrol, Duckhams, Esso and Mobiloil, many with caps, several containing products, and six loose bottle caps.

(40)

£250 - 350

€270 - 380

18

**ASSORTED TINS AND CANS,**

for various motoring products, assorted sizes and types including Smith's Bluecol and Filtrate, some for cycles, several containing products.

(29)

£250 - 350

€270 - 380

19<sup>◇</sup>

**ASSORTED GLASS OIL BOTTLES,**

including a 'Star' Hardens water-filled 'Hand Grenade' blue glass fire extinguisher, unused, and 28 other bottles for Fina, Vigzol, Royal Snowdrift, National Benzole, Staminol and others, some with caps, several containing products, together with a Williams Company glass bottle with marble stopper and four related bottle collecting guides.

(34)

£250 - 350

€270 - 380

20

**A COLLECTION OF ASSORTED VINTAGE OILERS,**

various types and sizes, including Kayes 'pie-crust' type, Joseph Lucas No.3, No.20, No.38, and a small 'Favourite' type, LMS, George Hatch Ltd and T.J.Stone, two funnels, and other oilers.

(Qty)

£300 - 400

€330 - 440

21

**ASSORTED OIL CANS, TINS AND POURERS,**

for various products, types, and capacities, including Redex and Carburol dispensers, and other cans and tins for Castrol, Redex, BP, Esso, Price's, Mobiloil, Royal Snowdrift, and others, including a miniature Pratt's Perfection Spirit petrol can, 6cm high, several containing products.

(29)

£250 - 350

€270 - 380

22

**ASSORTED SHELL OIL CANS, TINS AND POURERS,**

for various products, types, and capacities, including a miniature Shell Motor Spirit petrol can, 6cm high, several containing products.

(20)

£250 - 350

€270 - 380

23

**AN EARLY 'MOEBIUS MOTOR OIL' CAN,**

for 'Challenge' Motor Oil, one side decorated with image of a Veteran 4-seater car, some staining, with spout pourer and cap, 31cm high.

£250 - 350

€270 - 380

24

**FIVE ASSORTED OIL CANS, 1930S,**

comprising 2-Gallon 'Duckhams Adcoids', containing oil product, one for 'Lubrol', and three 1-Gallon cans for 'Hyde's Jowett Oil', 'Neal's Motor Oil' and 'Vel-va-lube', each with caps.

(5)

£250 - 350

€270 - 380

25

**TWO 5-GALLON OIL CANS FOR 'NOTWEN' AND 'SILENE', 1930S,**

each 51cm high, one lacking cap.

(2)

£250 - 350

€270 - 380

26

**TWO REDLINE-GLICO MOTOR OIL CANS, 1930S,**

comprising a 5-Gallon type and a 1-Gallon type, each with decorated sides featuring a motorcar, measuring 51cm and 27cm high respectively.

(2)

£250 - 350

€270 - 380



30

27  
**TWO 'GAMAGES MOTOR OIL' 5-GALLON CANS, 1930S,**

each 'Grade XL' type, the first decorated with motoring, speed-boating and air-racing scenes to three sides, the second 'Aero De Luxe' type, decorated with image of a 1930s bi-plane to two sides, each 51cm high.

(2)  
**£250 - 350**  
**€270 - 380**

28  
**FIVE 'SPEEDWELL' OIL CONTAINERS,**

comprising one glass bottle and four tins and cans, some still containing products.

(5)  
**£250 - 350**  
**€270 - 380**

29<sup>0</sup>  
**FOUR METAL PETROL CONTAINERS,**

comprising a large Wakefield Castrol Motor Oil example, with brass plaque, 46cm high, another for Hope Chemical Works Petroleum Spirit, 39cm high, and two smaller types with spouts, one with bale handle, together with a Duckhams Q5500 Lubricants drum, 43cm high, a Duckhams pourer, three tins and a petrol can and another for Power Petrol.

(11)  
**£250 - 350**  
**€270 - 380**

30  
**AN ECURIE ECOSSE ENAMEL CAR BADGE,**

9.5cm high, with matching enamel lapel badge by Kirkwood & Sons, together with a BARC Silverstone Club enamel car badge, with yellow border (some over-painting), number 79, 13.5cm high, with an enamel club lapel badge.

(4)  
**£250 - 350**  
**€270 - 380**

31  
**THREE CAR BADGES WITH MATCHING LAPEL BADGES,**

comprising Junior Car Club, Grossglockner Hochalpenstrasse and Bentley Drivers club (with two matching lapels) and Bentley Owner's Club radiator pattern lapel badge.

(8)  
**£250 - 350**  
**€270 - 380**

32  
**ASSORTED CAR CLUB BADGES WITH MATCHING LAPEL BADGES,**

including London Motor Club with 1956 London Rally plaque; The Order of the Road with dashboard plaque; UK Monte Carlo Rally Competitors club; Road Haulage Association; RAC Associate Trailer Caravan Club with dashboard plaque and others; together with Safari Owner's Club, 1936 and 1939 SWAC Welsh Rally, 1938 SWAC Welsh rally lapel badge and International Welsh Rally lapel with date bars for 1972-1974.

(Qty)  
**£250 - 350**  
**€270 - 380**

33  
**TWELEVE MARQUE AND MARQUE CLUB BADGES,**

including Jowett script, Jowett Javelin, Rover 75, Morris van, Austin-Healey, Bentley, Aston Martin, Rolls-Royce and others.

(12)  
**£250 - 350**  
**€270 - 380**



35

34  
**NINE 'MONTE-CARLO RALLYE' COMPETITOR'S ENAMEL BADGES, 1952-1962,**

comprising two for 1952 (XXIIe) and 1954 (XXIVe), 'Equipier' badges for 1955 (XXVe) (slight damage to lower section), 1956 (XXVIe), 1957 (XXVIIe), 1958 (XXVIIIe), a 'Concurrent' badge for 1959 (XXIXe), and 'Equipier' badges for 1961 (XXXe), and 1962 (XXXIe), each featuring enamelled Monaco regional shield.

(9)  
**£800 - 1,200**  
**€880 - 1,300**

35  
**A BARC BROOKLANDS MEMBERS' ENAMEL CAR BADGE, BY SPENCER OF LONDON, 1930S,**

chrome-plated bronze with 8-colour enamelled design of two racing cars on the Member's Banking at the famous circuit, stamped to reverse with maker's name and numbered 1622, 9.5cm high, mounted on plastic trophy base.

**£350 - 450**  
**€380 - 490**



40



42



39

**SIX MOTORSPORT CAR BADGES, ((9))** comprising British Racing & Sports Car Club; Steering Wheel Club; British Trials & Rally Drivers Association; ERA Club; 1958 Svenska Rally Till Midnattssolen and British Automobile Racing Club with three related lapel badges.

(9)

£250 - 350

€270 - 380

40

**THREE FINE ENAMELLED ST CHRISTOPHER DASHBOARD PLAQUES, FRENCH, 1920S,**

comprising two art-deco style hinged types, one engraved Rene Gagneur, 22 R. God. Cavaignac, Paris Xle, each 7.2cm wide, and one with reflective engine turned background lettered "Regarde mons image et pars assure", 4.5 x 4cm.

(3)

£250 - 350

€270 - 380

41

**ASSORTED RAC BADGES AND COLLECTABLES,**

including Member's and Associate Member's types, enamel signs, lapel badges and RAC ephemera.

(QTY)

£300 - 400

€330 - 440

42

**FOUR RARE ENAMEL LAPEL BADGES FOR PRATTS AND ROP,**

comprising Tommy Prattkins pump, 38mm high, Drive with Ethyl, 26mm diameter, ROP pump 37mm high and ROP "That's The Spirit" globe, 32mm high.

(4)

£300 - 400

€330 - 440



37

36

**ELEVEN CAR BADGES,**

including Chivalry of the Road, number 11, Oxford Motor Club, five Buckinghamshire related badges and The Company of Veteran Motorists with related correspondence and printed ephemera.

(Qty)

£250 - 350

€270 - 380

37

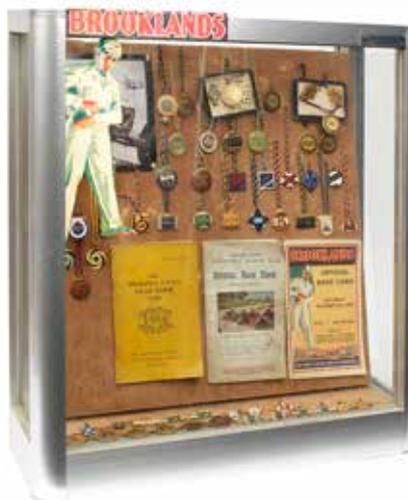
**A NATIONAL MOTORISTS ASSOCIATION ENAMEL BADGE BY COLLINS OF LONDON, LATE 1930S,**

number 3318, enamelled in five colours, 14cm high, together with a rare matching enamel lapel badge.

(2)

£250 - 350

€270 - 380



38

38

**A COLLECTION OF BROOKLANDS LAPEL BADGES,**

comprising member's enamelled lapels for 1907-1915, 1920-1942, (1910, 1928 and 1929 lacking cord); some with two matching guest's lapels comprising 1909 boxed set, 1911 boxed set, 1920, 1923, 1932-1935, 1937-38; 1936 and 1939 with one matched guest's lapel; 1910 and 1911 with one un-matched guest's lapel; majority display mounted together with 1928 yearbook, 6 June 1927 race card and 17 October 1936 race card cover (all pinned to back board), loose mounted within a glazed display case, 63 x 59 x 22cm.

(Qty)

£800 - 1,200

€880 - 1,300



45



54

44

43

43  
**TWO RAC ASSOCIATE AUTO CYCLE UNION MEMBER'S BADGES,**

comprising solid nickel example number 89704 and a later example by the Birmingham Medal Co, numbered 99568 with 1924-25 enamel date bar, together with a motorcycle sized die-cast RAC Associate member's badge, number Z41977.

(3)  
£250 - 350  
€270 - 380

44  
**AN RAC ASSOCIATE MEMBER'S BADGE WITH LEICESTERSHIRE AUTOMOBILE CLUB ENAMEL CENTRE, 1922,**

numbered B93, hollow cast, nickel plated, with faded 1922 membership disc to rear, 11.5cm.

£250 - 350  
€270 - 380

45  
**AN EARLY ROYAL AUTOMOBILE CLUB FULL-MEMBER'S BADGE BY ELKINGTON & CO LTD, 1907-1909,**

number A276, by Elkington and Co., Ltd, 22 Regent Street, hollow cast wheel supported by 'double-wing' Mercury figures, the obverse with the bust of Edward VII on central brass disc, the reverse with oblong enamel Union Jack, 17.5cm high, mounted on a black display base.

£600 - 700  
€660 - 770

46  
**FIFTEEN ASSORTED ADVERTISING LAPEL BADGES FOR TYRES, SPARK PLUGS AND ELECTRICAL EQUIPMENT,**

comprising early Mons. Bibendum figure on stick-pin, and others including Avon, Dunlop, John Bull, Champion, Massa, Lucas and Marchal.

(15)  
£250 - 350  
€270 - 380

47  
**ASSORTED RALLY AND OTHER LAPEL BADGES,**

comprising Junior Racing Driver's Club, Mintex with date bars 1971-73 and 1975; Banbury Cross Rally with date bars 1964-65 and 1968; Scottish Rally with competitor date bar for 1973; London Rally with date bars for 1965-68; Svenska Rallye til Midnattsolen with date bar for 1958; Tulpen Rallye; The Cheltenham Motor Club Martini Rally 1958, British Grand Prix with date bar for 1967; Ulster TT for 1932, 1933, 1955 and another undated; Triumph and Ferrari 50th Anniversary.

(Qty)  
£250 - 350  
€270 - 380

48  
**TWENTY-SEVEN ASSORTED GARAGE AND MOTOR DEALER'S ENAMELLED DASHBOARD PLAQUES,**

including Esher Filling Station; Cookes of Sutton; Morgans of Leighton Buzzard; The Park Motor Co; Weybridge Automobiles; Tilleys of Dorchester & Weymouth; Organs of Oxford and others, many with St. Christopher decorative centres, together with an ivoreen plaque for George Marriott of Buckingham.

(28)  
£400 - 500  
€440 - 550



49

49  
**A FRAMED DISPLAY OF VARIOUS 'AA' CAR BADGES,**

of various dates and types, including a brass replica Motor Union badge, marked George Collins Ltd., with an enamelled Motor Union lapel badge, a Stenson Cooke Secretary AA badge, numbered 15113, an AA Cycle badge, a Light Car badge, two with enamelled 'heart' tokens in red and pale blue, for 1915 and 1916 respectively, a brass AA & MU badge for industrial vehicles, numbered V29357, and other later AA badges, mounted together with three early small enamel signs for AA and AA & MU, and other related items, in wooden frame, 87 x 75cm overall.

£800 - 1,200  
€880 - 1,300



50



52

50

**A FRAMED DISPLAY OF ASSORTED DASHBOARD AND DEALERS' PLAQUES,**

41 assorted plaques, some enamelled, including St Christopher examples, and others for various motoring services, suppliers and dealers including Newnhams, W J Adlington & Co., Cleveland Car Co.Ltd., Spink Bros, Brown Bros, Brooklands Motors, Jack Olding, and others, all mounted together with a Redline headed invoice and two garage photographs, framed and glazed, 63 x 49cm overall.

£500 - 800  
€550 - 880

51

**TEN ASSORTED MOTORING BADGES,**

including Royal Irish Automobile Club; Cinque Ports Flying Club; Norfolk Motor Club; Ulster Automobile Club; Coronation 1937 and others. (Qty)

£250 - 350  
€270 - 380



51

52

**A FRAMED DISPLAY OF ASSORTED ENAMELLED DASHBOARD AND DEALERS' PLAQUES,**

51 plaques, majority enamelled, including St Christopher examples of various types, and others for various garages, motoring services and dealers including Mann Egerton, Car Mart Ltd, Guy Salmon, Bambers, Grose, Layhams, George Newman & Co., Membury, Wadham Bros, and others, all display mounted together with three motor works letterheads and three postcards, framed and glazed, 57 x 73cm.

£1,200 - 1,600  
€1,300 - 1,800



57



53

53  
**A LARGE ROYAL AUTOMOBILE CLUB FULL MEMBER'S BADGE, 1930S,**  
 re-styled and based on the 1909-1911 badge with a single winged Mercury, this chrome plated example, is un-numbered, with oblong enamel Union flag to reverse, 15cm high, on black display base.  
**£250 - 350**  
**€270 - 380**

54  
**FIVE RAC BADGES,**  
 comprising Full Member's 1920s-30 type, number D3880; post-1940 small radiator fitting type, numbered FLAT 2538; a die-cast Associate Member's badge with Riley Motor Club enamel centre (fatigued); CMUA RACE Associate Member's badge and a Royal Scottish Automobile Club badge numbered R925 BJRL 37 to reverse.  
 (5)  
**£250 - 350**  
**€270 - 380**

55  
**A GOOD COLLECTION OF POST-WAR RAC RALLY BADGES AND PLAQUES,**  
 including 1953 Rally of Great Britain; enamel plaques for RAC International Rally 1960, 1962-66 and 1970; 5 x lapel badges, two car rally numbers, a leather RAC Scrutineer's armband and other ephemera.  
 (Qty)  
**£250 - 350**  
**€270 - 380**

56  
**A GOOD COLLECTION OF PRE-WAR RAC RALLY BADGES AND PLAQUES,**  
 including Torquay 1932 in original case with official programme; Hastings 1933 plaque; Brighton 1939 plaque and others.  
 (Qty)  
**£250 - 350**  
**€270 - 380**

57  
**SEVENTEEN ENAMEL LAPEL AND CAP BADGES FOR PETROL AND OIL COMPANIES,**  
 comprising Shell, Shell Lubrication, Aeroshell, BP, Shell-mex & BP Ltd and Tecalemit, together with a badge off a Tecalemit lubricator.  
 (18)  
**£250 - 350**  
**€270 - 380**



58



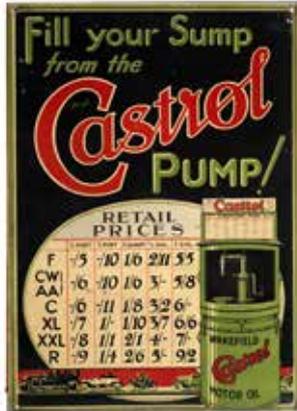
58  
**TWENTY-TWO ENAMEL LAPEL AND CAP BADGES FOR PETROL AND OIL COMPANIES,**  
 comprising Esso (x4); Duckhams (x3); Mobil and Mobiloil (x5); Castrol (x4); Redline (x2), National Benzole (x3) and Sternal.  
 (22)  
**£250 - 350**  
**€270 - 380**

59  
**NINETEEN ADVERTISING LAPEL AND CAP ENAMEL BADGES FOR PETROL AND OIL COMPANIES,**  
 including Dominion, Cleveland (x2), Regent (x4), Texaco, Speedwell, Filtrate, Price's Motorine, Redex, APC, Falcon, Vigzol, Lion Motor Oil and Power (x2), together with a Power bulldog clip.  
 (20)  
**£300 - 400**  
**€330 - 440**

60  
**TWO BOYCE MOTO-METERS AND A CALORMETER,**  
 comprising a Boyce Moto-Meter for Dodge Bros, on dog-bone radiator cap, another Gem Model mounted with cast alloy winged hood ornament, and a patented Wilmot-Breeden Calormeter.  
 (3)  
**£250 - 350**  
**€270 - 380**



62



67 (part)



68 (part)



69



66

61  
**FOUR ANIMAL MASCOTS,**  
 comprising an Alsatian Dog's Head mascot by Ruffony, hollow-cast base metal, 10cm high, on radiator cap, an Armstrong-Siddeley bronze Sphinx mascot, a 'King Dick' Bulldog mascot, 9cm long, on wooden base, and a chromed Bantam Chicken mascot, 10cm long, on wooden base.

(4)  
 £250 - 350  
 €270 - 380

62  
**A VAUXHALL 'WYVERN' MASCOT BY JOSEPH FRAY LTD, 1929-1930,**  
 nickel-plated, marked to rear of base, holding 'V' flag (bent backwards), 9cm high.

£250 - 350  
 €270 - 380

63  
**FOUR FIGURATIVE MASCOTS,**  
 comprising a cast alloy Guy Motors 'Feathers in Our Cap' Chieftain mascot, 12cm high, on radiator cap, a bronze Vulcan mascot, 13cm high, on wooden base, a nickelled Rover Viking mascot, 10cm high, and a bronze Trawlerman mascot, 12cm high.

£250 - 350  
 €270 - 380

64  
**ASSORTED FRAMED MOTORING PHOTOGRAPHS AND PRINTS,**  
 including a circa 1912 lithographic print for Commer commercial vehicles, 25 x 39cm, a 1969 Le Mans 24-Hours poster, 60 x 39cm, four monochrome photographs depicting commercial vehicles and petrol tankers, and other framed items, various sizes.

(12)  
 £250 - 350  
 €270 - 380

65  
**ASSORTED POST-WAR BRITISH RALLY TROPHIES, PROGRAMMES AND EPHEMERA,**  
 including National Benzole division champion 1951, Scottish rally 1973, civil service rally 1968, Lombard rally, international rally of Great Britain and Buckingham District Rally championship.

(Qty)  
 £250 - 350  
 €270 - 380

66  
**A 1935 MOTOR CLUB TRIALS 'BEST PERFORMANCE' BRONZE AWARD, PRESENTED BY THE MG CAR CO.,**  
 small bronze deskpiece, unsigned, depicting a two-seater racing MG, mounted on a wooden base bearing sterling silver plaque inscribed 'Torbay & Totnes Motor Club - English Riviera Trial 1935 - Presented by the M.G. Car Co. For Best Performance by a M.G.', measuring 16cm long overall.

£250 - 350  
 €270 - 380

67  
**FOUR MOTOR OIL GARAGE SIGNS,**  
 comprising a Wakefield Castrol Motor Oil circular enamel sign single-sided, 61cm diameter, a pre-war 'Fill your Sump from the Castrol Pump!' tin sign, 48 x 34cm, and two other tin signs for Royal Snowdrift and Castrol for Ford, each approximately 49 x 34cm.

(4)  
 £250 - 350  
 €270 - 380

68  
**A 'BLACK & WHITE MOTORWAYS LTD. BOOKING OFFICE' ENAMEL SIGN,**  
 single-sided, white lettering on black enamel, advertising daily services from South Wales to London, the Midlands and South Coast and featuring pictorial image of a coach, with holes for wall mounting, some chips to edges, 92 x 38cm, offered together with a Highways Ltd Coach Service tin sign, some rust spots, 77 x 51cm.

(2)  
 £350 - 450  
 €380 - 490

69  
**A 'TROJAN CARS AND VANS SALES & SERVICE DEPOT' DOUBLE SIDED SHAPED ENAMEL SIGN,**  
 in orange, blue, grey and white enamel featuring image of a Trojan warrior, with holes for wall mounting, some rusting and loss in places to one side, 67 x 52cm.

£400 - 500  
 €440 - 550



70

70<sup>00</sup>

**TWO EARLY CAST IRON ROAD WARNING SIGNS,**

both painted black raised lettering on white, the first large diamond-shaped, by Great Western Railway Co., a weight limit sign for one, two, and three ton vehicles, some surface corrosion, 126 x 78cm, with two wall-fixing bolts, the second by W & F. Wills Ld. Engineers of Bridgwater, rectangular, for traction engines and heavy motors, 52 x 79cm.

(2)

£300 - 400

€330 - 440

71

**AN 'AEROSHELL LUBRICATING OIL' TIN ADVERTISING SIGN,**

single sided with printed lithograph image after Edward Mcknight Kauffer 1932 of a racing car, subtitled The Aristocrat of Lubricants, some light scratches in places, slight warping, 48 x 73cm.

£600 - 700

€660 - 770

72<sup>0</sup>

**TWO ENAMEL SIGNS FOR 'SHELL MOTOR SPIRIT' AND 'POWER PETROL',**

both single sided, the 'Shell Motor Spirit' by Protector Enamel Signs, in red, black and yellow enamel, 137 x 46cm and 'Power Petrol' by Stocal Burton, in green, black and white enamel, 122 x 30cm, some wear and rusting in places to both.

(2)

£250 - 350

€270 - 380

73

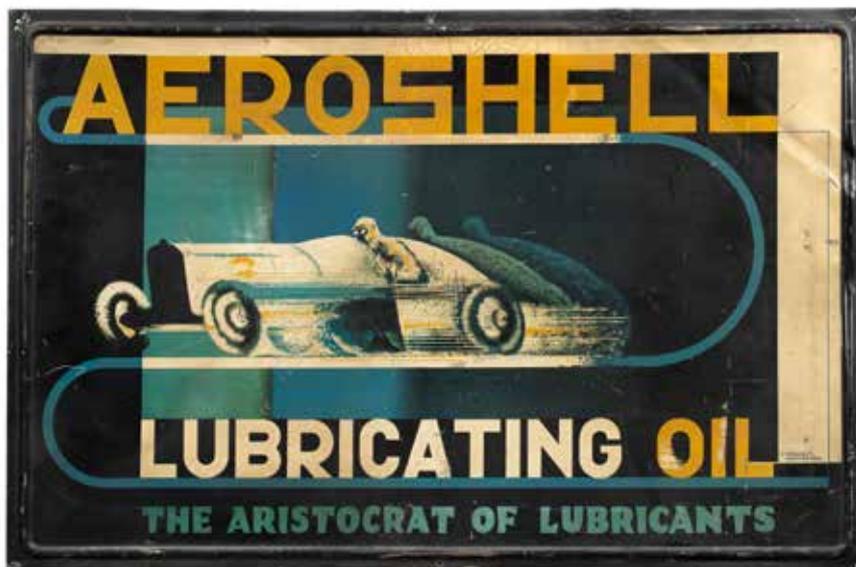
**TWO OIL CABINET SHAPED ENAMEL DISPLAY SIGNS FOR 'REDEX' AND 'SHELL OIL',**

the first for 'Redex' is double sided in red, white and blue enamel, 21 x 61cm and the second for 'Guaranteed Shell Oil', single sided, 24 x 63cm, some minor chips in places to both.

(2)

£300 - 400

€330 - 440



71



73

74

**A 'WAKEFIELD CASTROL MOTOR OIL' DOUBLE-SIDED WALL MOUNTING ENAMEL SIGN,**

by Patent Enamel Co.Ltd. of Birmingham in green, white and red enamel with flange mounting, some chips and loss in places, 38 x 46cm.

£250 - 350

€270 - 380

75

**A 'WAKEFIELD MOTOR OIL' DOUBLE-SIDED WALL MOUNTING ENAMEL SIGN,**

by Patent Enamel Co.Ltd. of Birmingham & London, featuring depiction of an oil can, in green, light grey and red enamel with flange mounting, some chips and rusting in places, 38 x 46cm.

£400 - 600

€440 - 660

76

**A 'DRAGONFLY MOTOR OILS AND GREASES' DOUBLE-SIDED WALL MOUNTING ENAMEL SIGN,**

with blue lettering on yellow enamel, with flange mounting, 36 x 45cm.

£400 - 600

€440 - 660



74



75



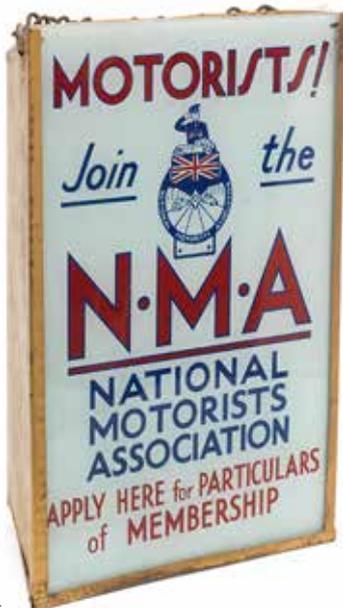
76



78



79



84



77 (part)

77

**A SPHINX SPARK PLUGS ENAMEL SIGN,** single-sided, enamelled in four colours, some chips and overpainting in places and slight loss to lower right corner, 41 x 23cm, together with a Mobiloil shield-shaped enamel sign, 31 x 31cm, a Gargoyle Mobiloil Lubricants red-painted cylindrical fire-extinguisher case with curved enamel plaque to door, 48cm high, and two tin signs for Gargoyle Mobiloil, 38 x 30cm, and Pratt's Motor Oil, 58 x 32cm.

(5)  
**£250 - 350**  
**€270 - 380**

78

**AN 'AA' CAST-IRON REFLECTIVE POLE HEAD MARKER, PATENTED 1927,** by Franco Signs, in the form of the AA winged emblem, painted red on yellow, with red glass bead reflectors, 24cm high.

**£250 - 350**  
**€270 - 380**

79

**A RARE AND EARLY 'MOTOR UNION' DOUBLE-SIDED SHAPED ENAMEL SIGN, 1907-1908,** in red and black on white enamel, depicting the 1907-1908 Type 1 Motor Union badge emblem, some rusting and overpainting in places, 56 x 37cm, with hanging chains.

**£400 - 500**  
**€440 - 550**

80

**ASSORTED 'AA' SIGNS AND COLLECTABLES,**

including an 'Appointed Garage' shaped enamel sign by Franco, single-sided, 28 x 33cm, an 'AA' Patrol Box cast alloy sign, painted yellow, 41 x 33cm, a '£2 Reward' Patrol Box enamel sign, single-sided, some damage, 26cm high, various keys, an Acme 'Thunderer' whistle, a pin badge, an ashtray, a brass tape measure, and other collectables.

(Qty)  
**£250 - 350**  
**€270 - 380**

81

**TWO GARAGE ADVERTISING MIRRORS FOR 'PRATT'S' AND 'DUNLOP',**

comprising 'Pratt's' Perfection Spirit, with gilt lettering, featuring image of oil can and Royal Warrant emblem, 60 x 45cm, in wooden frame, and 'Dunlop-the World's Master Tyre', single sided, 30 x 51cm with hanging chain.

(2)  
**£300 - 400**  
**€330 - 440**

82

**TWO WALL MOUNTING ENAMEL SIGNS,**

both double sided, comprising 'AA' circular sign by Franco, post 1914, in yellow and black enamel, some surface rust staining, 46cm diameter, with cast iron hanging bracket, and a 'Telephone' sign in white and blue enamel, slight bend, 23 x 55cm, held within cast iron wall bracket.

(2)  
**£250 - 350**  
**€270 - 380**

83

**A 'SHELL MOTOR OILS' TIN ADVERTISING SIGN,**

single sided, with printed lithograph motoring scenes from 1896 to 1929 after R.T.Cooper, with central table of correct grades, some wear and discoloration, 74 x 51cm.

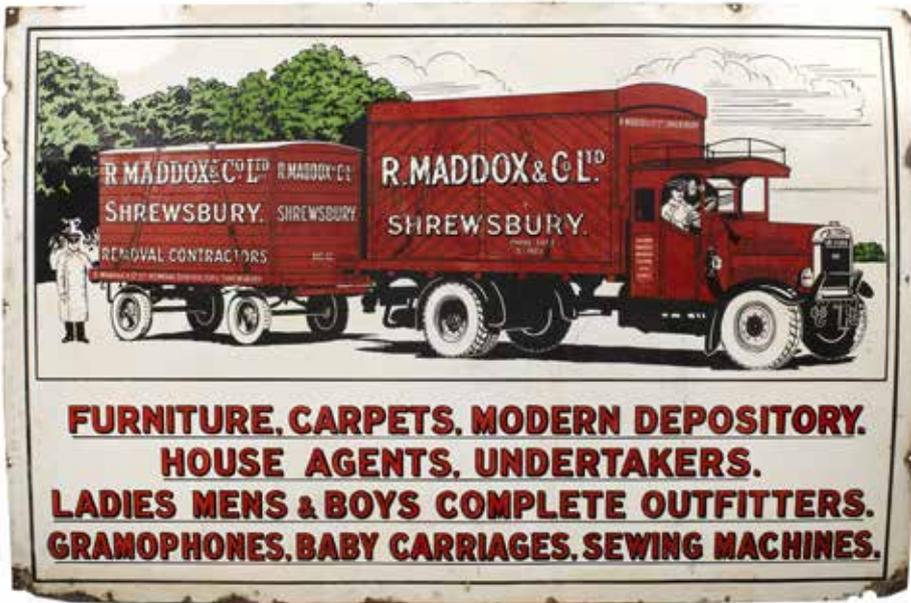
**£250 - 350**  
**€270 - 380**

84

**A 'NATIONAL MOTORISTS ASSOCIATION' ILLUMINATING SIGN,**

metal tapered box construction, with glass panel featuring the N.M.A. badge emblem and inviting membership applications, with hanging chain and wiring to rear, 40 x 27 x 14cm overall.

**£300 - 500**  
**€330 - 550**



86

85  
**FIVE SHOP DISPLAY SIGNS FOR  
 MOTORING ACCESSORIES,**

comprising a Lodge spark plugs standing tin sign, with card backing, 30 x 20cm, a printed tin sign for pre-motoring Uttley's oil and candle cart lamps, 33 x 23cm, and three card counter display signs for Champion Spark Plugs, 29 x 34, a large Exide batteries sign, 74 x 53cm, and Essolube, 38 x 24cm.

(5)

£300 - 400

€330 - 440

86<sup>0</sup>

**A LARGE 'R. MADDOX & CO. LTD.  
 REMOVALS OF SHREWSBURY' ENAMEL  
 SIGN, 1920S,**

single-sided, in red, black and green on white enamel, depicting Leyland removals truck with trailing carriage, some minor loss to enamel at edges in places, 102 x 153cm.

£700 - 900

€770 - 990

87

**AN 'AGENCY FOR - THE  
 UNAPPROACHABLE NORTON MOTOR  
 CYCLES' DOUBLE-SIDED ENAMEL SIGN,**

by Patent Enamel Co. of Birmingham, in yellow, white and dark-blue enamel with bright colours, with holes for hanging, some chips to edges, 30 x 46cm.

£250 - 350

€270 - 380

88

**A 'CHEVROLET TRUCKS AUTHORISED  
 DEALER' SHIELD-SHAPED ENAMEL SIGN,**

by Franco Signs of W1 London, single-sided, in orange, dark-blue and white enamel, featuring 'The Trucks that pay' strapline, with holes for wall mounting, some scratches and minor chips to edges, 76 x 61cm.

£300 - 500

€330 - 550

89

**A 'STUDEBAKER AUTOMOBILE SERVICE'  
 DOUBLE-SIDED ENAMEL SIGN, PRE-WAR,**

in black, white and orange enamel, featuring wheel emblem, with holes to upper edge for hanging, some light rusting to edges, 61 x 51cm.

£500 - 600

€550 - 660

90

**AN 'AUSTIN SALES & SERVICE' SHAPED  
 ENAMEL SIGN, PRE-WAR,**

single-sided, in the form of an Austin radiator, in white, black, yellow and grey enamel, some small chips and rust spots in places, with holes for wall mounting, 77 x 51cm.

£400 - 600

€440 - 660

91

**A 'MORRIS TRUCKS' DOUBLE-SIDED  
 SHAPED ENAMEL SIGN, 1930S,**

in five colours featuring the Morris radiator, with remains of 'Morris-Commercial' label to one side, with holes for hanging, minor chips and scratches in places, 57 x 41cm.

£700 - 900

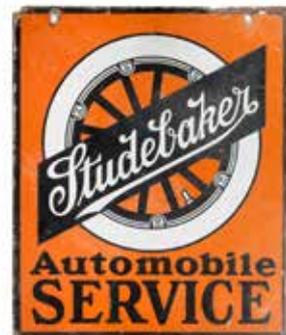
€770 - 990



87



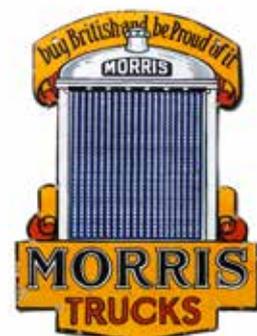
88



89



90



91



94



92



93

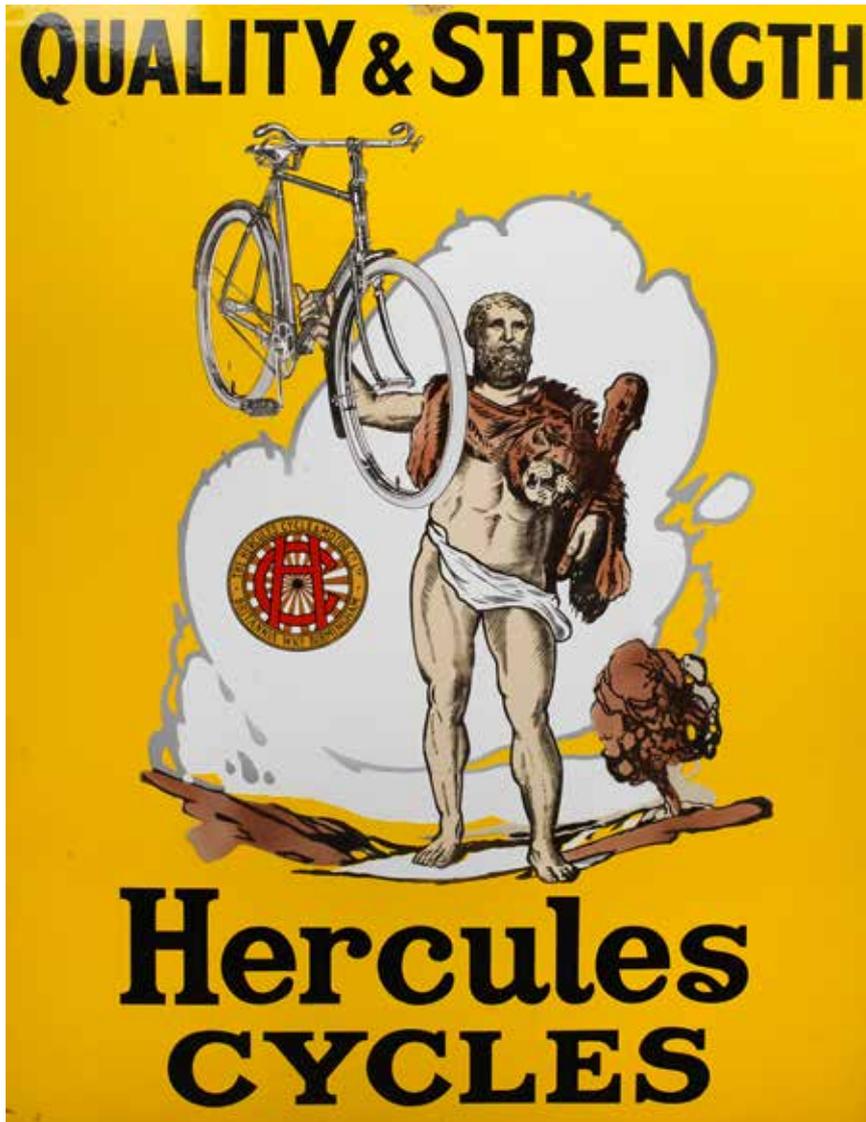
92  
**A 'MORRIS SERVICE' DOUBLE-SIDED SHAPED ENAMEL SIGN, 1926,**  
 by Angel Super Signs Ltd, in six colours, featuring depiction of a Morris Oxford Bullnose radiator, some loss and damage to edges and rust-spots in places to one side, 63 x 37cm.  
**£500 - 700**  
**€550 - 770**

93  
**A 'MORRIS CARS' DOUBLE-SIDED SHAPED ENAMEL SIGN,**  
 in light-blue, dark-blue, red and white enamel, with bright colours, chip to enamel on one side, some minor loss and rusting in places, with holes drilled for hanging, 30.5 x 93cm.  
**£250 - 350**  
**€270 - 380**

94<sup>◊</sup>  
**A LARGE 'R.D. & J.B. FRASER LTD REMOVALS OF IPSWICH' ENAMEL SIGN, CIRCA 1910,**  
 single-sided, depicting steam traction removal vehicle with trailing carriage, some light staining and loss to enamel with holes to lower edge and elsewhere, 102 x 152cm.  
**£800 - 1,200**  
**€880 - 1,300**

95<sup>◊</sup>  
**A LARGE 'QUALITY & STRENGTH - HERCULES CYCLES' ENAMEL SIGN, 1920S,**  
 larger version of the sign, depicting the mythical figure of Hercules holding aloft a Hercules gent's bicycle and bearing the Hercules Cycle & Motor Co.Ltd. Britannia Works emblem, slight loss to enamel with re-touching in one place to centre of upper edge but in otherwise good general condition with bright colours, in wooden frame with backboard, 123 x 92cm overall.  
**£500 - 700**  
**€550 - 770**

95





97 (part)

96  
**FIRE-FIGHTING ACCESSORIES AND MEMORABILIA,**

comprising an early 20th Century Merryweather Pattern fire-fighter's helmet, plated metal with leather lining and chinstrap, a pressed copper 'Winning Crew' shield presented by Venesta Ltd. to the Silvertown Fire Brigade, featuring fire-fighting scene in relief, 52cm high, two brass fire-hose nozzles, a framed and glazed photograph of a 1920s Fire Station with crew and Dennis and Tilling-Stevens fire engines, an 1894 Shand, Mason & Co. steam fire engine advertising card, a 'Stanley Fire' Engines brochure, one brass 'AFS' and two chromed and enamel Auxiliary Fire Service car badges for London and Birmingham, a chromed Fire-Fighter mascot and a cast alloy 'American-La France' fire engine radiator plaque.

(Qty)  
**£300 - 500**  
**€330 - 550**

97  
**FOUR TAXI METERS AND RELATED ACCESSORIES AND COLLECTABLES,**

for Hackney Carriages, comprising an early Metropolitan Fare Reg Co.Ltd example with brass fittings and 'For Hire' enamel flag, an Argo type with illuminating 'For Hire' sign, another by Halda, and one by Kosmos with 'For Hire' flag, together with other associated items including a 'For Hire' illuminating meter light and two enamel flags, cast Hackney Carriage License plaques, enamel number and fares plaques, drivers' enamel badges, nine enamelled driver lapel badges, five tax discs from 1928 and two sales brochures for Austin and Beardmore Taxis.

(Qty)  
**£400 - 600**  
**€440 - 660**

98  
**A COLLECTION OF POCKET KNIVES ADVERTISING MOTORING ACCESSORIES AND OIL PRODUCTS,**

56 assorted examples, including Auto Union DKW, Rolls-Royce, Talbot, Foden, Mercedes-Benz, Austin, Ford, CAV, Shell, Mobiloil, Pratts, Englebert, Michelin, Continental, Firestone, Exide, Champion, and others.

(Qty)  
**£250 - 350**  
**€270 - 380**



103

99  
**ASSORTED BUS AND OMNIBUS RELATED MEMORABILIA,**

including a circular enamel London Transport 'Bus Stop' sign, single-sided, 32cm diameter, a bus conductor's peaked cap, size 7½/60, with London Transport 'General' enamel badge, other uniform enamel badges, assorted pre-War Driver and Conductor enamel plaques, some with leather fobs, a 'Beach's Coaches' enamel sign, 46cm wide, a cast bronze Midland Red tyre chock, three framed photographs, and assorted boxed and loose small-scale die-cast models, and other items.

(Qty)  
**£300 - 400**  
**€330 - 440**

100  
**ASSORTED BADGES AND PLAQUES FOR TRUCKS AND COMMERCIAL VEHICLES,**

including a 'Morris-Commercial' double-sided tin sign, 71cm wide, two large triangular enamel badges for AEC, other enamel badges for Morris-Commercial, Dennis, Albion, and Bedford, and assorted radiator plaques, scripts and coachwork plates for Foden, Seddon Diesel, Albion, Trojan, BMMO, Invicta, Maudslay, Leyland, AEC, Super-Sentinel, Thornycroft, Scammell, and Aveling-Barford, and four framed photographs of commercial vehicles.

(Qty)  
**£300 - 400**  
**€330 - 440**

101  
**AN AUTOJUMBLER'S LOT OF ASSORTED AUTOMOBILIA,**

including a Harvey Frost & Co Vulcanizer, with case, a Miller acetylene bicycle lamp on a Lucas display stand, a brass exhaust whistle, a brass bulb holder, Desmo bulb horn, four 1930s Ramsgate Concours d'Elegance plaques (three enamelled), various chassis plates, three motor racing warning posters, a Scalextric Austin Healey 3000 slot car with box, and assorted motoring ephemera including race programmes, passes, road maps, and other items.

(Qty)  
**£250 - 350**  
**€270 - 380**



104

102  
**ELEVEN POCKET KNIVES ADVERTISING OIL AND MOTORING PRODUCTS,**

with shaped or decorative handles, including six petrol-pump examples for GEX (French), BV Benzol (German), Wayne, Essolube, Esso and Total, BP Owl, Esso Mr Drip, and three others.

(11)  
**£250 - 350**  
**€270 - 380**

103  
**THIRTEEN MOTORING POCKET KNIVES,**

some with shaped handles and some decorated with motoring scenes, depicting lorries, open tourers, and early veteran cars, some reproductions.

(13)  
**£300 - 400**  
**€330 - 440**

104  
**A 'PATCHQUICK SPECIALITIES' SHOP COUNTER DISPLAY CABINET, 1920S,**

wooden construction, with wooden advertising upper panel and lettering (faded) to both wooden side panels, with fixed curved glazed upper display containing nine tins and containers for Patchquick products and four lower wooden drawers with brass loop handles, 56 x 33 x 33cm.

**£300 - 400**  
**€330 - 440**



115



113

105<sup>00</sup>  
**A 'CADBURY'S CHOCOLATES' GLAZED SHOP DISPLAY CABINET,**

wooden frame construction, with gilt lettering to glazed front and two side panels, with glazed sliding doors to rear, with two internal glass shelves, some old marks and scratches to wooden top, 81 x 43 x 69cm, offered together with a large wooden glazed display case, with glazed double hinged doors and three wooden shelves, to suit books or mascots, with key, 122 x 122 x 32cm overall.

(2)  
**£300 - 400**  
**€330 - 440**

106<sup>000</sup>  
**TWO STANDING GLAZED DISPLAY CABINETS,**

both wooden frame construction, one with three glazed sides, 79 x 48 x 35cm, the other with four glazed sides, 77 x 51 x 36cm, each with hinged door and two internal glass shelves, offered together with Nigel Mansell's 1992 South African Kyalami Grand Prix Winner's Trophy wooden case, now empty but originally constructed to house the Vinalti/Klaus H Lanz designed trophy awarded to Nigel Mansell for victory at the race on 1st March, with hinged lid with retractable handle, FIA plaque to front and freight labels pasted to two sides, some surface scratches, 74 x 38 x 38cm.

(3)  
**£250 - 350**  
**€270 - 380**

107<sup>000</sup>  
**A LARGE GLAZED SHOP DISPLAY CABINET,**

by Dudley & Co.Ltd of Holloway, London, wooden frame and base with glazed top, front and sides, with glazed sliding doors to rear and single glass internal shelf loosely resting on height-adjustable brackets, measuring 120 x 58 x 91cm.

**£300 - 400**  
**€330 - 440**



116

## OTHER PROPERTIES

108<sup>00</sup>

**AN AUTOJUMBLER'S LOT OF ASSORTED GARAGE ITEMS AND ACCESSORIES,**

including two conical fire extinguishers, assorted fuel and oil cans and oilers, funnels, three lamps for restoration, two electric horns, a leather suitcase and a Gladstone type bag (both worn), and other assorted garage equipment and motoring accessories.

(Qty)  
**£250 - 350**  
**€270 - 380**

109<sup>000</sup>

**A FORECOURT TROLLEY COMPRESSOR AND A PORTABLE ENGINE HOIST,**

the wheeled compressor by Bristol Pneumatic Tools Ltd, with handle and wiring, the wheeled hoist folding type, painted yellow, both used.

(2)  
**£250 - 350**  
**€270 - 380**

110

**SIX FOOT PUMPS,**

comprising two Nesthill 'Jupiter', Kismet 'Duplex Master' and Kismet 'Baby', Dunlop 'Champion' and an Ernest H Hill Ltd foot pump.

(6)  
**£250 - 350**  
**€270 - 380**

111

**ASSORTED ROLLS-ROYCE 20/25HP TOOLS,**

including a Klaxon wiper motor, wiper arms and blades, a hub extractor tool, spare valve, two adjustable wrenches, and other items.

(Qty)  
**£250 - 300**  
**€270 - 330**

112

**ASSORTED ROLLS-ROYCE 20/25HP TOOLS AND SPARES,**

including two wheel spanners, a calorstat, two condensers, a radiator cap, and a 1935 Rolls-Royce Ltd Guarantee certificate for Chassis No.'GPG-42', framed and glazed.

(8)  
**£250 - 350**  
**€270 - 380**

113

**A RARE NESTHILL 'COMPACT' FOOT PUMP FOR ROLLS-ROYCE 20/25HP,**

sprung steel frame painted black with foot-plate, with nickelled cylinder, complete with hose (modern replacement) and valve, of the type as illustrated in the Rolls-Royce 20/25Hp spares list.

**£800 - 1,200**  
**€880 - 1,300**

## END OF COLLECTION

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

114<sup>0</sup>

**ASSORTED TOOLS FOR VINTAGE CARS INCLUDING BENTLEY,**

including a Dunlop Minor foot-pump, a SkyHi hydraulic bottle jack, a Pyrene fire-extinguisher, brass blowtorch by Sievert of Sweden, a hand drill, oilers and greasers including Tecalemit, Enots 'Autoram', BSA spanners, Elliott Lucas pliers, and other tools, together with a broan leather satchel.

(Qty)

£300 - 400

€330 - 440

115<sup>000</sup>

**A GODWIN P1 HAND-CRANKED PETROL PUMP, 1930S,**

number C80755, fully restored in dark green livery, polished brass body and delivery nozzle, mounted within pillar-box outer casing, inner hook fitted with oil pourer, the pump wired for illumination, fitted with small BP glass globe (reproduction), approximately 195cm high overall.

£2,000 - 2,500

€2,200 - 2,700

116<sup>000</sup>

**AN AVERY HARDOLL PETROL PUMP, BRITISH, 1960S,**

restored, finished in yellow/green BP livery, clock face type, re-wired for illumination and fitted with BP Super glass pump globe, internal motor removed for ease of movement, approximately 187cm high overall.

£3000 - 4000

€3300 - 4400

117<sup>000</sup>

**AN AVERY HARDOLL ELECTRIC PETROL PUMP, BRITISH, 1950S,**

restored, finished in red and yellow shell livery, clock face type, re-wired for illumination and fitted with glass shell globe (reproduction), internal motor removed for ease of movement, approximately 223cm high overall.

£3000 - 4000

€3300 - 4400

118<sup>000</sup>

**AN UNUSUAL EARLY MILWAUKEE ONE GALLON PETROL PUMP MANUFACTURED BY MILWAUKEE TANK WORKS**

restored in red and black, with "Esso Benzole Mixture" brand plate, 1/8d price flag, together with a "Esso Ethyl" transfer on the pumping cylinder, hose and nozzle, approximately 195cm high overall.

£1,200 - 1,400

€1,300 - 1,500



117



118

119<sup>000</sup>

**AN AVERY-HARDOLL TYPE 598B 'PRE-SET' CLOCK-FACE ELECTRIC PETROL PUMP,**

originally decorated with Shell branding, now fitted with National Benzole 3-sided glass globe, 218cm high overall, with nozzle (lacking hose).

£1,200 - 1,600

€1,300 - 1,800

120<sup>000</sup>

**AN AVERY-HARDOLL TYPE 598B 'PRE-SET' CLOCK-FACE ELECTRIC PETROL PUMP,**

number 99979, originally decorated with Power branding, now fitted with BP shield-shaped glass globe, 222cm high overall, with nozzle (lacking hose).

£1,200 - 1,600

€1,300 - 1,800

These pumps (Lots 119 and 120) were originally fitted and used at G & W Motors, London Road, Bolney, West Sussex. As a privately owned business they offered many different brands of fuel and oil to their customers, so the pumps were painted in neutral colours.



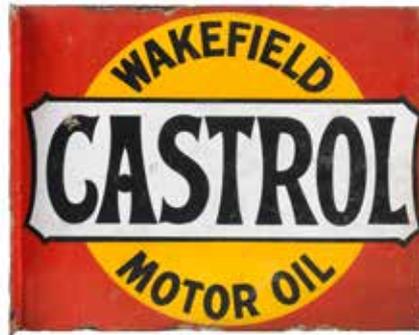
119 & 120



121



122



130

121<sup>000</sup>

**A PRE-WAR BULK TANK SHELL OIL PUMP,**

restored, complete with brand plate and transfer, 150cm high.

£800 - 1,200

€880 - 1,300

122<sup>000</sup>

**A WAYNE HAND-CRANKED PETROL PUMP,**

restored, serial number 48960, in green Pratt's livery, with replica painted cast metal price flags, hose and nozzle, 204cm high.

£1,100 - 1,400

€1,200 - 1,500

123<sup>0</sup>

**A 'SHELL' GLASS PETROL PUMP GLOBE,**

shell shaped, with raised red lettering on white body, 45cm high.

£250 - 350

€270 - 380

124<sup>0</sup>

**AN ALADDIN PINK PARAFFIN GLASS GLOBE**

lettered in black and pink.

£250 - 350

€270 - 380

125<sup>0</sup>

**A TRIDENT GLASS PETROL PUMP GLOBE BY HAILWARE,**

lettered in black and blue.

£250 - 350

€270 - 380

126<sup>0</sup>

**A 'SHELL' GLASS PETROL PUMP GLOBE,**

by Hailware, shell-shaped, with raised red lettering on white body, fitted to a pump handle and wired for illumination, 94cm high overall.

£300 - 400

€330 - 440

127<sup>0</sup>

**A 'NATIONAL ECONOMY' GLASS PETROL PUMP GLOBE,**

by Hailware, lozenge-shaped, with red lettering on white body, 49cm high, 'Economy' lettering on both sides faded.

£250 - 350

€270 - 380

128<sup>0</sup>

**A 'SHELLMEX' GLASS PETROL PUMP GLOBE,**

by Webb's Crystal, shell-shaped, with raised red lettering on a white body, 45cm high.

£250 - 350

€270 - 380

129<sup>0</sup>

**A 'SHELL' GLASS PETROL PUMP GLOBE,**

by Hailware, shell-shaped globe with raised red lettering on a white body, 45cm high, with rubber ring to base.

£250 - 350

€270 - 380

130<sup>0</sup>

**A 'WAKEFIELD CASTROL MOTOR OIL' DOUBLE-SIDED ENAMEL SIGN,**

in red, yellow, black and white enamel, with flange for wall mounting, 40 x 50cm, offered together with a 'Lodge Plugs' single-sided enamel sign, in black on orange enamel, slight and loss in places, 46 x 122cm, and two tin signs for 'India Tires', 30 x 61cm, and Tyre Exchange Service, 46 x 137cm.

(4)

£300 - 400

€330 - 440

131<sup>0</sup>

**TWO ENAMEL SIGNS FOR CARBURINE AND ESSO,**

comprising a 'Carburine Motor Spirit' single-sided sign by Bruton of Edmonton, in red, black and white enamel, some chips to edges, 35 x 89cm, and an 'Esso High Test Guaranteed' double-sided circular sign, dated 1/35, some stains and rust spots to one side, the other side over-painted green, 76cm diameter, offered together with a 'Regent Remoulding Service' circular tin sign, 43cm diameter and a small 'Brasso Metal Polish' sign, 26 x 18cm.

(4)

£300 - 400

€330 - 440

132<sup>0</sup>

**TWO 'PRATTS' ENAMEL SIGNS,**

comprising a 'Pratts - Fill Here from the Golden Pump, single-sided sign, in orange, white and black enamel, some rust spots, 92 x 122, and a 'Pratts' double-sided wall mounting sign by Protector of Eccles, in blue on yellow enamel, with flange, 46 x 56cm.

(2)

£300 - 400

€330 - 440

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



135

133  
**A 'HUILES RENAULT EN VENTE ICI' DOUBLE-SIDED ENAMEL SIGN, 1935,**  
 in red, white and black enamel, dated '6.35',  
 with flange for wall mounting, 40 x 54cm.  
**£300 - 400**  
**€330 - 440**

134  
**A MORRIS CARS ENAMEL ADVERTISING SIGN,**  
 double sided, cut-out in four colours, some  
 rusting and loss, 93cm wide.  
**£300 - 400**  
**€330 - 440**

135<sup>♦♦</sup>  
**A LARGE COCA-COLA FOUNTAIN SERVICE ENAMEL SIGN BY TENN. ENAMEL MFG. CO. OF NASHVILLE, AMERICAN, 1933,**  
 in five colours, 153 x 275cm (9ft x 5ft), some  
 chips with loss and rusting, embossed shaped  
 border.  
**£1,800 - 2,200**  
**€2,000 - 2,400**

136<sup>♦♦</sup>  
**A LARGE GOODRICH TYRES ENAMEL SINGLE SIDED ADVERTISING SIGN,**  
 'Best in the Long Run' 123 x 153cm, together  
 with a circular painted alloy Regent sign and  
 a Michelin enamelled shield single-sided sign,  
 dated 1960.  
 (3)  
**£250 - 350**  
**€270 - 380**

137  
**A 'PRATT'S - FILL HERE' DOUBLE-SIDED CUT-OUT WOODEN DIRECTIONAL SIGN,**  
 painted in orange, yellow and black, in the  
 form of a pointing finger, some waethering,  
 99cm long, with two hanging hooks, together  
 with a Champion Spark Plugs shaped wooden  
 advertising thermometer, 53cm high.  
**£250 - 350**  
**€270 - 380**

138<sup>♦</sup>  
**A FIAT SERVICE PRINTED TIN SIGN,**  
 82 x 102cm, together with a moulded plastic  
 FIAT sign.  
 (2)  
**£250 - 350**  
**€270 - 380**

139<sup>♦</sup>  
**AN ILLUMINATED OPEL ADVERTISING SIGN,**  
 moulded white plastic oval, printed in black and  
 yellow on metal frame.  
**£300 - 400**  
**€330 - 440**

140<sup>♦</sup>  
**FIVE ASSORTED SIGNS,**  
 comprising illuminated FSO Cars, printed tin  
 Lucas, Uniroyal Tyres, Michelin Map of England  
 and Wales, and a double sided plastic RAC  
 Repairer lens (originally fitted into a light box).  
 (5)  
**£250 - 350**  
**€270 - 380**



137



142

141  
**SIX GARAGE ADVERTISING SIGNS FOR VALVOLINE AND PENNZOIL,**  
 comprising three tin Valvoline signs, two  
 double-sided and one single-sided pressed  
 tin example, the larger 76 x 76cm, and three  
 Pennzoil signs, two double-sided printed tin and  
 one single-sided plastic example, the largest 92  
 x 62cm, together with a large Valvoline 'Grand  
 Opening' plastic banner, 5.7m long, dated  
 1988.

(7)  
**£250 - 350**  
**€270 - 380**

142<sup>♦♦</sup>  
**A LARGE 'ROLLS-ROYCE' GARAGE WALL SIGN,**  
 single moulded plastic panel in brown with  
 raised lettering in white featuring the 'RR' logo,  
 repaired cracks in two places, and one section  
 to lettering with replaced perspex panel, within  
 wooden frame, measuring 156 x 123cm overall.  
**£300 - 400**  
**€330 - 440**

143<sup>♦</sup>  
**ASSORTED SIGNS,**  
 comprising Mazda illuminated sign with  
 hanging chain, Duckhams thermometer, larger  
 Duckhams sign, Michelin Service bay, Dyna-  
 Vision, Singer sign with cut-out letters in red,  
 Motor Agents Association and a hand painted  
 'Telephone' sign.  
 (Qty)  
**£350 - 450**  
**€380 - 490**



150

144

**A STANDARD TRIUMPH SHOWROOM SIGN,**

white and blue plastic in metal frames, made of three parts, centre shield 43cm wide with painted lettering (faded), left and right wings 123cm each with cut-out letters, together with a Triumph lens, previously fitted into a light box. (4)

£400 - 500

€440 - 550

145<sup>00</sup>

**A 'ROLLS-ROYCE SERVICE' DOUBLE-SIDED ILLUMINATING SIGN,**

metal frame surround, with moulded plastic panels in brown lettering on white, some old repaired cracks and scratches to one panel, 30 x 89cm.

£300 - 400

€330 - 440

146

**ASSORTED SIGNS,**

including enamel Mobiloil (with old central split) and National batteries, printed tin and/or board for Wurth, Lodge Plugs, Goodyear Mileage Chart, Lucas and Mobiloil, together with a Snap-On tools clock and 11 modern enamel signs. (18)

£300 - 400

€330 - 440

147

**ASSORTED OIL BOTTLES, FUEL CANS AND OIL JUGS,**

bottles including Castrol, Shell 100-X, NBC and others, some with caps; 2 gallon fuel cans repainted for Pratts, National Benzole Mixture, Esso and others; Oil jugs including Shell and Castrol, various sizes and conditions. (Qty)

£250 - 350

€270 - 380



151

148

**A CASTROL 1964 EUROPEAN GRAND PRIX OIL TIN,**

empty, in green decorated to one side with Castrol decal featuring Union Jack and Checkered flag and race details for the 11th July Brands Hatch event, complete with cap, 17cm high, contained in original carton box numbered '7201'. (2)

£250 - 350

€270 - 380

149

**FOUR AMERICAN GARAGE ADVERTISING THERMOMETERS,**

each wall mounting, comprising three circular examples with convex lenses for Valvoline, Uniroyal and Snap-On Tools (lens cracked), each 30cm diameter, and a sector shaped thermometer for Trico Wiper Blades, 39cm wide. (4)

£250 - 350

€270 - 380

150<sup>0</sup>

**AN AUTOJUMBLER'S LOT,**

comprising a wooden tool box, with assorted spanner and pliers; with RAC silver plated beaker by Elkington Plate; Rudge Whitworth leather bicycle tool pouch; fuel tank indicator gauge; Desmo mirror and bracket; wall mounted barometer; Schrader Valve caps in tins; tin of Brooks Proofide (part used); wooden cased hand-held torch and other items including a 'rocket tail' mounted as a lamp. (Qty)

£250 - 350

€270 - 380

151

**A PAIR OF OIL ILLUMINATED BLERIOT OPERA LAMPS, CIRCA 1908,**

type 55, brass bodies with screw fitted reservoirs and side flange mounts, bevelled glass, one lamp with one green and one clear lens, numbered D6834, the other with two clear lenses numbered 5700, with faceted 'Ruby' glass tell tale lens in the door, in good order. (2)

£400 - 500

€440 - 550

152

**QUANTITY OF ASSORTED LAMPS, LENSES AND LIGHTING SPARES,**

lamps including Lumax, Lucas, Marchal, Butlers and other makers; assorted rear lights, windscreen wiper motors, running lights and spare lenses, together with four cycle wings and two starter motors and a dynamo. (Qty)

£250 - 350

€270 - 380

153

**A SET OF THREE LUCAS OIL-ILLUMINATED SIDELAMPS AND A TAIL LAMP,**

each Japanned black with brass lens rims and chimneys, comprising a pair of Lucas No.722 sidelamps, 3¾ inch clear lenses, and a Lucas No.632 tail-lamp, 3 inch clear lens and ruby side lens, each spade mounted. (3)

£400 - 500

€440 - 550

154

**TWO LUCAS NO.725 OIL-ILLUMINATED SIDELAMPS,**

with 4 inch 'bulls-eye' clear lenses, a near pair, one Japanned black, the other nickelled finish body for restoration, spade mounted. (2)

£300 - 400

€330 - 440

155

**A LUCAS NO.746 OIL-ILLUMINATED SIDELAMP AND A HAND KLAXON HORN,**

the lamp with nickelled body, spade mounted, with 4½ inch clear lens and rub red rear lens, with loop handle, 36cm high, the Hand Klaxon, numbered E62024, painted black, 22cm long. (2)

£250 - 350

€270 - 380

156

**A SET OF FIVE LAMPS FOR FORD MODEL T,**

comprising a pair of acetylene headlamps, steel bodies with brass rims and vents, 6½ inch lenses, with stirrup mounts, some wear, on wooden display bases, a pair of kerosene sidelamps, 3½ inch convex concentric ribbed lenses, and a rear lamp, with ruby red convex lens, clear side lens and mounting bracket to rear, weathered and for restoration. (5)

£350 - 450

€380 - 490



161

161

159

157<sup>00</sup>

**A COLLECTION OF ASSORTED ELECTRIC LAMPS, FOG LAMPS AND DRIVING LIGHTS,**

including Lucas, Miller and Nitek 'Blue Spot' types, various conditions with some lamp rims and and an egg-shaped glass lens.

(Qty)

£400 - 500

€440 - 550

158

**A PAIR OF FERRARI 308 REVERSING LIGHTS BY CARELLO, ITALIAN,**

model 718 P25-2 numbered 11.535.716 and 11.534.716, new old stock, together with Aston Martin enamelled bonnet badge, Volante and Virage enamelled name badges, a Maserati badge, a modern Bentley key ring and a numberplate fitted plaque from the Bentley Project 90 designed by Heffernan Greenley, as displayed at the 1984 Geneva Motor Show.

(Qty)

£250 - 350

€270 - 380

159

**A LUCAS SPOTLIGHT FOR C-TYPE JAGUAR,**

type SLR700S, chromed shell, with 17cm diameter clear convex lens, with threaded mounting and with wiring, in seemingly good order.

£250 - 350

€270 - 380

160<sup>0</sup>

**A PAIR OF LUCAS BI-FLEX LONG-RANGE ELECTRIC HEADLAMPS, BRITISH,**

model R160 (unmarked), each pillar mounted chrome plated case (one with soldered repair), polished reflectors behind 8½ inch ribbed lens.

(2)

£250 - 350

€270 - 380

161<sup>0</sup>

**A MATCHING FRONT LIGHTING SET BY CLAUDE A VANDERVELL, BRITISH, PATENTED 1909,**

comprising two CAV model G bell-shaped electric headlamps, fork mounted, re-nickelled with 8¼ inch clear bevelled lenses (some chips to edges, one with replaced rim hinge pin), with two CAV model GS bell-shaped electric sidelights, side flange mounted with locking wing nuts, re-nickelled with 5 inch clear bevelled lenses.

(4)

£800 - 1,200

€880 - 1,300

162<sup>0</sup>

**A PAIR OF LUCAS R100 ELECTRIC HEADLAMPS FOR ROLLS-ROYCE, BRITISH, 1930S,**

each pillar mounted, chromed case, with 11 inch lens, ribbed polished reflector and RR logo enamel badge on the bulb shade, for restoration.

(2)

£300 - 500

€330 - 550

163

**TWO DIFFERENT LUCAS SLR 700S ELECTRIC SPOTLAMPS,**

as used on c-type Jaguar, each pillar mounted chromed case, one with Lucas marked central button in the middle of the lens, the other with Lucas marked on Lens, 7 inch lens, for restoration,

(2)

£250 - 350

€270 - 380

164<sup>0</sup>

**A PAIR OF LUCAS P80S BI-FLEX LONG RANGE HEADLAMPS**

used condition, for restoration, chromed shells with some pitting, 8¾ inch clear lenses, with bulb shades.

(2)

£250 - 350

€270 - 380



160



166

165<sup>0</sup>

**A PAIR OF LUCAS RB170 HEADLAMPS,**

partly dismantled, comprising chromed shells with reflectors, 8¾ inch rims and with bulbs, lacking lenses and bulb shades, for restoration, together with another RB170 Bi-Flex Long Range headlamp, 8¾ inch convex ribbed lens with bulb shade, used.

(3)

£250 - 350

€270 - 380

166<sup>0</sup>

**A GOOD PAIR OF LUCAS BI-FLEX LONG RANGE RB170 HEADLAMPS,**

restored, chromed bodies, pillar mounted, 8¾ inch textured lenses and fitted with bulb shades, each wired for illumination.

(2)

£400 - 600

€440 - 660



171



172



170



176

167  
**A ROLLS-ROYCE 20/25HP LUCAS SPOTLAMP,**

believed Type FT37, restored and rebuilt, chromed case, pillar-mounted, 6 inch clear lens, with bulb-shade.

£250 - 350  
€270 - 380

168  
**ASSORTED MAINLY ROLLS-ROYCE 20/25HP SPARES,**

comprising cast bronze water pump, stamped 'M6C', ignition/throttle control unit with levers, a steering rod shaft, a nickelled starting handle, stamped 'W6N', with connecting shaft, all for 20/25Hp, together with a Lucas bulb holder with bulbs and a post-War Lucas 467/2 rear number plate light.

(7)  
£300 - 400  
€330 - 440

169  
**ASSORTED LAMPS AND TAIL-LAMPS,**

including two glass tubes for early Polkey headlamps, a pair of Duclamp tail lights, pair of D-shape rear lights, pair of Lucas 1130 wing lights, and other tail lamps and indicators, together with eight assorted side and rear-view mirrors, various conditions.

(Qty)  
£250 - 350  
€270 - 380

170  
**TWO PAIRS OF NOVELTY RUNNING LIGHTS, 1930S,**

each cast white metal, barrel design with figure of dog on top, front clear and rear 'ruby' faceted glass lens, one pair with internal fittings, 8cm high overall, together with another matching single lamp and a similar lamp side mounted lamp.

(6)  
£250 - 350  
€270 - 380

171  
**TWO PAIRS OF NOVELTY RUNNING LIGHTS, 1930S,**

each cast white metal, barrel design, one pair with figure of dog on top, 8cm high, the other pair with Native Americans kneeling on top 9.5cm high (one rear lens missing), front clear and rear 'ruby' faceted glass lens, (lacking internals), 8cm high overall, together with another similar single lamp with 'Lion' decoration and a similar lamp side mounted lamp with Native American decoration, used.

(6)  
£250 - 350  
€270 - 380

172  
**A SET OF THREE 'EMERGENCY' OIL LAMPS BY J & R OLDFIELD, REGISTERED DESIGN 1910,**

'Dependence' type, each Japanned black with nickelled brightwork, (side lenses cracked), 18.5cm high, some wear.

(3)  
£250 - 350  
€270 - 380

173  
**A PAIR OF OIL ILLUMINATED SIDE LAMPS BY SHERWOOD OF BIRMINGHAM, CIRCA 1912,**

each brass body side flange mount, bail handle and short reservoir, 9cm diameter lens, both worn with some denting, one lacking chimney cover.

(2)  
£250 - 350  
€270 - 380

174  
**AN A1 TYPE ELECTRIC KLAXON HORN, AMERICAN, PATENTED 1908,**

by the Lovell-McConnell Manufacturing Co., under bonnet type, with short brass trumpet and mounting lug, numbered 31954.

£250 - 350  
€270 - 380

175  
**AN A1 TYPE ELECTRIC KLAXON HORN, AMERICAN, PATENTED 1908,**

by the Lovell-McConnell Manufacturing Co., with long nickelled oval trumpet and mounting lug, numbered 51549.

£250 - 350  
€270 - 380

176  
**A JAEGER OF PARIS 36-HOUR DASHBOARD CLOCK FOR BUGATTI TYPE 35,**

Swiss movement, slim nickel case with winder at 3 o'clock, nickelled dial with black Roman numerals, bevelled glass lens, 84mm diameter overall, with small inset plaque to rear stamped '94749', removed from a Bugatti Type 35, in working order at time of cataloguing.

£800 - 1,000  
€880 - 1,100

177  
**FOUR INSTRUMENTS FOR ROLLS-ROYCE 25HP AND 20HP,**

each marked 'RR.Ltd', comprising starter switch, stamped 'S/U2D/K/101V248', a Smith & Son car clock, marked '27623', a petrol gauge, marked 'X 30185', both worn and lacking lenses and a Weston Model 301 ammeter for Rolls-Royce 20Hp, with lens, all for restoration.

(4)  
£400 - 500  
€440 - 550



181



189



182

178

**ASSORTED DASHBOARD INSTRUMENTS,** including Smiths Speedometers, Rev Counter and gauge cluster, a Lucas warning indicator light and a Kienzle clock, used.

(Qty)

£250 - 350

€270 - 380

179<sup>00</sup>

**A FORD 10 ENGINE,**

engine number RC/656392P, painted green, together with assorted valves and valve springs, sold as viewed, inspection advised.

(Qty)

£300 - 400

€330 - 440

180<sup>00</sup>

**A FORD 8 ENGINE,**

engine number R512463, fitted with Ford 26VE3 carburetor and manifold, sold as viewed, inspection advised.

£300 - 400

€330 - 440

181<sup>00</sup>

**A JAP V-TWIN ENGINE NUMBER LTZ/R/11955/K,**

air-cooled, sold as viewed, inspection advised.

£800 - 1,200

€880 - 1,300

182<sup>00</sup>

**A JAP V-TWIN ENGINE NUMBER DTZ51539/4**

Sold as viewed, inspection advised, lacking gear cover plate, with manifold and solex carburetor. according to information supplied by the vendor this engine is believed to have once been fitted in a munitions train power unit.

£500 - 700

€550 - 770

183<sup>00</sup>

**A MAG V-TWIN IOE ENGINE SWISS MADE TYPE 2C13A NUMBER 46319**

air cooled, fitted with ML Coventry KV magneto, manifold and carburetor, sold as viewed, inspection advised.

£1,800 - 2,200

€2,000 - 2,400

184<sup>00</sup>

**A JAP V-TWIN ENGINE MODEL NUMBER KTY/Y/56471**

air cooled, sold as viewed, inspection advised.

£800 - 1,200

€880 - 1,300

185<sup>00</sup>

**A JAP V-TWIN ENGINE NUMBER 55196,** side valve air cooled with fly wheel, manifold and mounting brackets.

£800 - 1,200

€880 - 1,300

186<sup>00</sup>

**A 1929 JAP V-TWIN ENGINE MODEL KT/S/39321/S**

air cooled, side valve fitted with inlet manifold and magneto, sold as viewed, inspection advised.

£1,000 - 1,500

€1,100 - 1,600

187<sup>00</sup>

**A JAP V-TWIN ENGINE NUMBER KTW/C97031/S,**

side valve, water cooled painted red, sold as viewed, inspection advised.

£1,000 - 1,500

€1,100 - 1,600

188<sup>0</sup>

**A JAP V-TWIN CRANK CASE,**

number KTW/I 71037/NS, in two halves, with inspection plate and flywheel, sold as viewed, inspection advised.

£400 - 500

€440 - 550

189<sup>00</sup>

**A JAP V-TWIN ENGINE MODEL LTOWZ/S/Z NUMBER 26544/SM,**

side valve, water cooled with amal carburetor, inlet manifold, sold as viewed, inspection advised.

£800 - 1,200

€880 - 1,300

190<sup>00</sup>

**A JOWETT FLAT-TWIN ENGINE, NUMBER D7CB6446,**

crankcase with some internals, dismantled with cylinder heads, Lucas dynamo and gearbox, sold as viewed inspection advised.

(5)

£250 - 350

€270 - 380

191<sup>00</sup>

**DE DION BOUTON ENGINES AND SPARE PARTS,**

Two De Dion Bouton engines possibly 6hp and both with date letter 'M' a larger possibly 8hp crankcase, another smaller de dion engine numbered 1455 and another. Sold strictly as viewed.

£500 - 700

€550 - 770

192

**A ROLLS-ROYCE 20/25HP ROCKER SHAFT AND COVER,**

the shaft fitted with rocker arms and fittings, used condition, 66cm long, the cover also in used condition, 69cm long.

(2)

£250 - 350

€270 - 380

193<sup>00</sup>

**A ROLLS-ROYCE 20/25HP CYLINDER HEAD,**

fitted with valves and springs and with studs, used condition some surface corrosion in places, inspection advised, together with a copper gasket and two spare studs.

(4)

£300 - 400

€330 - 440

194<sup>0</sup>

**A THREE SPEED MORGAN GEARBOX,**

number MR1959S/H, sold as viewed, inspection advised.

£300 - 400

€330 - 440

195

**A MORGAN SUPERSPORTS SHORTENED RADIATOR AND FUEL TANK FOR RACING,**

customised to fit Morgan for racing purposes, the radiator with surround, mounted with Supersports badge and shortened core, some old repairs, sold as viewed, inspection advised.

(2)

£250 - 350

€270 - 380

196<sup>0</sup>

**A MORGAN SUPERSPORTS RADIATOR,**

with surround and core, some repairs, sold as viewed, inspection advised.

£300 - 400

€330 - 440

197<sup>00</sup>

**A TWO SPEED MORGAN ENGINE MOUNT FRAME,**

with drive shaft, 114cm long overall, used condition with some old repairs, sold as viewed, inspection advised.

£300 - 400

€330 - 440

198<sup>0</sup>

**A MORGAN TRAILING ARM FOR NARROW B TWO SPEED GEARBOX,**

fitted with leaf springs, sold as viewed, inspection advised.

£250 - 350

€270 - 380

199<sup>000</sup>

**A 1926 MORGAN AERO RESTORATION PROJECT,**

offered with V5C registration certificate for 'HM 6656' issued 12th November 2007 (first registered 27th July 1926), comprising a JAP KTWT/T/71654/ZS engine, chassis KMC496 (with some cross members cut), front wing brackets, gearbox with swinging arm with fitted suspension, radiator, three wire spoked wheels fitted with hubs, two number plates, front bodywork fitted with aero screen with loose louverd side panels, other accessories and spares, various conditions, sold as viewed.

£2,500 - 3,500

€2,700 - 3,800

200<sup>000</sup>

**A 1933 MORGAN SUPER-SPORTS RESTORATION PROJECT,**

offered with V5C registration certificate for 'JO 8667' issued 19th December 2008 (first issued 1933), comprising a JAP LTOW2/Z26521/SM engine, a collection of assorted spares and accessories including chassis 'BM 72 83092' fitted with front hubs and front wing brackets, gearbox with swinging arm, fuel tank, radiator, rear hub, three wire spoked wheels with tyres, number plate, rear bodywork, floorboards, exhaust pipes, other accessories and spares, various conditions, sold as viewed.

£2,500 - 3,500

€2,700 - 3,800

201

**SIX EARLY AMERICAN BRONZE CARBURETTORS,**

comprising two by Zenith, one SV6 type, numbered 10540, the other numbered UL53383, a Stromberg M-3 type, Master B-221 type, numbered A7297, a small Mayer carburettor, and a small Griffin Style A type, various conditions.

(7)

£300 - 400

€330 - 440

202

**SEVEN EARLY AMERICAN CARBURETTORS,**

comprising a large carburettor, with casting number ATN-1068-2 with float casting number NC-1045A-2, believed suit 1912 Packard, a smaller bronze Stromberg LB-1 type, stamped 446015, two by Tillotson, Model '83 283' and 'MV 1B', and three Zenith carburettors, U4, T4 and O4 types, various conditions.

(7)

£300 - 400

€330 - 440

203<sup>† 000</sup>

**AN AUTOMATIC 3-SPEED CHRYSLER GEARBOX FOR 1980S V8 ASTON MARTIN,**

main casing and bell housing, seemingly complete with internals, flywheel and fittings, reported by the vendor as being in working order at time of recent removal, inspection advised, offered together other associated parts for installation.

(Qty)

£400 - 600

€440 - 660



203

204  
**TWO ROLLS-ROYCE 20/25HP CONTROL BOXES,**

each with Bakelite case, one complete, the other lacking upper case, both used.

(2)  
£250 - 350  
€270 - 380

205  
**A PAIR OF ROLLS-ROYCE PHANTOM REAR SHOCK ABSORBERS,**

one with casting number 'F100383', the other similarly numbered but indistinct, both used condition, together with a Phantom II camshaft, 95cm long, and a Phantom II fuel cap.

(4)  
£250 - 350  
€270 - 380

206  
**A PAIR OF ROLLS-ROYCE 20/25HP FRONT SHOCK ABSORBERS,**

worn condition, inspection advised.

(2)  
£250 - 350  
€270 - 380

207  
**A ROLLS-ROYCE 20/25HP REAR SHOCK ABSORBER AND TWO SUSPENSION UNITS,**

nearside rear shock absorber, casting number F58105, with arm, and two suspension units, all painted black, used condition.

£250 - 350  
€270 - 380

208  
**A ROLLS-ROYCE 20/25HP CARBURETTOR,**

bronze main body stamped 'D3Y', with float chamber (lacking cover) and butterfly valve, fitted with cast alloy air intake, used condition.

£500 - 700  
€550 - 770

209  
**A ROLLS-ROYCE 20/25HP OR 20HP DISTRIBUTOR AND OTHER SPARES,**

marked '(TSTD)' and stamped '1780', with Bakelite cap, used, together with an Autovac unit, two Bakelite indicator switches units by Trico Folberth Ltd., one with switch lever, and several black leather gaiters.

(Qty)  
£250 - 350  
€270 - 380

210  
**TWO PRE-WAR ROLLS-ROYCE IGNITION COILS,**

Bakelite cases, two types.

(2)  
£250 - 350  
€270 - 380

211  
**TWO PRE-WAR ROLLS-ROYCE IGNITION COILS,**

Bakelite cases, two types.

(2)  
£250 - 350  
€270 - 380

212  
**TWO PRE-WAR ROLLS-ROYCE IGNITION COILS,**

Bakelite cases, two types.

(2)  
£250 - 350  
€270 - 380

213  
**A ROLLS-ROYCE 20/25HP STARTER MOTOR AND RELAY,**

the starter motor marked '(TSTD)' and stamped 'W6M' to case, seemingly complete, offered together with relay unit also marked '(TSTD)' and stamped '497', both used condition, and several associated sundry parts.

(Qty)  
£300 - 400  
€330 - 440

214  
**A ROLLS-ROYCE 20/25HP STARTER MOTOR,**

reportedly rebuilt by Fiennes in 2008, case with cast number D51846 and further marked '(TSTD)' and stamped 'E3J', seemingly complete, together with two spare springs and three rubber seals.

(Qty)  
£250 - 350  
€270 - 380

215  
**A REBUILT ROLLS-ROYCE 20/25HP DYNAMO,**

believed rebuilt in 2010, stamped 'A4P', seemingly complete, together with two end covers.

(3)  
£500 - 700  
€550 - 770

216  
**A REBUILT ROLLS-ROYCE 20/25HP DYNAMO,**

believed rebuilt in 2010, stamped 'W7M', seemingly complete, together with two end covers.

(3)  
£500 - 700  
€550 - 770

217  
**ASSORTED ROLLS-ROYCE 20/25HP SPARES,**

comprising central lubrication pump, manifold, fan assembly, three spring hanger covers, fuel filter cowl, coil resistor, and four starter motor covers.

(Qty)  
£250 - 350  
€270 - 380

218  
**A ROLLS-ROYCE 20/25HP CROWN WHEEL AND PINION,**

original factory ratio, the crown wheel stamped 'G54010 11X50 SZN' and further stamped '198', the edge engraved 'H6E-2.408-006LASH', measuring 26.5cm diameter, the pinion stamped 'G54519 11X50 SZN 212 H6E', 21cm long.

(2)  
£300 - 400  
€330 - 440

219  
**A ROLLS-ROYCE 20/25HP CROWN WHEEL AND PINION,**

original factory ratio, the crown wheel stamped 'G54010 11X50 SZN' and further stamped '137', the edge engraved 'F3F-2.414-006LASH', measuring 26.5cm diameter, the pinion stamped 'G54519 11X50 SZN 181 F3F', 21cm long.

(2)  
£300 - 400  
€330 - 440



220



222

220 <sup>000</sup>

**A ROLLS-ROYCE 20/25HP GEARBOX,** stamped 'X35' to casing and further stamped 'R 6 U' and 'W', largely complete with internals and fittings, inspection advised.

£500 - 700

€550 - 770

221 <sup>000</sup>

**A ROLLS-ROYCE 20/25HP PROPSHAFT,** seemingly complete and fitted with couplings, used condition, approximately 150cm long overall.

£250 - 350

€270 - 380

222 <sup>000</sup>

**A ROLLS-ROYCE 20/25HP GEARBOX,** stamped 'VA88' to casing and further stamped 'S5S', seemingly complete with internals and fittings, gear lever and 4-speed gate, inspection advised.

£500 - 700

€550 - 770

223

**A ROLLS-ROYCE 20/25HP MAGNETO,** believed by Watford, rebuilt, stamped 'ARK' and numbered 'F 132383' to case, seemingly complete with fittings, fitted with drive shaft.

£250 - 350

€270 - 380

224

**A ROLLS-ROYCE 20/25HP WATFORD MAGNETO,** rebuilt, No.86293, stamped 'ARK' and numbered 'F 136304' to case, seemingly complete with fittings, together with associated drive shaft.

(2)

£250 - 350

€270 - 380

225

**A MAGNETO TO SUIT SMALL HP PRE-WAR ROLLS-ROYCE,**

possibly suit 20Hp model, used condition.

£250 - 350

€270 - 380

226

**A ROLLS-ROYCE 20HP MAGNETO,**

stamped '113582' to case, together with drive shaft, used condition.

(2)

£250 - 350

€270 - 380

227 <sup>000</sup>

**A ROLLS-ROYCE 20/25HP FRONT AXLE,**

comprising main axle, fitted with steering arm, brake drums and hubs, painted black, approximately 176cm long.

£250 - 350

€270 - 380

228

**A QUANTITY OF ASSORTED TREMBLER COILS,**

including K-W types, various conditions, together with several wooden coil boxes.

(Qty)

£250 - 350

€270 - 380

229 <sup>000</sup>

**AN AUTOJUMBLER'S LOT OF ASSORTED SUNDRY MOTORING SPARES,**

including wheel hubs, wheel spinners, door and bonnet handles, switches, taps, filler caps, n/o/s KLG spark plugs, and other assorted items.

(Qty)

£300 - 400

€330 - 440

230

**A SET OF ROLLS-ROYCE WHEEL DISCS AND FITTINGS,**

restored, to fit 19 inch wheels, with four pieces per wheel including spare.

(20)

£400 - 500

€440 - 550

231 <sup>000</sup>

**TWO REAR AND ONE FRONT BRAKE DRUMS FOR ROLLS-ROYCE 20/25HP, ,**

two rear brake drums painted black, 40cm diameter overall, front drum in used condition, 37cm diameter.

(3)

£250 - 350

€270 - 380

232 <sup>000</sup>

**TWO ROLLS-ROYCE 20/25HP WIRE-SPOKE WHEELS,**

each 19 inch, one new/old stock, one rebuilt and painted black, outside diameter 52.5cm, together with five Ace wheel discs for the same, each 51cm diameter.

(7)

£300 - 400

€330 - 440

PLEASE NOTE: Bonhams is unable to determine the condition, integrity and lifespan of previously used wheels and tyres. We recommend the Buyer carries out the usual safety and compliance checks with a professional service before road use.

233

**A SET OF FOUR ROLLS-ROYCE 20/25HP HUB CENTRE ASSEMBLIES,**

re-chromed, each with 'RR' logo centre, together with associated outer rings and two sets of locking nuts, also re-chromed, together with related parts including centre springs.

(Qty)

£250 - 350

€270 - 380



240

234  
**A RENE THOMAS STEERING WHEEL,**  
 four-spoke wheel with wooden rim, 45cm  
 diameter, used condition, the centre applied  
 with card depicting Thomas at the wheel.  
**£250 - 350**  
**€270 - 380**

235  
**AN ASTON MARTIN DB6 WOOD-RIMMED**  
**STEERING WHEEL,**  
 three-spoke alloy wheel, with laminated wood  
 rim with grip, used condition, 43cm diameter.  
**£500 - 700**  
**€550 - 770**

236<sup>♦♦</sup>  
**A HUMBER MOTOR CAR RADIATOR,**  
**1920S,**  
 brass, 69 x 46cm overall.  
**£250 - 300**  
**€270 - 330**

237<sup>♦♦</sup>  
**AN UNIDENTIFIED BRASS MOTOR CAR**  
**RADIATOR, 1920S,**  
 70 x 44cm overall  
**£250 - 350**  
**€270 - 380**

238<sup>♦</sup>  
**A ROLLS-ROYCE FLYING SPUR RADIATOR**  
**WITH MASCOT,**  
 polished stainless steel surround with  
 shuttering, fitted with a kneeling Spirit of  
 Ecstasy mascot on cap and with 'RR' badge,  
 44 x 69cm, display mounted to wooden base  
 with 'Flying Spur' coach-plate.  
**£450 - 550**  
**€490 - 600**

239<sup>♦</sup>  
**A ROLLS-ROYCE SILVER SHADOW II**  
**RADIATOR WITH MASCOT**  
 polished stainless steel surround with  
 shuttering, fitted with Spirit of Ecstasy mascot  
 on cap and with 'RR' badge, 47 x 60cm,  
 display mounted to wooden base with 'Silver  
 Shadow II' coach-plate.  
**£450 - 550**  
**€490 - 600**



243

240<sup>♦</sup>  
**A ROLLS-ROYCE JACK BARCLAY LTD**  
**RADIATOR WITH MASCOT,**  
 polished stainless steel surround with  
 shuttering, fitted with Spirit of Ecstasy mascot  
 on cap and with 'RR' badge, 46 x 71cm,  
 display mounted to wooden base with 'Jack  
 Barclay Ltd' coach-plate.  
**£450 - 550**  
**€490 - 600**

241<sup>♦</sup>  
**A BENTLEY AZURE RADIATOR,**  
 stainless steel surround finished in dark blue,  
 with grille and enamelled Winged 'B' badge, 34  
 x 68cm, display mounted to wooden base with  
 'Azure' coach-plate.  
**£350 - 450**  
**€380 - 490**

242<sup>♦</sup>  
**A BENTLEY RADIATOR,**  
 polished stainless steel surround with  
 shuttering, with enamelled Winged 'B' badge,  
 52 x 60cm, display mounted to wooden  
 base with 'Rolls-Royce Mulliner Park Ward  
 Pininfarina' coach-plate.  
**£450 - 550**  
**€490 - 600**

243<sup>♦</sup>  
**A BENTLEY RADIATOR,**  
 in maroon finish with grille, with enamelled  
 Winged 'B' badge, 41 x 70cm, display mounted  
 to wooden base.  
**£350 - 450**  
**€380 - 490**

244<sup>♦</sup>  
**A BENTLEY RADIATOR,**  
 in pale blue finish with grille, with enamelled  
 Winged 'B' badge, 42 x 78cm, display mounted  
 to wooden base.  
**£350 - 450**  
**€380 - 490**

245<sup>♦</sup>  
**A BENTLEY RADIATOR,**  
 polished stainless steel with shutters, with  
 enamelled Winged 'B' badge, 43 x 69cm,  
 display mounted to wooden base.  
**£350 - 450**  
**€380 - 490**

246<sup>♦</sup>  
**A BENTLEY RADIATOR,**  
 polished stainless steel with shutters, with  
 enamelled Winged 'B' badge, 40 x 68cm,  
 display mounted to wooden base.  
**£350 - 450**  
**€380 - 490**

247<sup>♦</sup>  
**A BENTLEY BROOKLANDS RADIATOR,**  
 stainless steel surround with wire-mesh  
 grille and enamelled Winged 'B' badge, 40 x  
 68cm, display mounted to wooden base with  
 'Brooklands' coach-plate.  
**£350 - 450**  
**€380 - 490**

248<sup>♦</sup>  
**A BENTLEY RADIATOR,**  
 polished stainless steel surround with grille  
 and enamelled Winged 'B' badge, 41 x 78cm,  
 display mounted to wooden base.  
**£350 - 450**  
**€380 - 490**

249<sup>♦♦♦</sup>  
**A ROLLS-ROYCE 20/25HP RADIATOR,**  
 with automatic shutters and red enamel Rolls-  
 Royce badge, design No. E56831, 85cm high  
 overall.  
**£900 - 1,200**  
**€990 - 1,300**



250



249

250<sup>000</sup>

**A ROLLS-ROYCE 20HP RADIATOR WITH MASCOT, 1928/1929,**

nickelled surround with radiator core, measuring 64 x 59cm, fitted with late 1920s Spirit of Ecstasy mascot and red enamelled badge, with plaque to rear indicating Drg No.E52606, some minor dents to surround in places, mounted on a wooden display base, standing 85cm high overall.

£2,000 - 3,000  
€2,200 - 3,300



251

251

**THREE MOTOR-RACING PHOTOGRAPHS,** each mounted, framed and glazed, comprising Graham Hill/BRM P57/Dutch Grand Prix/ Zandvoort, 1962, monochrome, 30 x 40cm; Louis Rosier/Ferrari 625GP/Silverstone 1952, colour, 38 x 28cm; and Alberto Ascari/1953 British Grand Prix, 38 x 26cm; together with a colour photograph of the Project Thrust team, on hardboard, signed on the rear by team members; Knighton Hammond "The Auctioneer", print, artist's proof signed by the artist, 20 x 27cm, mounted, framed and glazed; a photograph of a derelict car, monochrome, 29 x 23cm, mounted, framed and glazed and a cast alloy Hospital road sign, painted black and white by Gowshall Ltd, 53.3 x 30.5cm.

(7)

£250 - 350  
€270 - 380

252

**A QUANTITY OF ASSORTED MOTORSPORT PHOTOGRAPHS BY MAURICE ROWE,**

majority re-printed from original negatives, signed on the mount, ready for framing, together with other motorsport prints from other sources, average size of image 20 x 24cm.

(Qty)

£250 - 350  
€270 - 380

253

**A QUANTITY OF ASSORTED MOTORSPORT PHOTOGRAPHS BY MAURICE ROWE,**

majority re-printed from original negatives, mostly monochrome, include some colour, signed on the mount, ready for framing, together with other motorsport prints from other sources, average size of image 20 x 24cm.

(Qty)

£250 - 350  
€270 - 380

254

**A QUANTITY OF ASSORTED MOTORSPORT PHOTOGRAPHS BY MAURICE ROWE,**

including majority re-printed from original negatives, mostly monochrome, include some colour, a few framed and glazed ready for hanging, signed on the mount, the rest ready for framing, together with other motorsport prints from other sources, average size of image 20 x 24cm.

(Qty)

£250 - 350  
€270 - 380

255

**A QUANTITY OF ASSORTED MOTORSPORT PHOTOGRAPHS BY MAURICE ROWE,**

majority re-printed from original negatives, mostly monochrome, include some colour, some framed and glazed ready for hanging, signed on the mount, ready for framing, together with other motorsport prints from other sources, average size of image 20 x 24cm.

(Qty)

£250 - 350  
€270 - 380

256

**A '1969 RALLYE MONTE-CARLO' DIRECTIONAL POSTER, FRENCH,**

screen printed red arrow pointing right, by Manilux-Marseilles, 40 x 80cm, mounted, framed and glazed.

£250 - 350

€270 - 380

257\*

**'THE MARK OF A FINE CAR' CHANDLER ADVERTISING POSTER, AMERICAN, 1920S,**

in full colour on paper, 85 x 55cm, mounted, framed and glazed, some minor creasing, pinholes and loss, staining to lower edge.

£500 - 600

€550 - 660

258

**'TWENTY YEARS OF THE FERRARI F355', AN ARTIST'S PROOF PRINT AFTER DEXTER BROWN,**

numbered 'AP 1/3' and signed by the artist to lower right border, an atmospheric view of the car, 49 x 64cm, mounted, framed and glazed, measuring 69 x 83cm overall.

£250 - 350

€270 - 380

259

**ASSORTED FRAMED MOTORING PRINTS,** including a small framed watercolour of a 1920s racer, unsigned, 15 x 20cm, and other assorted framed motoring prints and photographs, various sizes and conditions, majority framed and glazed.

(Qty)

£250 - 300

€270 - 330

260<sup>o</sup>

**ASSORTED GARAGE DISPLAY SIGNS AND PRINTS,**

including a 'Join RAC Hare' celluloid sign, 57 x 44cm, a 'Rolls-Royce - The Best Car in the World' reproduction mirror, 44 x 59cm, an Austin hanging oval glass sign, some loss to decal, 50cm wide, a large Austin Seven Garage Chart, 63 x 101cm, framed and glazed, two large modern display boards for Aston Martin and Bentley, 61 x 122cm, a framed glazed display of die-cast model cars, and other assorted reproduction prints pasted on boards.

(Qty)

£250 - 350

€270 - 380

261

**FERRARI 1983-2004 LIMITED EDITION PRINT AFTER GUNTHER RAUPP,**

signed, number 560/1000, depicting Official Ferrari calendar images over a 21 year period, framed and glazed.

£250 - 350

€270 - 380

262

**'INDIANAPOLIS MOTOR SPEEDWAY', A LARGE PRINT DEPICTING THE 1964 INDY 500 STARTLINE,**

after Riley, colour image depicting the field lead by Jim Clark in the Team Lotus, some water spotting to paper, 62 x 96cm, mounted framed and Perspex glazed.

£250 - 350

€270 - 380

263<sup>o</sup>

**AUTOMOBILIA ART,**

comprising design for a Rolls-Royce 75th Anniversary clock dial by Pietro Psailer, 29cm diameter, framed and glazed, signed and dated 79 on the reverse of the frame; a printed hand-painted list 'Banquet des Champions, 18 Decembre 1925', 45 x 31cm, framed and glazed; an Aviation print after Geo Ham, 23 x 38cm, matted: and AC spark plug advertising standee, 70cm high.

(4)

£250 - 350

€270 - 380

264

**'THE JAGUAR LEGEND', A SIGNED LIMITED EDITION PRINT AFTER LIONEL ROUSE,**

numbered 122/150, depicting the D-Type, signed in pencil to lower margin by Jaguar Works driver Duncan Hamilton and Jaguar Cars founder Sir William Lyons, 45 x 61 cm, rolled, with authenticity card, together with two framed and glazed profile prints of a Jaguar XK 120 and a Jaguar XKE, and a 1988 limited edition (5/100) 'Donington Historic Association 100' poster with artwork after F. Scianna, signed by the artist, 90 x 65cm, rolled with some crease marks.

(5)

£250 - 350

€270 - 380

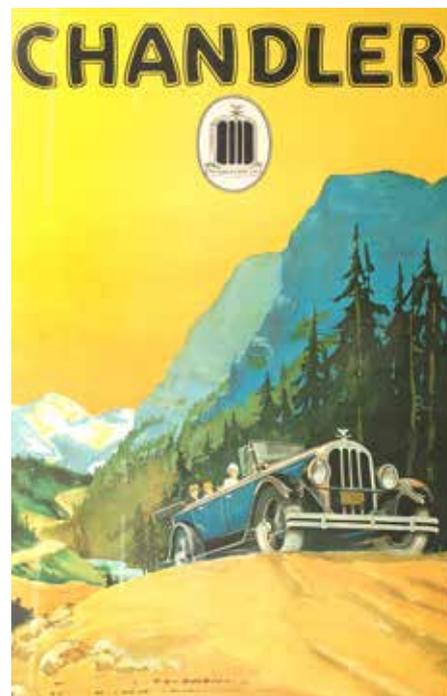
265

**K. SHIELD : '1936 MASERATI 6CM',**

signed and dated 69, watercolour and gouache on paper, profile image, 32 x 85cm, framed and glazed.

£250 - 350

€270 - 380



257



266

266<sup>AR</sup>

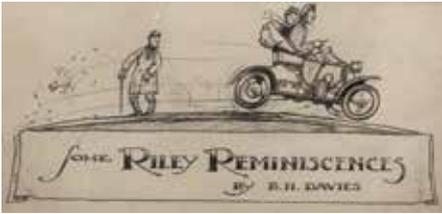
**FRANK WOOTTON (BRITISH 1914-1998), 'CARS', AN ORIGINAL BOOK COVER ILLUSTRATION,**

signed, charcoal heightened with white on paper, depicting a Sunbeam-Talbot MkIIA, 31 x 37cm, mounted with title, framed and glazed, used to illustrate the dust-jacket of the 1955 2nd edition of 'How to Draw Cars' Volume 2, by Wootton, published by Studio Publications, offered together with a framed example of the dust-jacket depicting the illustration.

(2)

£250 - 350

€270 - 380



267



269



270

267  
**FREDERICK GORDON CROSBY (BRITISH, 1885-1943): 'SOME RILEY REMINISCENCES'**, unsigned, pen and ink design for Autocar title decoration for an article written by B. H. Davies, 18 x 36cm, mounted, framed and glazed.  
**£250 - 350**  
**€270 - 380**

This illustration was purchased by the vendor from The Autocar Archive auction held by Bonhams & Brooks in 2001.



268

268  
**FREDERICK GORDON CROSBY (BRITISH, 1885-1943): 'FULL CHAT AT BROOKLANDS'**, signed F Gordon Crosby, circular pen and ink illustration on paper, depicting motorcyclists at full speed on the Brooklands Member's banking, 22 x 22cm, mounted together with illustration of a Common Snipe (Gallinago gallinago) for an article by Eric Hardy, circular pen and ink illustration on paper, 22 x 22cm, framed and glazed.  
**£300 - 400**  
**€330 - 440**

These illustrations were purchased by the vendor from The Autocar Archive auction held by Bonhams & Brooks in 2001.

269  
**FREDERICK GORDON CROSBY (BRITISH, 1885-1943): 'A CARAVAN HOLIDAY'**, initialled F.G.C. dated 39, pen and ink with blue pencil shading, heightened in white, 25 x 39cm, mounted, framed and glazed.  
**£300 - 400**  
**€330 - 440**

This illustration was purchased by the vendor from The Autocar Archive auction held by Bonhams & Brooks in 2001.

270  
**FREDERICK GORDON CROSBY (BRITISH, 1885-1943): 'AFTER MANY YEARS!'**, initialled FGC dated 11.'39, pen and ink on paper with handwritten title, mounted on artist's board, 40 x 27cm, mounted, framed and glazed.  
**£400 - 600**  
**€440 - 660**

This illustration was purchased by the vendor from The Autocar Archive auction held by Bonhams & Brooks in 2001.



268

271  
**FREDERICK GORDON CROSBY (BRITISH, 1885-1943); 'SOFTLY BEATS THE DRUM'**, three common mounted pen and ink Autocar illustrations, comprising 'Express Train', initialled F.G.C., 11 x 40cm; 'Open Tourer at Speed', unsigned, 9 x 21cm; and 'New car pulled by nymphs', initialled F.G.C., on two sheets of paper, 11.5 x 39cm, all pasted onto same artist's board, mounted, framed and glazed.  
**£400 - 600**  
**€440 - 660**

These illustrations were purchased by the vendor from The Autocar Archive auction held by Bonhams & Brooks in 2001.

272 <sup>AR</sup>  
**MICHAEL TURNER (1935- ): TWO MOTOR RACING DRAWINGS**, each signed by the artist with hand-written title, pencil on paper, 26 x 21cm, comprising "Carraciola & Von Brauchitsch V-125 Mercedes Monaco GP 19372 and 1919 Indianapolis Rene Thomas' Ballot leads Andre Boillot's Peugeot, mounted, framed and glazed.  
 (2)  
**£400 - 600**  
**€440 - 660**

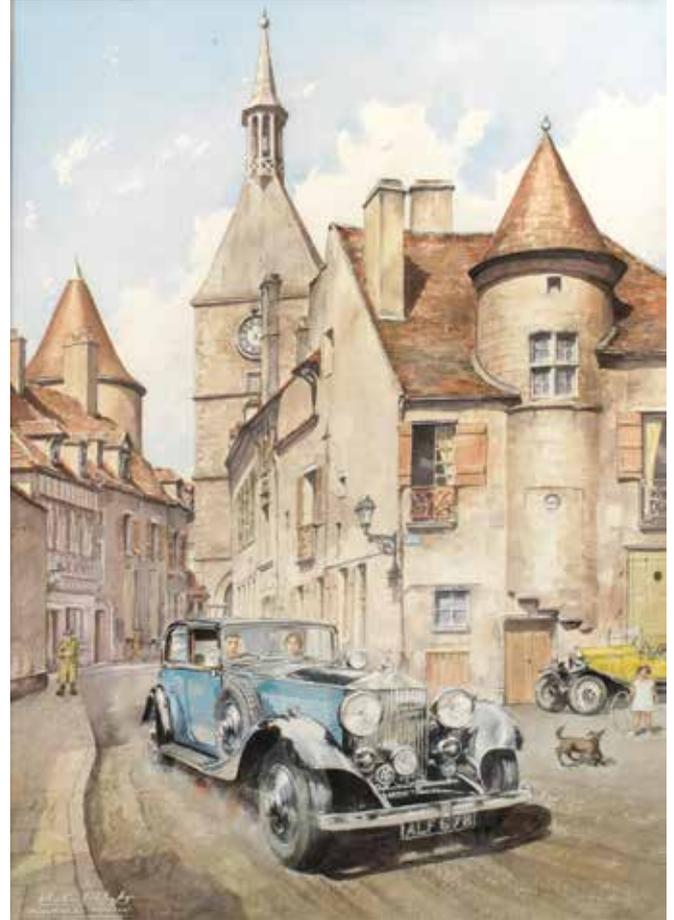
273 <sup>AR</sup>  
**PIETRO PSAIER, ITALIAN (1936-2004), 'FERRARI' AND 'CONCEPT 1985' ARTWORKS**, comprising contemporary pop art design "Ferrari Rosso Concept by Pininfarina", unpublished concept design, signed and dated 2000 mixed media on paper, 58 x 34cm, and "Concept 1985", mixed media on paper, signed and dated 85 in blue pencil, 21 x 50cm, both framed and glazed, with Studio Psaiar certificate on rear of frame.  
 (2)  
**£250 - 350**  
**€270 - 380**



271



278



279

274 AR

**PIETRO PSAIER (ITALIAN, 1936-2004), 'VILLA BARRACCA/ENZO' AND '1955 LANCIA AURELIA B24S',**

comprising contemporary pop art Ferrari design depicting the origins of the Prancing Horse, mixed media on paper, 47 x 54cm, marked Artist's Proof, signed Pietro Psaiar - Modena on the mount, with Studio Psaiar paperwork and 2005 press release pasted to rear of frame, and "Lancia", mixed media on paper, Artist's Proof on paper, signed P. Psaiar Roma, 36 x 25cm, (both framed and glazed.

(2)  
£250 - 350  
€270 - 380

275 AR

**DION PEARS, BRITISH (1929-1985); 'JOHN SURTEES, GOLD CUP, OULTON PARK 1971',**

signed, acrylic on canvas, 71 x 91cm, unframed.

£300 - 400  
€330 - 440

276 AR

**PIETRO PSAIER, ITALIAN (1939-2004), "BUGATTI" AND "ROLLS-ROYCE" ARTWORKS,**

contemporary pop art designs, comprising "Bugatti", concept design for a headscarf, artist's proof, signed and dated Paris 77, mixed media on fruitwood, 59 x 74cm, , and "Homage a Rolls-Royce", artist's proof III, mixed media on fruitwood, signed in red paint, also signed on the mount 'Malibu CA' in pencil, produced 1979 for Mulliner Park Ward, 59 x 81cm, both framed and glazed, with Studio Psaiar certificate on rear of frame.

(2)  
£300 - 400  
€330 - 440

277 AR

**DION PEARS, BRITISH (1929-1985); "JACKIE ICKX, FERRARI, BELGIAN GRAND PRIX 1971" (SIC),**

signed, acrylic on canvas, 71 x 91cm, framed.

£300 - 400  
€330 - 440

Despite the artist writing the title on the back of this painting, there was no Belgian Grand Prix held in 1971. Instead it is believed that this painting depicts the 1971 German Grand Prix with Ickx leading Ronnie Peterson in the March-Ford at the Nurburgring.

278 AR

**CHARLES SYKES (1875-1950); 'SELF PORTRAIT OF THE ARTIST SKETCHING IN A BOATYARD',**

signed and dated 1934 in pencil, monochrome watercolour painting on paper, 17 x 25cm, mounted, framed and glazed.

£300 - 400  
€330 - 440

This work was shown at the "Charles Sykes / Rolls-Royce Exhibition", Palace House, Beaulieu in 2011 to mark the Centenary of the Spirit of Ecstasy. Previously shown at the "Exhibition of the Works of Charles Sykes", Gothic House, Drayton, Near Abingdon, Berkshire, June 1963. See Christies South Kensington, Steam Models & Transport auction, November 1991.

279 AR

**MICHAEL WRIGHT (BRITISH 1935- ), 'PHANTOM IN AVALLON',**

signed watercolour on paper, 70 x 50cm, mounted, framed and glazed.

£800 - 1,200  
€880 - 1,300



281

280 AR

**MARIO ROSSELLO (ITALIAN, 1927-2000), 'UOMO' A LIMITED EDITION CAST BRONZE FIGURE FOR ALFA ROMEO, ITALIAN, 1978,**

stylised cast bronze of a standing male figure, signed by the sculptor and dated '78' to rear of base and numbered 1 of 300 examples, further stamped with 'Alfa Romeo' script with logo and 'G. Caimi' and other markings elsewhere to base, 30cm high overall.

£250 - 350  
€270 - 380

281 ◊

**A 'SPIRIT OF ECSTASY' SHOWROOM DISPLAY STATUE,**

modern, moulded composite material with silvered effect finish, depicting the mascot designed by Charles Sykes, mounted on a wooden display base, 65cm high overall.

£400 - 600  
€440 - 660

282 ◊

**A 'SPIRIT OF ECSTASY' SHOWROOM DISPLAY STATUE,**

modern, moulded composite material with dark metallic effect finish, depicting the mascot designed by Charles Sykes, mounted on a wooden display base, 65cm high overall.

£400 - 600  
€440 - 660

283 •

**BOOKS RELATING TO STIRLING MOSS AND GOODWOOD,**

including a limited edition of Doug Nye: Goodwood - The First Ten Years, numbered 22/750, green canvas binding in slip-case with signed photograph of Stirling Moss; Robert Edwards: Stirling Moss - The Authorised Biography; Denis Jenkinson: Porsche Past & Present, From Chain Drive to Turbocharger, and The Maserati 250F; and other titles, together with a 'Competition Astons at Glorious Goodwood' framed poster.

(Qty)  
£250 - 350  
€270 - 380

284 •

**JOHN FASAL & BRYAN GOODMAN: THE EDWARDIAN ROLLS-ROYCE; VOLUMES I AND II,**

each bound in red cloth, a good clean copy of this essential reference title, each volume with supplementary fold-out reproduction print to inside back cover, complete with slipcase.

£250 - 350  
€270 - 380

285 • ◊

**A QUANTITY OF ASSORTED MOTORING BOOKS,**

relating to various marques and subjects including Hugh Conway & Jacques Greilsamer: Bugatti (French & English text); Paul Kestler: Bugatti - L'Evolution d'un Style (French text); H G Conway: Bugatti; Hans Tanner: Ferrari (3rd edition); Johnnie Green: The Legendary Hispano-Suiza, and Bentley - Fifty Years of the Marque; Pininfarina Cinquantanni published by Automobilia (Italian text); Antoine Prunet: Pininfarina - Arte e Industria 1930-2000 (Italian text); Anderloni & Anselmi: Carrozzeria Touring (Italian text); Keith Bluemel & Jess Pourret: Ferrari 250 GTO (French text); Michael Frostick: The Jaguar Tradition, and Pininfarina - Architect of Cars; Chris Harvey: E-Type - End of an Era, and Jaguars in Competition; and other titles.

(Qty)  
£250 - 350  
€270 - 380

286 •

**EARLY MOTORING BOOKS AND BOUND VOLUMES,**

including: Modern Motors volumes 1-4 by H.T.Rutter; Motors of Today volumes 1-5 by H. Thornton Rutter; The World on Wheels by H.O.Duncan, rebound; Motor Car Construction by Brewer; Motor Car Maintenance volumes 1-5; Badminton library books; Motor Cars and Commercial Vehicles volumes 1-4; Light Car and Cyclecar bound volumes 14, 16, 18, 20 and 22.

(Qty)  
£300 - 500  
€330 - 550

287 •

**HERBERT J.BUTLER: MOTOR BODYWORK; PUBLISHED 1924,**

subtitled 'The Design & Construction of Private Commercial and Passenger Types', dark blue gilt embossed hard covers, 492 numbered pages, offered together with two Operation Manuals for Morris Eight Series 'E' and Morris Ten-Four Series 'M'.

(3)  
£300 - 400  
€330 - 440



294



300



300 (detail)

288•

**ASSORTED MOTORING BOOKS,**

including; Rolls-Royce The Elegance Continues by Dalton Watson; Lucas the first 100 years by Nockolds volumes 1 and 2; The Magic of The Name by Nockolds; Lancia by Nigel Trow, together with books relating to tin toy and automobilia collecting and general motoring books contained in three boxes.

(Qty)

£300 - 500

€330 - 550

289•

**L.J.K.SETRIGHT: A PRIVATE CAR - AN ACCOUNT OF THE BRISTOL; A LIMITED EDITION TWO VOLUME SET PUBLISHED BY PALAWAN PRESS 1998,**

standard edition numbered 196/1,000, two volume set subtitled 'The Word' and 'The Image', in light grey and yellow cloth bindings respectively, in good clean order, contained in slipcase and in original carton packaging.

£350 - 450

€380 - 490

290•

**THREE LARGE FORMAT ROLLS-ROYCE TITLES,**

pictorial titles, comprising David Weston's Rolls-Royce Fantasia, limited edition number 235/850 and signed by the artist, quarter-bound in leather with dark blue velvet hard covers, with accompanying pamphlet and contained in slipcase; Brindle & May: Twenty Silver Ghosts, large format version with dust jacket; both in original carton packing boxes, and Ken Dallison: The Spirit, limited edition 119/2000 and signed by the artist, tan leather covers, each well illustrated with artworks by the artists.

(3)

£350 - 550

€380 - 600

291• ◊

**L'ANNÉE AUTOMOBILE AND AUTOMOBILE YEAR; VOLUMES 23-46 & 52,**

Comprising L'Année Automobile volumes (24, 27-31, 33-44 & 52), and Automobile year volumes (23,25,26,32,45 & 46).

(25)

£400 - 500

€440 - 550

292• ◊

**FERRARISSIMA; ORIGINAL FIRST SERIES VOLUMES 1-23, ((26))**

near complete run, comprising Volumes 1-23 published 1984-1995 by Automobilia, majority a numbered limited edition of 5,000, with dust jackets, complete with three other Ferrari related books.

(26)

£400 - 600

€440 - 660

293◊

**TWELVE AUTOCOURSE ANNUALS: 1985/86 TO 2002/03, AND OTHER MOTORSPORT LITERATURE,**

an incomplete run, comprising 1985/86 to 1987/88, 1989/90, 1991/92 to 1994/95, 1996/97 to 1998/99, and 2002/03, offered together with thirteen Rallycourse annuals 1982/83 to 1996/97, a near complete run (missing 1985/86 and 1992/93), each with dust jacket and in good order, together with other assorted F1 and motorsport yearbooks and literature including 11 issue of Giorgio Piola: Formula 1 Technical Analysis 1998-2008/09, several framed prints, and a 2016 Indy 500 Pit Crew short-sleeve shirt by Red Kap, dark blue, size XL.

(Qty)

£250 - 300

€270 - 330

294•

**COOPERS VEHICLE JOURNAL; BOUND VOLUME XXXVII FOR 1916,**

black Rexine hard covers, covering issues 247 to 258 (January-December 1916) of this monthly periodical, bound with index.

£250 - 350

€270 - 380

295•

**CYCLING RELATED PERIODICALS,**

Cycling bound volumes, 1894, 1910, 1914, together with Cycling and Moting bound volumes 29, 30, 31, 32, 33 and 36.

£250 - 350

€270 - 380

296

**THREE AC SALES BROCHURES,**

comprising AC Cobra, red tinted 3 page fold-out brochure, circa 1964, 8vo; AC Cobra, coloured brochure, circa 1965, small 4to and a 'The Ace' and 'The Aceca' combined brochure, small 4to, late 1950s.

(3)

£250 - 350

€270 - 380

297

**ASSORTED SALES BROCHURES AND LITERATURE,**

including Ferrari BB512 in original postal envelope, BB512i, and 400i Automatic, General Motors Le Sabre, Bristol 411, DeLorean, Lamborghini, Aston Martin Vantage Volante and others, together with an MMC Minor Junior sales brochure and a coachwork styling photograph signed by stylist and designer John Herrernan.

(Qty)

£300 - 400

€330 - 440

298•

**TWO BENTLEY 4¼ LITRE SALES BROCHURES FOR 1936 AND 1937,**

each cream card covers with vellum jacket, printed by H.Fitch & Co.Ltd, the first dated 10/36, (Ex Libris - Rudolf Robben), with Jack Barclay label to cover, the second dated 10/37, with tipped-in plates illustrating coachwork styles, 4to.

(2)

£400 - 500

€440 - 550

299•

**THREE ROLLS-ROYCE 20HP INSTRUCTION BOOKS FOR 1922 AND 1923,**

each cloth-bound hard covers, comprising English text edition, dated December 1923, red covers, some wear, a French text edition dated, December 1922, blue covers, and a Spanish text edition, dated December 1922, light brown covers, both in good general order, 8vo.

(3)

£300 - 400

€330 - 440

300

**'AN ILLUSTRATED CATALOGUE DEPICTING THE BUILD PROCEDURE OF THE ROLLS-ROYCE PHANTOM VI', A LIMITED EDITION FOLIO,**

dated 1986 and numbered 2 of 3 examples produced and signed by J.S.Dennison to title page, large format black leather ring-bound folio with silver coloured lettering, containing light grey card leaves with pasted-in monochrome 19.5 x 24.5cm photographs with titles, workshop images depicting various incremental stages of the build assembly including chassis, suspension, rear axle, engine, bulkhead, bodyshell, coachwork and interior detailing, and with further photographs depicting specific Phantom VI cars built for VIP clients including Special Limousine, Royal Phantom VI Limousine, State Landaulette, and Limousine, well presented and the folder measuring 49 x 32 x 11cm overall.

£400 - 600

€440 - 660

301•

**TWO THREE LITRE BENTLEY INSTRUCTION BOOKS,**

each blue hard covers, both reprints, the first dated June 1931, some staining, the other dated November 1934, 8vo, together with a sales brochure for the Bentley 3½ Litre, cord-tied card covers, with tipped-in plates illustrating coachwork types, in good general order, 4to.

(3)

£400 - 600

€440 - 660



304



305

302•  
**TWO BENTLEY CONTINENTAL SPORTS SALOON HANDBOOKS,**  
 each in black Rexine pop-stud wrap-around covers, Number XI and XV (for automatic gearbox) respectively, in good general order, together with maintenance instruction pamphlets for Park Ward and H J Mulliner, a instructions card for the automatic gearbox, and three Bentley Continental sales brochures.  
 (8)  
**£400 - 600**  
**€440 - 660**

303•  
**A BENTLEY DIRECTOR'S EDITION SET OF REPRINTED LE MANS SUCCESSES BOOKLETS PRESENTED TO BENTLEY BOARD MEMBERS, 2003,**  
 titled 'Bentley - The Racing Legacy', stud-bound folio with dark-green card covers, containing reprinted editions of Bentley Le Mans successes brochures originally issued 1927-1930, contained in sleeves and comprising 'Le Mans 1927', 'Again 1928', 'The Hat Trick' for 1929, and 'Plus Four' for 1930, and a 'Team Bentley Le Mans 80 Years' booklet for 2003, small 4to, in original carton packing.  
**£250 - 350**  
**€270 - 380**



308

304  
**A COLLECTION OF THUNDERBOLT MEMORABILIA (FORMERLY THE PROPERTY OF HERBERT JUBB OF BEANS INDUSTRIES LIMITED),**  
 comprising a file of press cuttings and correspondence, including Eyston signed memorandum, dated May 30 1938 on Beans memo paper; Eyston signed handwritten note about collecting brake gear, dated 23.1.38 on 52 Lennox Gardens, note paper; a signed typed letter Re Order No. 200 regarding the fabrication of radiator supports, on G.E.T. Eyston letter headed paper; two copies of cablegrams received by Beans relating to the condition of the gearbox, from Eyston; a 'Crossing the line at 360 M.P.H.' Christmas card from Captain & Mrs George Eyston (facsimile signature); a small Autograph book signed by Eyston, dated 1937; assorted monochrome photographic images showing Thunderbolt under construction with some negatives, other images of industrial/agricultural vehicles; a boxed Dinky Toys No23m "Thunderbolt" Racing Car, tyres perished, box soiled; and a boxed Britain's number 1400 Bluebird, chassis intact, main body split into two parts.  
 (Qty)  
**£600 - 800**  
**€660 - 880**

305

**AN IMPORTANT ARCHIVE OF CALCOTT MOTORING LITERATURE, PHOTOGRAPHS AND EPHEMERA**

including two hard bound 'Calcott Bros. Ltd Coventry' albums containing over 70 monochrome images and documenting the factory, Calcott family, production process and various cars, together with a quantity of sales material, leaflets, spare parts lists, sales brochures, a period portrait study photograph of a Calcott motorcar by W. Tombs, various company correspondence and other items.  
 (Qty)  
**£800 - 1,000**  
**€880 - 1,100**

306

**FIVE AA AND RAC CAR BADGES,**  
 comprising a 1928 nickelled AA badge, numbered 867050, with mounting bracket, a post-War AA badge (lacking back-plate), and three RAC badges with enamel Union Jack centres, comprising Type 8 and Type 9 Full Member's badges, and an Associate badge, offered together with a Veteran Car Club of Great Britain Diamond Jubilee Rally 1930-1990 Competitor enamel badge.  
 (6)  
**£250 - 350**  
**€270 - 380**

307

**ELEVEN ENAMEL CAR BADGES INCLUDING BENTLEY DRIVERS CLUB,**  
 majority modern, including two Bentley Drivers Club 'hub spinner' badges, 50 Year Silverstone Race Meeting, Golden Jubilee, 70 Year, 75 Year, and W O Bentley Centenary commemorative badges, and three badges for RREC, Rolls-Royce Owners Club Florida Region and Petersen Racing.  
 (11)  
**£300 - 400**  
**€330 - 440**

308

**A FINE SILVER AND ENAMEL ST CHRISTOPHER PLAQUE BY A. M LANGLOIS, 1930S,**  
 continental silver marked .925 believed imported by Hernu, Peron & Stockwell Ltd, 5.5cm diameter.  
**£250 - 350**  
**€270 - 380**

309

**ASSORTED ST. CHRISTOPHER PLAQUES,**  
 comprising finely painted enamelled gilt metal plaque 4.8cm diameter; a large German enamelled plaque, 1930s, 7cm diameter; a nickel plated cast metal plaque, 4.6cm diameter; a silver fob by P. Vineze and two other later St. Christophers.  
 (6)  
**£250 - 350**  
**€270 - 380**



309



313



310

310  
**A DISPLAY CASE OF BADGES AND OTHER COLLECTABLES,**

with glazed lid, 36 x 45 x 9cm overall, housing 5 x Mercedes-Benz badges including early enamelled example; 3 x Queen Elizabeth II coronation badges; a pair of Moretti enamelled coach-builders badges; and other items including a framed part of a Pratt's mirror. (Qty)

£250 - 350

€270 - 380

311  
**A ROYAL STANDARD ENAMEL BADGE, MID 20TH CENTURY,**

nickel plated and enamelled in red and blue, 16cm wide, in glazed box frame.

£300 - 500

€330 - 550

312  
**EUROPEAN AUTOMOBILIA,**

comprising a silver plated Italian Touring Club embossed metal and enamel badge, circa 1911, 8cm high; two embossed Bianchi car script badges with eagle symbol, 16cm wide; an Automobile Club de Suisse 'Alloys Naville Simplon 1906' continental silver award with enamel ACS badge, 9.5cm high; A Zurich Insurance Company St. Christopher plaque signed S.P. Lasserre, 7cm wide; and an embossed St. Christopher plaque with enamel shields, Swiss, 7.5cm. wide.

(6)

£300 - 400

€330 - 440

313  
**A COLLECTION OF SCOTTISH MOTORING BADGES,**

comprising RAC associate with Scottish Automobile Club enamel centre: Royal Scottish Automobile Club, 2 large and 2 small badges with different mounts, National Trust for Scotland member, Scottish Motor Racing Club, Scottish Sporting Car Club (painted/worn) and an AA member's badge.

(9)

£400 - 500

€440 - 550



315

314  
**AN AUTOMOBILE CLUB OF CHINA CAR BADGE, 1920S,**

numbered 1102, nickel plated bronze with inset enamel pagoda centre, under a 'blue sky with a white sun' enamel finial, 16.4cm high, with mounting bracket.

£500 - 700

€550 - 770



311

315  
**A FRAMED DISPLAY OF SIX ROYAL WARRANT MOTORING PLAQUES AND BADGES,**

brass and nickelled examples, comprising a large brass and enamel plaque for Fodens Ltd., 24 x 19cm, two for Fodens and Leyland Motors Ltd., two smaller badges, one for Dennis Bros Ltd, Guildford, each with enamelled detailing, and another 'horseshoe' example for Dennis Bros Ltd, re-painted, all mounted together within a framed and glazed display, 45 x 55cm overall.

£600 - 800

€660 - 880



312

316<sup>0</sup>  
**A LARGE AND COMPREHENSIVE COLLECTION OF MOTOR CLUB, RADIATOR, GRILLE AND GENERAL MOTORING BADGES,**

over 100 examples and including AA, RAC, Sunbeam Talbot Darracq, Cornwall, Austin Ten drivers club, Bean Car Club, some replica examples, a Calormeter by Wilmott-Breeden, BARC badges, examples by Gaunt of London and others by Spencer, two early dashboard mounting St. Christopher badges, a Hotchkiss radiator badge and others. Close inspection advised.

(Qty)

£600 - 800

€660 - 880



314



317

317

**A COLLECTION OF ENAMEL LAPEL BADGES, PIN BADGES AND KEY FOBS.**

the enamel lapels for Regent, Mobiloil and National Benzole, 27 other badges and 'buttons' including Havoline, Esso Extra, Trico, Ludar, Cleveland, Super Shell and BP Super plus, with six key fobs including National Super Mixture and Dunlop.

(Qty)

£250 - 350

€270 - 380

318

**ASSORTED ENAMEL LAPEL BADGES AND PLAQUES,**

comprising a rare Coppa D'Oro enamelled plaque, Italian, 1956, in red, orange, black and white enamel (with some minor loss), 78mm wide; a rare Art Deco enamelled tourist plaque for Garmish, Austrian, depicting two skiers with Edelweiss flowers as mounting brackets 69 x 92mm; a Circle of 19th Century Motorists lapel badge (red enamel); a Circle of 19th Century Motorists "30 Years on the Road" fob (blue enamel) on chain with 1927 horseshoe lucky charm; a Powers enamel lapel badge on original J.R. Gaunt card; a "The Elliot" lapel badge; and key fobs for Oilzum and Shell.

(8)

£250 - 350

€270 - 380



318

319

**YACHT CLUB DE MONACO ENAMELLED LAPEL BADGES,**

comprising three early diamond shaped depicting a green swift and single badges for YCM Big Game Fishing, YCM 5-5, YCM Star, FD and Commissaire; together with a lapel badge for an International Scooter meet, Monaco 1957, two Monaco Tournai Snipes enamel badges and a bronze plaque for Yacht Moteur Club de la Mediterranee by Raymond Delamarre, 7.5cm wide.

(12)

£250 - 350

€270 - 380



319

320

**THREE TOUR DE FRANCE ENAMEL LAPEL BADGES,**

including badges for 1966 and 1969, together with an early Automobile Club de France enamel lapel badge, (lacking pin), and four Yacht Club de Monaco enamel lapel badges.

(8)

£250 - 350

€270 - 380

321

**ASSORTED LAPEL BADGES AND PINS, (QTY)**

comprising gold VW tiepin, in jewellery box; a silver RREC "Silver Jubilee" lapel badge, 1977; an RREC gilt metal badge; three 14K gold and diamond pins for 30, 35 and 40 years long service with Firestone; a gilt metal, enamel and diamond Esso Standard service badge in jewellery box, Auto Cycle Union ISDT 1949 and other enamel and printed lapel badges.

(Qty)

£300 - 400

€330 - 440

322

**A STERLING SILVER AND ENAMEL BENTLEY WINGED B LAPEL BADGE, 1949**

hallmarked Birmingham 1949 with maker's mark B M & B Co to the reverse, 4cm wide.

£500 - 700

€550 - 770

323

**A BENTLEY WINGED B MASCOT,**

large size version, chromed, 22cm wingspan, on radiator cap, together with a Bentley badge 14.5cm wide.

(2)

£280 - 350

€310 - 380

324

**A STANDING ALSATIAN DOG MASCOT BY A E LEJEUNE, BRITISH, CIRCA 1930,**

brass, stamped AEL R/D to base, 12cm high, on a black plastic display base.

£250 - 350

€270 - 380

325

**A REPLICA BENTLEY ICARUS MASCOT AFTER FREDERICK GORDON CROSBY,**

nickel plated bronze, 13cm high, on a display base.

£250 - 350

€270 - 380

326

**A MASCOT OF THE GREEK GODDESS ATHENA, 1920S,**

nickel plated, the figure in flowing robes with helmet upon her head, originally fitted with a spear (now missing), 18cm high, on radiator cap.

£250 - 350

€270 - 380

Athena is the ancient Greek goddess of wisdom, handicraft and warfare.



322 (front & reverse)



365



325



326



346



323



323

327 †

**A MINIATURE SCHNEIDER TROPHY SEAPLANE MASCOT BY A E LEJEUNE, 1930S,**

nickel plated brass, stamped AEL to base, with later engraving Rolls Royce on the top of the wings, 10cm wingspan, mounted on a heavy base for use as a paperweight.

£250 - 350

€270 - 380

328

**A REPLICA ROLLS-ROYCE SPIRIT OF ECSTASY' MASCOT,**

post-War, with a marble base for use as a desk piece, (loose mounted), 18.5cm high overall.

(2)

£250 - 350

€270 - 380

329

**A RARE BRONZE BUICK GODDESS MASCOT BY WILLIAM SCHELL, DETROIT, 1936**

designed for the 1927 Buick range, 11cm long, together with a 1948-51 Packard Swan and a 1935 Dodge Ram, both on display bases.

(3)

£250 - 350

€270 - 380



327

330

**A REPLICA WHISPER MASCOT AFTER CHARLES SYKES,**

15.5cm high, on wooden display base.

£250 - 350

€270 - 380

331

**A EAGLE MASCOT BY E. GROS, 1920S,**

signed, bronze, 17cm wingspan, mounted on an alabaster base.

£250 - 350

€270 - 380



330

329



335

334

**AN ALSATIAN DOG MASCOT BY FREYCOURT, FRENCH, 1920S,**

signed cast alloy with traces of nickel plating, 11.5cm high, on marble base.

£250 - 350

€270 - 380

335

**A REPLIC LA RENOMEE MASCOT FOR BALLOT CARS,**

after a design by Emile Peynot, 14cm high, mounted on a dog-bone radiator cap.

£250 - 350

€270 - 380

336

**ASSORTED ROLLS-ROYCE BADGES AND MASCOTS,**

including four RREC metal badges, five RREC embroidered badges, other Rolls-Royce related lapel badges, key fobs and collectable items, a permanent match in the shape of a Rolls-Royce radiator, a Spirit of Ecstasy cravat, two RREC Belgian awards, a Spirit of Ecstasy mascot mounted on a marble base, a plastic Spirit of Ecstasy mascot replica, and a Montagu of Beaulieu replica Whisper (leg cracked and repaired).

(Qty)

£250 - 350

€270 - 380

337

**A FINE 'PRINCESS MANGBETU' MASCOT BY ALEXANDRE CARON (1857-1932), FRENCH, CIRCA 1925, OFFERED FOR SALE ON BEHALF OF WINGS FOR LIFE,**

signed, well detailed bronze bust commemorating the Citroen 'Croisiere Noir' expedition in 1924-25, marked 46 to the rear, 11.5cm high, mounted on a two tiered marble display base.

£250 - 350

€270 - 380

Wings for Life funds cutting-edge research projects and clinical trials across the globe aimed at finding a cure for spinal cord injury. Visit [www.wingsforlife.com](http://www.wingsforlife.com) UK Registered Charity No. 1138804

338

**A BENTLEY WINGED 'B' MASCOT,**

forward leaning type, stamped 'Reg 807924' to underside and engraved '8465' under the stem, chrome-plated, 10cm long, mounted to chromed radiator cap, also marked '8465' and stamped 'EB 3601/FC' to underside.

£250 - 350

€270 - 380



336

332

**A SMALL BIRD MASCOT BY MARCEL BOURAINE, FRENCH, 1920S**

signed, nickel plated bronze, 13.5cm high

£250 - 350

€270 - 380

333

**FOUR MASCOTS AND DESKPIECES FOR ROLLS-ROYCE AND BENTLEY,**

comprising two modern chromed Bentley Winged 'B' mascots, and two miniature 'Spirit of Ecstasy' figures mounted as deskpieces on wooden bases.

(4)

£250 - 350

€270 - 380



337



339  
**A BENTLEY WINGED 'B' MASCOT,**  
 forward leaning type, stamped 'Reg 807924' to underside, chrome-plated, 10cm long, mounted to chromed radiator cap, stamped 'EB 3601/FC' to underside.  
**£250 - 350**  
**€270 - 380**

340  
**A BENTLEY WINGED 'B' MASCOT,**  
 forward leaning type, stamped 'Reg 807924' to underside, chrome-plated, 10cm long, some over-rubbing to plating in places, mounted to chromed radiator cap, stamped 'EB 3601 FC' to underside.  
**£250 - 350**  
**€270 - 380**

341  
**A ROLLS-ROYCE 20/25HP 'SPIRIT OF ECSTASY' MASCOT AFTER CHARLES SYKES, 1929,**  
 signed and dated RR Ltd 6-2-11 on the base (rubbed and faint), solid nickel, 11.8cm high, mounted on a turned wooden base.  
**£250 - 350**  
**€270 - 380**

342  
**A 'LEAPING JAGUAR' MASCOT BY DESMO,**  
 marked 'Desmo' to front of base and 'Copyright' to rear, with separately cast head section, plating worn away, 20cm long, offered together with a chromed mascot for Jaguar cars, stamped number to underside '7/10091/1 WBB', 19cm long, mounted as a deskpiece to metal base.  
 (2)  
**£250 - 350**  
**€270 - 380**

343  
**A ROLLS-ROYCE 20/25HP 'SPIRIT OF ECSTASY' MASCOT,**  
 signed 'C.Sykes.' and marked 'R.R.Ltd. 6-2-11.' to base, and marked 'Trade Mark Reg' and 'Reg U.S. Pat.Off' under wings, chromed, 12cm high, fitted to chromed radiator cap with steam valve.  
**£250 - 350**  
**€270 - 380**



344  
**TWO REPRODUCTION ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOTS,**  
 both to suit 20Hp car, one chromed, on nickelled radiator cap, the other with plating worn, on radiator cap with steam valve.  
 (2)  
**£250 - 350**  
**€270 - 380**

345  
**A ROLLS-ROYCE 20/25HP 'SPIRIT OF ECSTASY' MASCOT,**  
 signed 'C.Sykes.' and marked 'R.R.Ltd. 6-2-11.' to base, and marked 'Trade Mark Reg' and 'Reg U.S. Pat.Off' under wings, chromed, 12cm high, fitted to chromed radiator cap with steam valve.  
**£250 - 350**  
**€270 - 380**

346  
**A MINERVA MASCOT BY P DE SOETE, BELGIAN, 1930-34,**  
 signed, bronze, 15cm high, on wooden base.  
**£300 - 400**  
**€330 - 440**

This mascot was used on the Minerva 8 cylinder AL series of cars.

347\*  
**A 'LEAPING FROG' MASCOT MANUFACTURED BY LOIUS LEJEUNE AFTER A. RENEVEY,**  
 post-1945, chrome plated, hollow cast white metal, 13cm high overall.  
**£300 - 400**  
**€330 - 440**

348  
**A RUNNING NUDE CAR MASCOT, 1930S,**  
 chromed, 14cm long, on a display base.  
**£300 - 500**  
**€330 - 550**



356



350



354



331



349



332



324



334

349  
**'LA VITESSE' MASCOT, FRENCH, 1920S,**  
nickel plated hollow-cast bronze, 9cm high, the  
base later drilled for mounting.  
£300 - 400  
€330 - 440

350  
**THREE BENTLEY WINGED 'B' MASCOTS,**  
comprising a large polished brass mascot,  
mounted on a polished wooden base, and two  
modern chromed examples, one mounted on  
black marble base.  
(3)  
£300 - 400  
€330 - 440

351  
**A RARE PLAYBOY BUNNY CAR MASCOT,**  
**RETAILED BY GARRARDS OF REGENT**  
**STREET, 1970'S,**  
chrome plated cast-brass Playboy symbol with  
bow-tie, 9.8cm high.  
£300 - 400  
€330 - 440

352  
**A 'FAN DANCER' MASCOT BY LOUIS**  
**LEJEUNE, BRITISH, POST-WAR,**  
signed LL, chrome plated, 18.5cm high, on a  
1936 registered design display base.  
£300 - 500  
€330 - 550

353  
**A 'SPIRIT OF TRIUMPH' MASCOT BY**  
**FENTONS OF ISLINGTON, LONDON,**  
**1930S,**  
after a design by F Bazin, silver plated, brass,  
14.5cm high, on a display base.  
£300 - 500  
€330 - 550

354  
**AN ART DECO MASCOT FOR**  
**AUTOMOBILES SARA, FRENCH, 1920S,**  
unsigned, nickel-plated bronze, depicting a  
stylised kneeling winged figure blowing on a  
motor, 7.5cm high, some old marks and loss to  
plating in places, mounted on a small nickelled  
radiator cap (some old marks) above a wooden  
display base inset with French early aeronautical  
themed bronze medallion marked 'Gloire aux  
Oiseaux de France'.  
£400 - 600  
€440 - 660

355  
**A FINE WINGED EGYPTIAN MASCOT BY M**  
**BONNOT, FRENCH, 1920S,**  
stamped M. Bonnot 159 to the base, nickel  
plated bronze with patina, 18.5cm high, on  
display base.  
£400 - 600  
€440 - 660

356  
**A GOLD-PLATED ROLLS-ROYCE 'SPIRIT**  
**OF ECSTASY' MASCOT MOUNTED AS A**  
**DESKPIECE,**  
marked around the base 'R.R.Ltd 6.2.11  
C.Sykes', and marked 'Reg.Pat.Off' and 'Trade  
Mark Reg.' under wings, some spots with loss  
to plating in places, 11.5cm high, mounted on a  
highly polished wooden base.  
£400 - 600  
€440 - 660

357  
**A COLLECTION OF MASCOTS;**  
including original Bruce Bairnsfather 'Old Bill'  
in two sizes; Horse and Jockey; Scottie dog;  
leaping Jaguar; small replica Rolls-Royce; small  
Burlington Bertie; 'Speed Nymph' after L V  
Aronson and others.  
(13)  
£400 - 500  
€440 - 550



359



360



361

358

**AN ELEPHANT CAR MASCOT BY ANTOINE BOFILL, PRE-1914,**

white metal with later chrome plating, signed with MMA foundry mark, 14cm high.

£450 - 650

€490 - 710



338



339



340

359

**A ROLLS-ROYCE SPRINGFIELD PHANTOM I 'SPIRIT OF ECSTASY' MASCOT, AMERICAN,**

engraved 'Rolls-Royce' and 'Reg.US.Pat.Off' around the base, nickel-plated, 16cm high, mounted on a turned wooden display base.

£450 - 550

€490 - 600

361

**AN 'ALSATION DOG' MASCOT BY L. RIGOT, FRENCH, 1920S,**

marked 'L.Rigot' to side of base, nickel-plated bronze, stylised depiction of a seated Alsatian, 13cm high, mounted on a black painted wooden base.

£500 - 600

€550 - 660

360

**A ROLLS-ROYCE PHANTOM I 'SPIRIT OF ECSTASY' MASCOT,**

with indistinct signature and markings to base, marked 'Reg.US.Pat.Off' and 'Trade Mark Reg' under wings, nickel-plated, over-polished with some pitting, 14cm high, mounted on a turned wooden display base.

£450 - 550

€490 - 600

362

**AN 'ALSATION DOG' MASCOT BY E. ILINSKY, FRENCH, 1920S,**

signed with 'Fumiere et Cie' foundry stamp to base, nickel-plated bronze mascot of a seated Alsatian with chain, 16cm high, mounted on a black marble base.

£500 - 600

€550 - 660



362



363

363  
**TWO 'COCKEREL' MASCOTS, FRENCH,** comprising 'Coq Gaulois' by Charles Paillet, signed, nickel-plated bronze, medium sized version of the mascot, 12cm high, mounted on a black painted wooden base, and a 'Chantecler' Cockerel, promotional mascot produced from the mid 1920s-1950s for Carburants Industriels du Nord of France, marked to front of base, nickel-plated metal, Model A version, 13.5cm high, mounted on a marble base.

(2)  
**£600 - 800**  
**€660 - 880**

364  
**A 'PIG' MASCOT BY HENRI PAYEN, FRENCH, CIRCA 1925,**

signed to base, nickel-plated bronze, 9.5cm long, mounted on a marble display base.

**£600 - 800**  
**€660 - 880**

365  
**A PEGASUS MASCOT BY F BAZIN, FRENCH, 1920S,**

signed, nickel plated bronze, 13cm high, on a green marble base.

**£600 - 800**  
**€660 - 880**

366  
**A 'KING MONKEY' MASCOT, PRE-WAR,**

unsigned, nickel-plated bronze, depicting a chimpanzee wearing a crown and with his hands over his mouth, 12cm high, mounted on a marble base.

**£900 - 1,100**  
**€990 - 1,200**



364

367 †  
**AN ILLUMINATED BASE TO SUIT A LALIQUE GLASS MASCOT,**

to fit larger size of base, lacking mounting ring, the body etched Breves Galleries Knightsbridge, 78mm diameter, with red filter.

**£250 - 350**  
**€270 - 380**

368  
**A 'SPEED HEAD' GLASS MASCOT,** modern, frosted glass figure, copied after the design 'Victoire' by Rene Lalique, unsigned, 24cm long, in metal mount on black painted base.

**£300 - 500**  
**€330 - 550**

369  
**A LARGE BROOKS CAR TRUNK, CIRCA 1920,**

black leather-cloth trunk with sloped back, with handles to each end, nickelled lock and catches, with fall-front opening to interior fitted with three graduated cases with beige cloth lining, measuring 97 x 49 x 56cm overall, offered together with set of four original Brooks mounting brackets

(5)  
**£250 - 350**  
**€270 - 380**



366

370  
**FOUR LEATHER ATTACHE AND DOCUMENTS CASES FOR FERRARI, BENTLEY AND LAMBORGHINI,**

comprising two for Ferrari by Schedoni of Italy, in brown leather, one a Ferrari Owners limited edition of 199 'F1 World Champion 2001' in original box, the second case with a Ferrari 'Prancing Horse' emblem in corner of case, with original box, One Bentley attache in dark leather with keylock to front, with Bentley logo to inside, and one Lamborghini case in dark patterned leather with Lamborghini lettering to front.

(4)  
**£300 - 500**  
**€330 - 550**

371  
**A BLACK LEATHER 'BENTLEY' BRIEFCASE,**

with leather handle, twin locks and miniature Bentley winged emblem to edge of lid, with maroon silk lined interior with Bentley winged emblem motif pattern and pockets with black leather trim, offered with two keys, the case measuring 45 x 39 x 9cm.

**£300 - 400**  
**€330 - 440**

372  
**A 'ROLLS-ROYCE' WOODEN BRIEFCASE,**

constructed from several woods, burr walnut veneer finish with inlaid 'RR' logo to corner of lid, with combination locks and wooden handle, the interior with light grey suede lining and pockets with brown leather trim, the case measuring 43 x 41 x 9cm overall.

**£600 - 800**  
**€660 - 880**

373

**A BLACK LEATHER 'BENTLEY' BRIEFCASE,**

with leather handle, twin locks and miniature Bentley winged emblem to edge of lid, with maroon silk lined interior with Bentley winged emblem motif pattern and pockets with black leather trim, offered with two keys, the case measuring 45 x 39 x 9cm.

£300 - 400

€330 - 440

374

**ASSORTED ROLLS-ROYCE COLLECTABLES,**

including two cased ball-point pens, two black leather wallets and a key wallet, two by Connolly, two key-fobs, a pocket knife, set of playing cards, lapel badges, large format postcards, a large 'RR' decal, and plastic carry bags.

(Qty)

£250 - 350

€270 - 380

375

**PROMOTIONAL ROLLS-ROYCE LADIES ACCESSORIES,**

comprising a cased Wedgwood cameo pendant featuring the 'Spirit of Ecstasy' emblem set within sterling silver mount on chain, two unused navy blue silk headscarves with 'RR' motif pattern, in original card packing, and three used black leather purses with 'Spirit of Ecstasy' logo to corner and silk 'RR' pattern lining.

(6)

£250 - 350

€270 - 380

376

**ASSORTED ROLLS-ROYCE COLLECTABLES,**

including a small boxed Wedgwood dish decorated with 'Spirit of Ecstasy' emblem, 11cm diameter, two cased ball-point pens, a 75 Year Anniversary silk tie, a leather notepad case by Connolly, key fobs, lapel badges and other items.

(Qty)

£250 - 350

€270 - 380

377

**A QUANTITY OF NEW/OLD STOCK BOXED GARAGE SHOP STOCK,**

including point of sales display advertising, display cards, a standing Bibendum figure, Nobby key boards, a 1928 Petroleum Act notice, Borg & Beck 'Clutch Point' clock, a Ripaults cable display stand, a Castrol printed card notice, a single drawer wooden till, 3 pairs of goggles, 2 pump attendants coats and other items.

(Qty)

£250 - 350

€270 - 380

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



380



378

**ASSORTED AUTOMOBILIA,**

including Goodyear flag, Agip flag, a framed and glazed print depicting Moss and 'Jenks' on the 1955 Mille Miglia, a Maisto model of the 1955 Mille Miglia winning Mercedes Benz 300 SLR (boxed), two framed and glazed display cabinets with other boxed die-cast models and a framed and glazed display of re-printed miniature Brooklands posters.

(Qty)

£250 - 350

€270 - 380

379

**TWO BOXED ROLLS-ROYCE LETTER OPENERS,**

each stainless steel, with 'Spirit of Ecstasy' handles, one with sheath, the other coinciding with the 'SZ Launch' in 1980, both boxed.

(2)

£250 - 350

€270 - 380

380 †

**ASSORTED AUTOMOBILIA,**

including a chromed Jaguar knock-off hub spinner, a rolled Jaguar V12 cut-away engine poster (creased), a replica Jaguar F1 helmet with bag, two believed Le Mans driver's armbands (with hand-written dates 1955, 1956), an AC 428 Convertible sales brochure, a 1980s Arai helmet with chin guard (foam lining perished) and other rolled posters including Barry Sheene and Suzuki images, various conditions.

(Qty)

£250 - 350

€270 - 380

381

**SEVENTEEN BRIGHTON CONCOURS D'ELEGANCE 'PRIX D'HONNEUR' BANNERS, 1966-1979,**

hanging banners in yellow or beige cloth with tassels, organised by the Brighton & Hove Motor Club, a run for each year (several duplicates), each approximately 29 x 45cm, together with three smaller silk banners for the same event.

(20)

£250 - 350

€270 - 380

382

**AN EDWARDIAN FOOT WARMER AND A WICKER UMBRELLA BASKET,**

brass foot warmer with carpet covering, 46cm long, the wicker basket, modern, with lid and leather straps, 103cm long.

(2)

£250 - 350

€270 - 380

383

**TWO ROYAL FAMILY OF BRUNEI ROLLS-ROYCE COACHWORK PLATES,**

two polished steel plates bearing the Rolls-Royce and Bentley logos, each inscribed 'Designed and Built Exclusively for The Royal Family of Brunei Darussalam by Rolls-Royce Motor Cars', one 50cm long, the other 21cm long.

(2)

£250 - 350

€270 - 380



391



397



393

392

384

**A PAIR OF REPLICA BUSTS OF FREDERICK HENRY ROYCE AND CHARLES STEWART ROLLS,**

moulded resin with bronze effect finish, copies of the busts originally issued by Rolls-Royce Motors Ltd to commemorate the 75th Anniversary of their meeting in 1904, and after the original full size bronzes produced in 1934 by William McMillan R.A., each 22cm high and with brass nameplate to front of base.

(2)

£250 - 350

€270 - 380

385

**FIVE SETS OF MILITARY FONT LETTER STENCILS,**

tin stencils, various upper case font sizes, comprising full alphabetical sets with '&' symbol for 75mm, 50mm and 25mm fonts, a full alphabetical set with numerals for 38mm font, and a full alphabetical set with numerals and '&' symbol for 20mm font, with flanged edges, and another set of 20mm font numerals.

(Qty)

£250 - 350

€270 - 380

386

**ASSORTED AUTOMOBILIA,**

including FIAT promotional items, Lucas fuse box, Lucas bulb holders, RAC members badge, two models of Vintage Bentley cars, Bibendum figure, a rare Michelin gramophone record and other items.

(Qty)

£250 - 350

€270 - 380

387

**ASSORTED ROLLS-ROYCE COLLECTABLES,**

including two cased ball-point pens, a 75 Year Anniversary silk tie, leather pocket accessories by Connolly, key fobs, lapel badges and other items.

(Qty)

£250 - 350

€270 - 380

388

**ASSORTED ROLLS-ROYCE COLLECTABLES INCLUDING A DUNHILL LIGHTER,**

the Swiss made cased lighter by Dunhill with black lacquer body, two cased ball-point pens, one by Parker, set of playing cards, two leather key-fobs, pocket knife, two lapels, a large 'RR' decal, large format postcards, and plastic carry bags.

(Qty)

£250 - 350

€270 - 380

389

**TWO BOXED LETTER OPENERS FOR ROLLS-ROYCE AND BENTLEY,**

each stainless steel and featuring Spirit of Ecstasy (with sheath) and Winged 'B' handle respectively, in presentation boxes.

(2)

£300 - 400

€330 - 440

390

**A BUGATTI RADIATOR DECANTER, BRITISH 1960S,**

believed by Ruddspeed but unmarked, chromed with radiator cap 'stopper' and red enamel badge, 19.5 cm high.

£300 - 400

€330 - 440

391

**ASSORTED AUTOMOBILIA, BADGES AND EPHEMERA,**

including Oakland copper ashtray; two glass gear lever knobs, American, (one patented 1929); an Esso penknife; a Societe Anonyme des Pneumatics Dunlop bronze plaque, 1922; a silver gilt 'Packard' tie clip; a Michelin tyre gauge; a Weisbadener Automobile Club souvenir vase, 1924; assorted badges and scripts including Mid-Cheshire Car Club in box, Abarth & Cie Campione del Mondo, Harrow car Club and others; Cunningham C2 sales brochure and ephemera, Le mans Lister sales brochure and other ephemera.

(Qty)

£350 - 450

€380 - 490

392

**A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPEED, BRITISH,**

chromed, with shutters, radiator badge and cap, 19.5cm high.

£350 - 450

€380 - 490

393

**A BENTLEY RADIATOR DECANTER BY RUDDSPEED, BRITISH,**

chromed, with green wire mesh grille (some surface dirt and scratches), with radiator badge and 'dog-bone' cap, 20cm high.

£350 - 450

€380 - 490

394

**ASSORTED AUTOMOBILIA AND BICYCLE COLLECTABLES,**

comprising an ornately decorated flower posy and a matching ashtray; a rare Seaforth Bakelite ashtray depicting Bluebird at speed; a Maserati engraved award, 1994; a Peugeot cigarette holder in original case; two WWI French army orphans fund raising 'medals' by Rene Lalique, 1919; two cardboard mounted decorative calendars 1917 and 1920; a Daimler Benz 75 anniversary plaque on marble base; a superb painted silk fan depicting two 'Love-bird' on a Victorian tricycle and two French bicycle headstock badges.

(Qty)

£350 - 450

€380 - 490



398

395

**ASSORTED ROLLS-ROYCE DESKPIECES AND COLLECTABLES,**

comprising three radiator deskpieces on polished wood bases, one a battery-operated desk-clock, a Ronson desk-lighter with 'Rolls-Royce' plaque, a 'Rolls-Royce' 1942-1974 commemorative ashtray marked 'H.R.Evans' with miniature 'Spirit of Ecstasy' figure, and a set of four stainless steel napkin rings.

(9)

£400 - 500

€440 - 550



403



401

396

**THREE ROLLS-ROYCE PROMOTIONAL DESK ITEMS,**

comprising a boxed Mappin & Webb walnut pen stand, with engraved plaque to front, 23cm long, presented as a gift at the Gleneagles Hotel Gala Weekend on 26-28th November 1982, and two boxed 'Spirit of Ecstasy' letter openers, one with leather sheath, and with accompanying walnut plinths.

(5)

£450 - 650

€490 - 710



402



320

397

**WEST MCLAREN MERCEDES PROMOTIONAL SKI EQUIPMENT,**

in silver, red and black branded colours, all unused condition, comprising a pair of skis, 185cm long, with Marker M9.1 Titanium boot bindings (unfitted with instructions, a pair of matching ski poles, made in Austria, with a branded Ski bag, and a branded ski boot bag.

(Qty)

£800 - 1,000

€880 - 1,100

According to information supplied by the vendor this West McLaren Mercedes ski equipment was a gift from Ron Dennis.

398<sup>0</sup>

**A COLLECTION OF ELEVEN SADLER 'OKT42' MOTORCAR TEAPOTS**

together with another unmarked example in green and gold, possibly produced by Harrods, each in good order with some crazing and wear commensurate with age, each with correct lid and one lid missing, together with a small lapel badge.

(13)

£800 - 1,200

€880 - 1,300

399

**A CASED CARAN D'ACHE WATCH AND PEN SET FOR BENTLEY,**

maroon case with Bentley emblem to lid, fitted with Swiss made stainless steel wristwatch with link bracelet, rectangular white dial with Roman numerals, and two ballpoint pens, each marked with Bentley logos.

£500 - 600

€550 - 660

400

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

limited edition numbered 2, cold-cast bronze busts specially commissioned by Rolls-Royce Motors Ltd to commemorate the 75th Anniversary of their meeting in 1904, the busts are miniature models of the original full size bronzes produced in 1934 by William McMillan R.A., each 22cm high and with brass nameplate to front of base.

(2)

£400 - 500

€440 - 550



406

406

407



405

401  
**SEVEN ST. CHRISTOPHER PLAQUES,**  
 comprising two enamelled plaques, two embossed alloy British plaques, a continental silver plaque, a circular white metal and wood plaque, hinged with engraved panel behind with Mercedes three pointed star "September 1950, Wildbad-Hintergarten, Badenweiler-Feldburg, Baden-Baden-Dusseldorf", and a modern magnetic plaque

£250 - 350  
 €270 - 380

404  
**EIGHT GERMAN PLAQUES AND BADGES,**  
 including enamel AvD Automobile club Thueringen, 12.5cm diameter; chromed enamel DMV Blutehfahrt zum Bodensee 1931, depicting a dirigible and apple blossom, 8cm wide, (some loss to enamel); DDAC balloon event 1928; enamel ADMV badge and others; together with a ceramic Hindenburg pipe, in a glazed display case, 30 x 30cm.

(Qty)  
 £400 - 500  
 €440 - 550



404

402  
**ASSORTED PLAQUES,**  
 comprising five bronzes for Targa Florio 1966; Marcel Renault 1872-1903 by F. Vernon; Federation Nationale des Clubs Automobiles de France; Coupe de Pyrenees 1906 in original case; and Chambre Syndicale de l'Automobile de Belgique by Ch. Samuel, together with a Peugeot 201 medallion

(Qty)  
 £250 - 350  
 €270 - 380

405  
**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)  
 £600 - 800  
 €660 - 880



408

403  
**TWO ART DECO ENAMELLED PLAQUES, 1930S,**  
 comprising Automobile Club Marocaine "Rallye International du Maroc 1935", nickel plated bronze enamelled in four colours by Drago of Nice, 8 x 5cm; and a Ladies' Tennis plaque in gilt metal in four colours, 7.5 x 5.5cm.

(2)  
 £300 - 400  
 €330 - 440

406  
**A RARE SPIRIT OF ST. LOUIS CERAMIC BOTTLE BY ALADIN, FRANCE, 1927-28,**  
 in the shape of an aviator, (lacking cap), marked on the base, 28cm high, (with replaced stopper); together with a 230cm length of silk, printed with Spirit of St. Louis design, some wear and loss.

(2)  
 £400 - 500  
 €440 - 550

407

**AVIATION MEMORABILIA,**

comprising eleven ceramic transfer decorated plates including Royal Doulton "The Aero Plate" 1909, an enamel 'Blériot' pillbox, a cigarette box decorated with three biplanes in flight, a bronze plaque depicting "The Flying Baron" Carl Cederström, signed (illegibly), 18.5cm diameter, and an Eastbourne Jubilee Celebrations Air Rally Garden Party 1933 matchbook case. (Qty)

£300 - 400

€330 - 440

Carl Gustav Alexander Cederström (5 March 1867 – 29 June 1918) was a pioneering Swedish aviator, known as "the flying Baron". He completed the program at the Blériot flying school in 1910. He became the 74th pilot in the world and the first to receive a certificate in Sweden. The next person in Sweden to qualify was Henrik David Hamilton. Cederström began teaching others to fly himself in 1912, opening a flying school near Linköping. Cederström died on 29 June 1918 with Carl Gustaf Krokstedt when their plane crashed in the Gulf of Bothnia.



408

408

**A CZECHOSLOVAKIAN AVIATION TOUR AWARD, 1938,**

a chrome plated map of the country with coloured glass inserts to indicate locations of the nine airbases/airports visited, surmounted by a Czechoslovakia Pilot's badge, 15cm wide, on metal plaque stamped 1918-1938, on marble base.

£250 - 350

€270 - 380

409 †

**ASSORTED MODELS,**

including Western Models boxed 1:24 scale Maserati 250F (code number WF4); an unboxed painted white metal model 1:24 scale Scuderia Ferrari Alfa Romeo P3, unboxed; four boxed 1:24 scale Franklin Mint models of Rolls-Royce cars: a boxed Solido 1961 Bentley S2 (Ref 8007) and an empty Western Models box for a Ferrari 250GTO 1:24 scale model and a diorama of a 1999 Australian GP Eddie Irvine Ferrari pit stop (painted plastic kit, some old repairs and glue marks).

(Qty)

£250 - 350

€270 - 380

410 †

**A FINE 1:15 SCALE ENGINEERED MODEL OF A 1911 RUSSO BALTIQUE ENGINE BY GERALD WINGROVE MBE (1934-2019),,**

limited number 7/7 constructed by the master model-maker, in display case, housed within wooden travelling padded box with sliding lid.

£400 - 600

€440 - 660

411 †

**AN ENGINEER'S SCALE MODEL OF A ROTATIVE BEAM ENGINE,**

steel construction, single cylinder, the beam raised on single column, with flywheel and gantry, painted maroon and black, 28cm high, 37cm long, turns freely, locking screw missing from flywheel hub, mounted on a tiled wooden base with glass panel display case requiring repair.

£800 - 1,200

€880 - 1,300



410

412

**A 1:8 SCALE MODEL KIT OF A 1934 ROLLS-ROYCE PHANTOM II TORPEDO CABRIOLET BY POCHER, ITALIAN, MID 1970S,**

number K/75, first edition 'Classic Line' kit, originally comprising 2905 individual pieces including shiny 'metallic' and pre-coloured plastic parts that needed no painting, includes un-constructed parts in plastic bags on card sheets or in base of original white background box, together with instructions and four Pocher sales leaflets/booklets for other model cars and cannons, majority of parts un-construct in original packaging, page six of instruction: completed with crankshaft, pistons, upper engine casing and cylinder blocks, construc

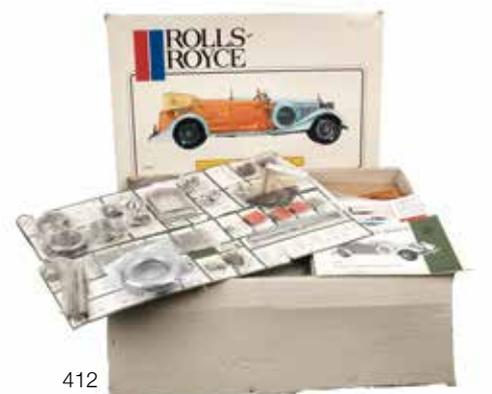
(Qty)

£300 - 400

€330 - 440



411



412



419

413<sup>0</sup>

**A 1:8 SCALE MODEL OF A 1932 ROLLS-ROYCE PHANTOM II DROP HEAD SEDANCA COUPE BY POCHER OF ITALY,**

detailed kit-built model constructed from plastic and metal parts, dark brown coachwork, with opening doors and removable bonnet revealing engine detail, with additional model-maker's details of gloves, hat, magazine, and picnic set to interior, and tool kit to rear-mounted trunk, 68cm long overall.

£350 - 450

€380 - 490

414

**A CASED STERLING SILVER LIMITED EDITION MODEL OF A ROLLS-ROYCE SILVER SHADOW II BY MAGNA OF LONDON, 1980,**

small scale model of the car, 12cm long, with opening doors, bonnet and boot, limited edition number 107/1000, with radiator loose but present, mounted on a plate above a wooden base, 21cm long, in maker's presentation case with outer carton sleeve, offered together with two boxed scale models of Queen Elizabeth II's 2002 Bentley State Limousine by Minichamps, one 1:18 scale, the other 1:43 scale.

(3)

£300 - 400

€330 - 440

415

**A BOXED 1:12 SCALE DIE-CAST MODEL OF A ROLLS-ROYCE PHANTOM DROPHEAD COUPE SERIES II BY KYOSHO OF JAPAN,**

finely detailed model of the car produced 2007-2016, finished in English White, with opening doors, boot, bonnet revealing engine, detailed interior, removable tonneau cover, and other features including battery operated head and tail lights, measuring approximately 45cm long, contained in original box with packaging, instructions and outer carton.

£300 - 400

€330 - 440

416

**A MECCANO CONSTRUCTOR CAR NO.2, BRITISH, 1930S,**

constructed as Light Sports Two-seater, with full running boards, finished in red and black with clockwork motor, play-worn, 30cm long overall, fitted with hand-painted cast metal Meccano driver, together with Meccano key, spanner/screwdriver and a bent-wire screwdriver.

(4)

£250 - 350

€270 - 380



416



422



423



423 (detail)

417 000

**A HANDBUILT 'MG TC' PEDAL CAR PROJECT, CIRCA 1945**

originally built by Fred Kimberley of the James Motorcycle Company for a garage in Exeter to promote the launch of the new MG TC in 1945, the current owner purchased the pedal car in its present state in the 1980s from Launceston, Cornwall, after which Arthur Kimberley was able to confirm to him that it was indeed the pedal car that his father had built in the 1940s.

The pedal car is offered together with a copy of a 1950s photograph supplied by Arthur Kimberley (Fred's son) of Christopher James as a young boy at the wheel. Offered for sale as a restoration project.

**£300 - 500**

**€330 - 550**

418 000

**A "FORMULA 1 - MICHEAL SCHUMACHER'S FERRARI" CHILD'S CAR BY TOYS TOYS, ITALIAN, 2000S,**

a licenced Ferrari product, steel chassis framework with moulded plastic body panels, wheels and tyres, battery powered electric motor with forward and reverse, handbrake and seat belts, approx 210cm long, together with some spares including a motor.

**£400 - 500**

**€440 - 550**

419 000

**A STANLEY-BRM "SUPERSPORTS" 1970 CAN-AM SERIES ELECTRIC CHILD'S CAR DESIGNED AND DEVELOPED BY AUBREY WOODS, PRODUCED IN 1978,**

ex Toy Shop new/old stock, steel chassis with moulded fibreglass coachwork, finished in two tone blue with silver painted engine blocks and 'lights', chromed roll bar, Stanley-BRM enamel badge to nose, Lucas-Marine electric motor powered by 2 x 6 Volt batteries (not included), 170cm long overall, (lacking rear spoiler), sold with owner's handbook and sales brochure for Stanley-BRM Type 167.

(3)

**£1,000 - 1,500**

**€1,100 - 1,600**

750 of these cars were made in 1978 by Stanley BRM, 500 of which were sent to Saudi Arabia at £285 each, but for which BRM never received any payment. 12 were sold to Thorpe Park, others were sold through Harrods at £490 each, approximately 100 were remaindered unsold stock.



424



425

420 000

**A HETCHINS RACING BICYCLE**

with Reynolds tubing, Campagnolo pedals, gears and brakes; Modern Marvic rims and modern type saddle.

£300 - 500

€330 - 550

421 000

**A BOB JACKSON RACING BICYCLE**

with Campagnolo Chorus brakes and 10-speed cassette set, together with a selection of wheels and wheel rims.

£250 - 400

€270 - 440

422 000

**A SERVICE ELECTRIC CO LTD HAND-OPERATED "SECOMAK" AIR RAID OR BALLISTIC MISSILE SIREN, ENGLISH, 1960'S,**

the siren mounted in tubular frame and complete with operating handle, finished in battleship grey in original pine carrying case, the siren when packed for storage 22in (56cm) high

£300 - 500

€330 - 550

The siren can be constructed to stand on top of the tubular frame when in use.

**Provenance**

Property of the British Engineerium, Hove.

423 000

**A PAINTED METAL WORKING MODEL OF A FIRST WORLD WAR TANK, MODERN,**

complete with forward and side armaments, electrically-powered movement to the two tracks and with carrying handle, finished in grey/green and numbered 142 (lacking remote control) 51in (130cm) long

£800 - 1,200

€880 - 1,300

**Provenance**

Property of the British Engineerium, Hove.

424 000

**A SHAND MASON "CORRIDOR" DOMESTIC FIRE PUMP, CIRCA 1880,**

A rosewood and brass handle actuates a vertical open topped force pump fixed to the base of an oval tank. Water is forced up the central column which is formed into a copper pressure vessel with a brass nozzle head. The pump stands on two cast iron wheels and wrought iron steady. 41 by 30 1/2in (104 by 77.5cm)

£300 - 500

€330 - 550

**Provenance**

Property of the British Engineerium, Hove.

425 000

**A RARE SAMUEL PHILLIPS PORTABLE MANUAL FIRE ENGINE, CIRCA 1670,**

Twin single-acting pumps draw water either from the wooden tanked reservoir or via an external supply. An oval hand beaten pressure vessel supplied the water to a hose. The hand levers have elegantly shaped crossbars and forked connecting rods. Iron-tyred solid wood wheels, finished in red and black. Height 52.75in (134cm), Length by 67.5in (171cm)

£1,200 - 1,800

€1,300 - 2,000

Samuel Phillips at Surreyside of Blackfriars Bridge, London was a renowned maker of fire engines from 1760 until 1797 when the company became Phillips & Hopwood. A similar fire engine by Phillips is housed in the Athelstan Museum, Malmesbury.

**Provenance**

Property of the British Engineerium, Hove.

**END OF AUTOMOBILIA**

426-500

**NO LOTS**

# MOTORCYCLES

15.00

Lots 501 - 538

Further images of each lot can be found at:  
[www.bonhams.com/25455](http://www.bonhams.com/25455)





501



503



502



504

501

*Property of a deceased's estate*

**1982 YAMAHA SR125**

Registration no. SFG 941X Frame no. 10F-000429  
Engine no. 10F-000429

That chopper-style 'custom' motorcycles should have gained worldwide acceptance following the success of the classic biking movie Easy Rider (1969) is not so surprising, but the fact that this look, originally associated with brawny American v-twins, should have trickled down to the smaller classes certainly is. This example carries a tax disc that expired at the end on January 1983, which is almost certainly when it was last on the road. There are no documents with this lot, however the vehicle registration number does appear on the HPI database. Accordingly, prospective bidders should satisfy themselves as to the validity of the vehicle registration number prior to bidding. Offered for restoration and sold strictly as viewed.

**£300 - 500**

**€330 - 550**

**No Reserve**

502

*Property of a deceased's estate*

**1975 HONDA PC50 MOPED**

Registration no. HLE 593N Frame no. to be advised  
Engine no. PC50E-DE15874

Having conquered the world during the 1960s by producing millions of 'step-thru' mopeds based on its original C100 Super Cub of 1958, Honda greatly expanded its range of this type of machine during the 1970s, offering a bewildering variety of models catering for every taste. Built initially with an overhead-camshaft engine but subsequently with an OHV type, the PC50 arrived in 1969. A simple to use, 'twist-'n-go' model with single gear and automatic clutch, the economical PC50 was soon almost as common a sight on UK streets as the ubiquitous C100. Offered for restoration and sold strictly as viewed, this PC50 comes with an old-style V5 registration document.

**£500 - 800**

**€550 - 880**

**No Reserve**

503

*Property of a deceased's estate*

**1974 HONDA CB125**

Registration no. VPO 159N Frame no. to be advised  
Engine no. to be advised

Honda's first 125cc single – the CB125S – first appeared in 1970 and ever since then this type of machine has been a fixture of the Big H's range, offering a combination of performance, agility, user friendliness and economy that has endeared it to successive generations of younger motorcyclists and commuters alike. Acquired by the late owner in 1982 and last taxed to the end of February 1983, this example is offered for restoration/ re-commissioning and is sold strictly as viewed. There are no documents with this lot, however the vehicle registration number does appear on the HPI database. Accordingly, prospective bidders should satisfy themselves as to the validity of the vehicle registration number prior to bidding.

**£800 - 1,200**

**€880 - 1,300**

**No Reserve**

504

*Property of a deceased's estate*

**1977 YAMAHA XS750**

Registration no. ULH 910R Frame no. 1T5-009886  
Engine no. 1T5-009886

The XS750 first appeared in 1976 as Yamaha's flagship sports bike. An all-new design, the XS750 triple was Yamaha's first large-capacity multi-cylinder motorcycle and broke further new ground for the Japanese manufacturer by employing shaft final drive. The XS750 was one of the first motorcycles to result from Japanese/European technical collaboration, both Porsche and the gearbox specialists Getrag having been involved at the design stage. Boasting a non-standard 3-into-1 exhaust system and an oversize seat, this example is offered for restoration and sold strictly as viewed. The machine was acquired by the late owner in September 1983 and comes with an old-style V5 registration document.

**£1,000 - 1,500**

**€1,100 - 1,600**

**No Reserve**



505



507



506



508

505

*Property of a deceased's estate*

**C.1979 KAWASAKI Z400**

Registration no. not registered    Frame no. K4-113615

Engine no. to be advised

Expanding its range of four-stroke models into the middleweight and lightweight market sectors, Kawasaki introduced the first of an entirely new family of parallel twins in 1974: the Z400. The latter was entirely conventional for a Japanese motorcycle and was intended to appeal to riders for whom economy and practicality were of greater importance than outright performance. Testing the Z400 alongside four Japanese rivals (including Kawasaki's KH400 two-stroke triple) Bike magazine achieved an average fuel consumption of 50mpg, making it the best of the bunch in this regard. There are no documents with this Z400, which is offered for restoration and sold strictly as viewed.

**£1,600 - 2,000**

**€1,800 - 2,200**

**No Reserve**

506

*Property of a deceased's estate*

**1973 SUZUKI GT250K PROJECT**

Registration no. NJK 96L    Frame no. GT250-20048

Engine no. T250-41828

Introduced in 1965, Suzuki's T20 Super Six was an entirely new design although still a 250cc parallel-twin two-stroke like its T10 predecessor. The frame was now tubular and of duplex loop type while the gearbox offered the rider the luxury of six speeds for the first time on a road-going motorcycle. With its precise handling, good brakes, and a powerful motor, the Super Six received rave reviews in the motorcycling press and soon -braked GT250 models followed but in essence the piston-ported twin altered little, the adoption of a disc front brake and 'Ram Air' cylinder head cowl on the GT250K of 1973 being two of the more obvious changes. Offered for restoration and sold strictly as viewed, this GT250K comes with an old-style V5 registration document.

**£1,500 - 2,500**

**€1,600 - 2,700**

**No Reserve**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

507

*Property of a deceased's estate*

**1979 HONDA CB250N DREAM**

Registration no. XDY 46T    Frame no. CB250N2018628

Engine no. CB250NE2018636

The CB250N Super Dream was the latest in a long line of quarter-litre sports twins from Honda when it arrived in the late 1970s. A worldwide sales success, the CB250N featured Honda's 'Euro' styling and Comstar wheels, while the 6-valve, twin-cylinder motor delivered its 27bhp maximum output via a six-speed gearbox. Boasting a non-stock 2-into-1 exhaust system, this example was acquired by its late owner in August 1983 having had only one previous keeper. There are no documents with this lot, however the vehicle registration number does appear on the HPI database. Accordingly, prospective bidders should satisfy themselves as to the validity of the vehicle registration number prior to bidding. Offered for restoration and sold strictly as viewed.

**£1,600 - 2,000**

**€1,800 - 2,200**

**No Reserve**

508

*Property of a deceased's estate*

**1981 HONDA CB250N SUPER DREAM DELUXE**

Registration no. KCW 260W    Frame no. JHMCB250N2209274

Engine no. CB250N-E2209274

The CB250N Super Dream was the latest in a long line of quarter-litre sports twins from Honda when it arrived in the late 1970s. A worldwide sales success, the CB250N featured Honda's 'Euro' styling and Comstar wheels, while the 6-valve, twin-cylinder motor delivered its 27bhp maximum output via a six-speed gearbox. Supplied by Pendle Motorcycles of Nelson, Lancashire, this low-mileage example had already had two keepers when it was acquired by the late owner in July 1983. Unused since acquisition, the machine is offered for restoration and sold strictly as viewed. Accompanying documentation consists of an owner's manual, service booklet, old sale/purchase paperwork, and an old-style V5 registration document.

**£1,200 - 1,600**

**€1,300 - 1,800**

**No Reserve**



509

*Property of a deceased's estate*

**C.1971 SUZUKI T250 HUSTLER PROJECT**

Registration no. not registered Frame no. T250-50709

Engine no. 250-50798

Introduced in 1965, Suzuki's T20 Super Six was an entirely new design although still a 250cc parallel-twin two-stroke like its T10 predecessor. The frame was now tubular and of duplex loop type while the gearbox offered the rider the luxury of six speeds for the first time on a road-going motorcycle. With its precise handling, good brakes, and a powerful motor, the Super Six received rave reviews in the motorcycling press and soon established a giant-killing reputation in production machine racing. Improved T250 Hustler and disc-braked GT250 'Ram Air' models followed but in essence the piston-ported twin altered little. Tested by Bike magazine (Autumn 1971 edition), a T250 Hustler reached an indicated 96mph and rocketed through the standing quarter-mile in 16.2 seconds, bettering the Yamaha YDS7 and BSA B25 Gold Star it was pitted against. There are no documents with this T250, which is offered for restoration and sold strictly as viewed.

**£1,800 - 2,200**

**€2,000 - 2,400**

**No Reserve**



510

*Property of a deceased's estate*

**1977 SUZUKI TS250J**

Registration no. RNJ 397R Frame no. 96217

Engine no. TS250J-96640

Like all the Japanese manufacturers, Suzuki recognised the importance of the expanding North American off-road market and began offering appropriate models in the mid-1960s. Its first efforts were modified roadsters but as development progressed Suzuki's street scramblers became more capable on the dirt. One of the most successful was the TS range of single-cylinder two-stroke trail/enduro bikes, which commenced in 1969 with the TS250, while the successor ER series shifted the focus even more towards off-road capability. This TS250J was acquired by the late owner in June 1981 having had three former keepers. Accompanied by an old-style V5 registration document, the machine is offered for restoration and sold strictly as viewed.

**£1,500 - 2,000**

**€1,600 - 2,200**

**No Reserve**



511

*Property of a deceased's estate*

**1969 BSA 247CC B25 FLEET STAR**

Registration no. CDD 52G Frame no. XC 8976 B25FS

Engine no. XC 8976 B25FS

BSA revamped its unitary construction singles range for 1967, the new 250cc B25 Starfire and C25 Barracuda models retaining the same basic engine layout as the outgoing C15 but 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. Introduced for 1969, the Fleet Star version – as its name suggests – was intended for bulk purchasers such as the armed forces, police forces, and other such organisations. It came with a lower compression ratio and lower gearing. Offered for restoration and sold strictly as viewed, this example of a rare unitary BSA 250 comes with various detached parts and would form the basis of an interesting 'special'. Accompanying documentation consists of an old-style V5 document and an expired MoT (1980).

**£800 - 1,200**

**€880 - 1,300**

**No Reserve**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

512

*Property of a deceased's estate*

**1962 BSA 646CC A10 PROJECT**

Registration no. 43 LUO Frame no. GA7 18740

Engine no. BA10 6644

Introduced in 1949, BSA's rugged 650cc A10 twin had undergone considerable development by the end of the succeeding decade. On the cycle parts front, the introduction of a swinging-arm frame in 1954 had resulted in the original bolt-up gearbox's replacement by a conventional separate item, while the engine had benefited from numerous improvements including an increase in compression ratio for 1958 and the standardisation of the sports models' high-lift camshaft for 1959. First registered on 26th May 1962, this dismantled and incomplete BSA A10 has an engine dating from 1953 and has belonged to the late owner since the early 1970s. Offered for restoration and sold strictly as viewed, the machine comes with its original buff logbook and an old-style V5 registration document.

£400 - 600

€440 - 660

No Reserve



513

*Property of a deceased's estate*

**C.1959 TRITON 650CC CAFÉ RACER PROJECT**

Registration no. not registered Frame no. P14 84029

Engine no. T110 017138

A happy marriage of Triumph power and Norton roadholding, the Triton is rightly regarded by enthusiasts as the quintessential British sports special. This hybrid first emerged in the 1950s and continues to be built by professionals and amateurs alike, enjoying marque status today. One of the first specials-builders to put the Triton into what might be termed 'limited production' was Dave Degens, proprietor of Dresda Autos. Riding one of his own Dresda Tritons, Degens won the prestigious Barcelona 24-Hour Endurance Race in 1965, defeating many works-entered bikes in the process. The potentially most rewarding project offered here consists in the main of a 1959 Norton Dominator Model 99 rolling chassis, a 1958 Triumph Tiger 110 engine, and a Triumph 'slick shift' gearbox. Also noteworthy are the Dunstall silencers and glassfibre fuel tank. There are no documents with this Lot, which is offered for restoration and sold strictly as viewed.

£1,500 - 2,500

€1,600 - 2,700

No Reserve



514

*Property of a deceased's estate*

**1957 NORTON 497CC DOMINATOR 88 SS PROJECT**

Registration no. NFN 468 Frame no. M122 73685

In November 1951 Norton's 500cc twin-cylinder engine found a new home in the racing singles' 'Featherbed' duplex frame. Initially for export only, the newcomer - titled 'Dominator 88' - was the first production Norton roadster to feature the lightweight, race-proven chassis. Outwardly identical to its 500cc Dominator 88 brother, a 596cc Dominator 99 twin was announced in the autumn of 1955. In April 1961, high-performance SS variants of the Dominators were introduced boasting twin carburetors, enlarged inlet ports, a siamezed exhaust, and the camshaft of the 650cc Manxman. When the 1963 range was announced, the Dominator 99 SS had been dropped, leaving the 88 SS to continue until October 1966. This dismantled and incomplete Dominator 88 SS is offered for restoration and sold strictly as viewed. The machine comes with its original buff logbook and an old-style V5 registration document.

£700 - 1,000

€770 - 1,100

No Reserve





515

*Property of a deceased's estate*

**1961 TRIUMPH 650CC T110 (SEE TEXT)**

Registration no. 374 VPL Frame no. to be advised

Engine no. 6TC81913

A development of the Thunderbird tourer, the T110 prototype performed brilliantly in the 1953 ISDT, thus providing the production version - launched later that year - with invaluable publicity. The first Triumph with swinging-arm rear suspension, the T110 sports roadster came with a revised engine incorporating a stronger crankshaft, high-compression pistons, larger inlet valves, and 'hotter' cams. Belonging to the late owner since at least January 1974, this dismantled Triumph is offered for restoration and sold strictly as viewed. The machine comes with an old style continuation logbook (issued 1967 and listing it as a T110) and an old-style V5 registration document. It should be noted that the current 6T (Thunderbird) engine is recorded in both documents, as is frame number 'T110DT11097'. However, this machine has all the hallmarks of a 'bathtub' Thunderbird.

**£800 - 1,200**

**€880 - 1,300**

**No Reserve**



516

**C.1957 TRIUMPH TIGER CUB 199CC TRIALS MOTORCYCLE**

Registration no. not registered Frame no. D32748

Engine no. T20 SR 1001

Trials and scrambles models were early additions to the Tiger Cub range, and in 1959 Cub-mounted works rider Roy Peplow's landmark victory in the Scottish Six Days Trial emphatically demonstrated that lightweight trials were not only competitive but also capable of winning major events. Brainchild of works rider Jim Alves, the trials version of the Tiger Cub had debuted in 1957 as the T20C and was steadily improved year by year until the Cub range was dropped by BSA-Triumph. The model's competitiveness in Pre-'65 events and the relative scarcity of genuine Trials Cubs has seen a number of road bikes converted in recent years, the example offered here being one such. In fact, the machine offered here consists of a modified BSA Bantam frame and a later T20 SR export-model Tiger Cub engine, the latter dating from circa 1962. There are no documents with this Lot, which is sold strictly as viewed.

**£500 - 700**

**€550 - 770**

**No Reserve**



517

**1999 CAGIVA 904CC GRAN CANYON**

Registration no. T274 AJT Frame no. GM300AAW000916

Engine no. ZDM906LE1002445

Introduced in 1998, the Cagiva Gran Canyon was intended to cash in on the expanding interest in dual-purpose or 'adventure' motorcycles, a market sector dominated then, as new, by BMW's large-capacity flat twins. Cagiva founders the Castiglione brothers owned Ducati at the time, and the engine chosen for the Gran Canyon was Ducati's air-cooled 904cc desmodromic v-twin, as found in the 900SS sports roadster. There was 'only' some 63bhp available at the rear wheel but that was more than enough to endow the Gran Canyon with respectable performance. "Cagiva's Gran Canyon is a great motorcycle to ride, with nimble handling, lazy, easy-to-love power and plenty of tuning potential" declared Motor Cycle News. Owned by the current vendor since March 2012, this Gran Canyon currently displays a total of only 26,226 miles on the odometer. The machine is offered with a V5C Registration Certificate, SORN, and MoT to 24th October 2019.

**£1,800 - 2,500**

**€2,000 - 2,700**

**No Reserve**

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518

*Property of a deceased's estate*

**1955 ARIEL 598CC VB PROJECT**

Registration no. 958 FMY Frame no. DU2100

Engine no. LD443

Ariel's Val Page-designed singles were offered in both overhead-valve and sidevalve versions throughout the 1930s, though there was only one of the latter in the post-war line-up: the 598cc VB, a long-stroke workhorse. First introduced for 1936 and intended for sidecar use, the VB was regularly updated along with the rest of the Ariel singles, gaining plunger rear suspension, a telescopic front fork and, finally, a swinging-arm frame as the 1950s progressed. Production ceased in January 1959 when parent company BSA decided to axe Ariel's four-stroke models. Acquired by the late owner in 1965, this dismantled Ariel VB has frame and engine numbers correct for the 1955 model year, which suggests that the pairing may well be original. Offered for restoration and sold strictly as viewed, the machine comes with a buff continuation logbook (issued 1963) and an old-style V5 registration document.

£800 - 1,200

€880 - 1,300

No Reserve



519

*Property of a deceased's estate*

**1959 ARIEL 650CC MODEL FH HUNTMASTER PROJECT**

Registration no. OXU 379 Frame no. KS2761

Engine no. PJ717

A BSA Group exercise in 'badge engineering', the Huntmaster deployed the 650cc twin-cylinder engine of the BSA A10 in Ariel's new swinging-arm frame. In Ariel guise the power unit differed only in detail, its origins being disguised beneath a reshaped timing cover, while on the primary drive side Ariel's traditional dry clutch was retained. The factory claimed a top speed of 90-95mph, with fuel consumption of 65-70mpg when cruising at 45mph. Produced from 1954, the Huntmaster disappeared along with the rest of Ariel's four-strokes in 1959. Dating from the first year of production, this dismantled example has belonged to the late owner since 1965. Offered for restoration and sold strictly as viewed, the machine comes with a buff continuation logbook (issued 1958) and an old-style V5 registration document. It should be noted that the frame and engine numbers are incorrectly listed in the latter.

£800 - 1,200

€880 - 1,300

No Reserve



520

*Property of a deceased's estate*

**1959 ARIEL 650CC MODEL FH HUNTMASTER PROJECT**

Registration no. VYV 668 Frame no. CAPR12469

A BSA Group exercise in 'badge engineering', the Huntmaster deployed the 650cc twin-cylinder engine of the BSA A10 in Ariel's new swinging-arm frame. In Ariel guise the power unit differed only in detail, its origins being disguised beneath a reshaped timing cover, while on the primary drive side Ariel's traditional dry clutch was retained. The factory claimed a top speed of 90-95mph, with fuel consumption of 65-70mpg when cruising at 45mph. Produced from 1954, the Huntmaster disappeared along with the rest of Ariel's four-strokes in 1959. Dating from the final year of production, this dismantled example has belonged to the late owner since the mid/late 1960s. Offered for restoration and sold strictly as viewed, the machine comes with a buff continuation logbook (issued 1959) and an old-style V5 registration document.

£500 - 800

€550 - 880

No Reserve





521  
**1928 ARIEL 557CC MODEL A PROJECT**  
Registration no. SC 1260  
Frame no. W.10997  
Engine no. W10260

Ariel's design department was blessed with a surfeit of talent as the Selly Oak firm entered the 1930s, Chief Designer Val Page having under his wing both Edward Turner and Bert Hopwood. The Ariel range at this time encompassed a dazzling variety of models: vertical engines, sloping engines, side valves, overhead valves - two or four per cylinder - all were represented along with Turner's revolutionary Square Four. It was Page though, who had laid down the basics of Ariel's four-stroke singles range in 1926, moved the magneto behind the engine for '27 and thus established the form in which the engine would survive for the next 30 years. First registered in Edinburgh and last taxed to 31st May 2002 and is an older restoration. The machine is offered with an old-style continuation logbook (issued 1947), some old tax discs, an Ariel Owners Club dating letter, and old/current V5/V5C registration documents.

**£5,500 - 7,500**  
**€6,000 - 8,200**



522  
**1946 ARIEL 499CC VH2 RED HUNTER PROJECT**  
Registration no. not registered  
Frame no. BP2441  
Engine no. CK1563

Val Page's arrival at Ariel in 1925 as Chief Designer would trigger a welcome upturn in the Selly Oak firm's fortunes. Page designed new models to replace the existing range, the first of which - a pair of singles displacing 600cc (sidevalve) and 500cc (overhead-valve) - debuted later that year. By 1930 the Ariel single had gained a rear-mounted magneto and its distinctive timing cover, and the engine's basic design - though frequently revised - would stand the company in good stead well into the post-war era. In 1932 the sports versions were christened 'Red Hunter' and under Page's successor Edward Turner developed into fast and stylish machines. Coded NH and VH (350/500), the sporting Red Hunters resumed production after WW2 alongside their deluxe NG and VG counterparts. The entire range boasted girder forks pending the arrival of Ariel's own telescopic fork for 1946, while all the overhead-valve models could be ordered with a twin-port cylinder head, as seen here. Ariel Owners' Club records show that this machine was despatched to Philpott's Garage, Kent on 14th May 1946 equipped with a pillion seat and footrests. This motorcycle is offered incomplete and for restoration. It should be noted that there is no registration document with this Lot, which is sold strictly as viewed.

**£2,200 - 2,600**  
**€2,400 - 2,900**



523

*Single ownership for over 40 years*

## 1951 VINCENT 998CC SERIES-C BLACK SHADOW

Registration no. GTP 308  
Frame no. RC9239B  
Rear Frame no. RC9239B  
Engine no. F10AB/1B/7339  
Crankcase mating no. SS75

- *All matching numbers*
- *Only four owners from new*
- *Present ownership since 1979*
- *Believed original and largely un-restored*



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sportscar that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph, and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

Vincent Owners Club records show that Black Shadow 'GTP 308' was despatched from the factory in July 1951 to Jenkin & Purser of Portsmouth. The registration, frame, engine, and crankcase mating numbers are all correct. The original logbook records seven changes of ownership up to March 1977 but between only three owners. The current vendor purchased 'GTP 308' from the last owner listed in 1979 to form the centrepiece of an extensive collection of Vincent motorcycles. Used only sparingly and the last of the vendor's private collection to be sold, 'GTP 308' has not seen active use for some time although the engine has been turned occasionally. Presented in believed original and largely un-restored condition throughout. It is without question one of the best of its kind that we have seen. Usual safety checks and general servicing is recommended before returning to the road. Accompanying documentation consists of a current V5C Registration Certificate and the aforementioned original logbook.

**£75,000 - 85,000**

**£82,000 - 93,000**

524

*Property of a deceased's estate*

## 1917 NEW IMPERIAL 8HP

Registration no. OI 6384

Frame no. A7355

Engine no. 8/67337/A

- *Substantially original and un-restored*
- *Acquired by the late owner in 1974*
- *Engine rebuilt in 1984*
- *Offered for re-commissioning*



After an abortive experiment in 1901, New Imperial recommenced motorcycle production in 1910 with a 293cc, sidevalve, JAP-engined model equipped with two-speed countershaft gearbox. Thanks to its willing engine and versatile transmission, the Model 1 - or Light Tourist - was an immense success for the Birmingham firm and remained in production well into the 1920s, by which time it had been joined in the range by an equally popular JAP-engined v-twin - initially of 6hp but latterly of 8hp - intended mainly for sidecar pulling duties. The New Imperial twin had been conceived as a sidecar outfit in 1916 to War Office order for shipment to Britain's Russian allies, only for the 1917 Communist Revolution to scupper the plan. A large machine even by the standards of its day, the imposing New Imp combination owed its generous proportions to contractual specifications that called for a minimum ground clearance of 6", with other dimensions scaled up accordingly. Its military origins notwithstanding, the twin remained in production after WWI (as the Model 7 from 1922) and was last catalogued in 1925.

Almost certainly built as one of the military sidecar outfits (the crankcase is stamped 'WAR PRODUCT'), this solo example was acquired in March 1974 by the late owner, a time-served mechanical engineer and enthusiastic member of the VMCC's Oxford section.

The machine had been advertised in Exchange & Mart and came with its present Irish registration number, 'OI 6384' (sales receipt on file). Original and unmolested when purchased, the New Imp was soon got running and over the years has been maintained and repaired as and when necessary, including a complete overhaul of the engine in 1984. It has never been restored and remains in remarkably original condition.

'OI 6384' was used regularly but sparingly until 2001, typically participating in six or eight rallies annually and never once letting its rider down. The New Imp was then laid up for some 11 years before being re-commissioned in 2012. That same year the late owner wrote a history of the machine (on file) and it has also been featured in Classic Bike magazine (November 1983 edition, copy available). The comprehensive history file also contains copious correspondence, copies of marque-related literature, technical notes and diagrams, handbook (reproduction), a copy of The JAP Book, JAP engine parts lists (x2), sundry bills (dating back to 1974), SORN paperwork, and a current V5C Registration Certificate.

**£15,000 - 20,000**

**€16,000 - 22,000**

525

## 1922 NER-A-CAR 2¼HP

Registration no. TA 4643

Frame no. 2402

Engine no. 1681

- Famous early hub-centre-steered motorcycle
- British-built model
- Present ownership since 2011



Invented by American Carl A Neracher in 1919, the hub-centre-steered Ner-a-Car commenced production two years later in Syracuse, New York State. The design met with some resistance in the USA where larger machines were generally preferred, despite its practicality being demonstrated by 'Cannonball' Baker, who rode one coast-to-coast from New York to Los Angeles, taking only eight days. US production lasted for only a few years but Neracher's invention enjoyed considerably greater success in Europe.

The Ner-a-Car was imported into the UK for a short time before a manufacturing licence was acquired by Sheffield-Simplex, a firm better known as maker of fine, and very expensive, luxury motor cars. Although Sheffield-Simplex was based in the eponymous Yorkshire city, Ner-a-Car production began in part of what had been the Sopwith Aviation works in Kingston-on-Thames, Surrey. The basic design remained unaltered: pressed-steel chassis, voluminous front mudguard, hub-centre steering and friction drive transmission, the latter being infinitely variable – in theory – but in practice five ratios were selected by a lever. Whereas US-built models were powered by a two-stroke engine of 221cc, Sheffield-Simplex chose to fit their own 285cc unit. Four-stroke sidevalve and (later) overhead-valve 350cc Blackburne-engined versions equipped with conventional three-speed gearboxes followed.

Endowed with excellent stability and good weather protection, the Ner-a-Car was a great success, its ease of ingress/egress particularly commending it to priests and lady riders. Sheffield-Simplex advertised its products in the high-quality journals of the day and was able to claim numerous members of the nobility among its satisfied clients. Indeed, production only ceased in 1926 because of problems within other parts of the Sheffield Simplex group, and the Ner-a-Car works was taken over by the newly formed Hawker Engineering, which need the space to expand its aircraft manufacturing activities. It is estimated that some 10,000 were produced in the USA and a further 6,500 or so in the UK.

This British-built Ner-a-Car was offered for sale at a local auction in Somerset in December 1987 and purchased there by the immediately preceding owner, one Toomas Rohulaan. The owner before Rohulaan was one William Hazell (see old V5 on file) while the accompanying old-style logbook lists the preceding three owners, the first of whom, Miss Alice Webb, had acquired 'TA 4643' in 1929. Owned by the current vendor since September 2011, the machine is offered with a copy of the Western Gazette, an original manufacturer's brochure, and a current V5C document.

**£7,000 - 9,000**

**€7,700 - 9,900**



526  
**1929 SCOTT 596CC FLYING SQUIRREL**  
Registration no. EL 1034  
Frame no. to be advised  
Engine no. DPY5312

Bradford-born Alfred Angas Scott's experiments with two-stroke motorcycle engines began in the closing years of the 19th Century. The first complete Scott motorcycle 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. Although recognisably derived from the earliest designs, the Scott motorcycle of the 1920s gained steadily in both complexity and weight, a particularly significant development being the introduction of a three-speed countershaft gearbox for 1923. Like its major rivals, Scott was well aware of racing's publicity value and the allure of models with a TT connection, so the adoption of an optional full-frame tank, like that of the works racers, for the new Flying Squirrel was not surprising. Launched at the Olympia Show in 1925, the 'Flyer' came in 498cc and 596cc capacities, the latter the most expensive machine in the range. Subsequent models further benefited from racing, gaining the duplex frame and bigger brakes (first seen on the 1926 works bikes) and the magneto-platform Pilgrim oil pump adopted for the '27 TT machines. This machine's restoration was commenced by the previous owner in 2006 and completed by the current vendor in 2009. The engine was serviced in 2017 and the machine last ridden in April of this year, though the engine has been started since then. Offered with a V5C Registration Certificate.

**£7,500 - 11,000**  
**€8,200 - 12,000**



527  
*Property of a deceased's estate*  
**1956 ROYAL ENFIELD 500CC BULLET SCRAMBLER**  
Registration no. 3940 BP  
Frame no. JS 14292  
Engine no. 05 01

While having no works provenance as such, this Bullet Scrambler clearly has a works background (see REOC correspondence on file). Noteworthy special features include magnesium crankcase castings (reserved for works machines only) and a later (1958) lugged frame. However, this frame has but a single number stamped on it, which appears to be the machine's original 1956 number. Factory despatch records (held by the REOC) list numbers for machines on either side of this number but not the actual number of this machine itself! One likely explanation is that this was a works bike that had a new frame fitted (the all-welded originals were prone to cracking). There are some other works touches evident on the bike, one of the more obvious being the reinforcing added to the rear of the swinging arm. All in all, this machine appears to conform to the specification of a factory-produced production scrambler with the addition of some very enviable works parts. '3940 BP' was first registered by the well-known scrambler Graham Beamish in July 1958. Bought by the late owner in 1961 and converted to road trim, though the original competition parts were retained, it was then sold on and repurchased in 1969. The owner then proceeded to restore the machine, returning it to original competition specification. Accompanying documentation consists of two old-style continuation logbooks (issued 1960s), an old-style V5 document, and the aforementioned REOC letter.

**£3,500 - 4,500**  
**€3,800 - 4,900**  
**No Reserve**



528

*Property of a deceased's estate*

**C.1920 FN 285CC MODEL 285 SINGLE PROJECT**

Registration no. not registered

Frame no. 60532T

Engine no. 1292

Like BSA, La Fabrique Nationale d'Armes de Guerre ('FN' for short) began as a munitions manufacturer, turning to the production of motorcycles around 1900. Best known for its sensational four-cylinder models, the first of which appeared in 1905, the Belgian company demonstrated the same innovative spirit in the design of its singles, being among the first to adopt unitary construction of engine and gearbox, permitting the use of geared primary drive. FN produced both chain- and shaft-driven bicycles and soon applied the latter transmission system to its motorcycles. In 1900 the firm's first powered two-wheeler was produced by mounting a clip-on engine in a bicycle frame, and in December the following year the first production model arrived, powered by a 133cc single-cylinder engine. FN's single-cylinder models evolved gradually, growing in size firstly to 188cc and then 224cc, before arriving at 285cc in 1913, by which the atmospheric inlet valve had given way to a mechanically operated one. Variable-pulley transmission had been introduced on the belt-driven singles in 1907 but would be superseded by shaft drive in 1910, its introduction coinciding with that of the two-speed gearbox. The machine offered here has a 285T frame dating from circa 1920 and a 285TT engine manufactured around 1923. There are no documents with this Lot, which is offered for sale strictly as viewed as a restoration project.

£4,000 - 5,000

€4,400 - 5,500



529

*Property of a deceased's estate*

**1925 VELOCETTE 220CC MODEL EL3 PROJECT (SEE TEXT)**

Registration no. NR 6079

Frame no. 4141

Engine no. 2415

Designed by Percy Goodman, the first Velocette two-stroke of 1913 was powered by a 206cc engine of advanced design, incorporating a desaxé (offset) cylinder and patented automatic lubrication system that drew oil from a crankcase compartment by means of exhaust pressure. Two-speed and ladies' models were added to the range for 1914 and then in 1915 the engine was revised and enlarged to 220cc. Six Velocettes were listed for 1922: E2, EL2, E3, EL3, S2, and S3, the latter pair being sports models with 249cc engines while the ELs were ladies' models. The E3/EL3 model featured the three-speed gearbox with clutch and kick-start, all chain drive, spring drive rear hub, and internal expanding brakes on both wheels. These two-stroke Velocettes were exemplary performers by the standards of their day, being capable of around 50mph while returning fuel consumption figures in excess of 200 miles per gallon – one achieved a staggering 229.5mpg on a test in Tasmania! Acquired by the late owner in November 1991, this (believed) EL3 is offered as a part-restored unfinished project. Sold strictly as viewed, the machine comes with an old-style V5C Registration certificate and a ring binder of notes, diagrams, correspondence, and photocopied literature relating to its restoration. A substantial quantity of parts are included in the sale.

£3,500 - 4,000

€3,800 - 4,400





530

**1951 NELCO SOLOCAR ELECTRIC TRICYCLE**

Registration no. OBH 489

Frame no. 2003

The Solocar was an electrically powered invalid carriage manufactured by Nelco Ltd, an electrical engineering firm with premises on two sites in Shalford Road, Guildford, Surrey. During WW2 Nelco supplied electric motors to the Royal Navy, among other products, and after the war's end introduced the Solocar, which was intended for wounded ex-servicemen and the disabled. Not surprisingly, there was a boom in production of this type of vehicle during the mid-to-late 1940s, the Invacar that would later spawn the Greeves motorcycle being one of the better known. The Solocar was advertised as 'For the Disabled and the Infirm', and Nelco's copywriter succinctly summed up the appeal of such a machine: 'The ability to get about, to maintain daily interests and social contacts, plays an important part in the continued health and happiness of the disabled and the infirm.' Controllable with just one hand, the Solocar was claimed to be silent and vibrationless, capable of climbing any hill, and able to turn within its own length. A range of 35 miles between recharges was quoted. We are advised by the vendor that this example last ran in 2018 but needs new batteries. Offered for restoration and accompanied by old/current V5/V5C documents, the vehicle is sold strictly as viewed.

**£1,000 - 1,500**

**€1,100 - 1,600**

**No Reserve**



531

**C.1957 PANTHER 197CC MODEL 10/4**

Registration no. 215 JMF

Frame no. none visible

Engine no. 313B-1271

Phelon & Moore (P&M) was founded in Cleckheaton, South Yorkshire in 1904. The firm was renowned for its fondness for engines with inclined cylinders, the latter featuring on its new 500cc overhead-valve model of 1923. This was P&M's first 'Panther' and the name would later be extended to the entire range. Post-WW2, Panther added medium-weight 250/350cc models with vertical engines to the range, but its largest models retained the inclined engine that had been around since the dawn of time and served as the frame's down-tube. A range of Villiers-powered lightweights and a scooter were added in the mid/late 1950s, these and the old long-stroke singles being the only types on offer after 1961. First of the Villiers-powered two-strokes were the Models 10/3 and 10/4 of 1956, which used the 8E three-speed and 9E four-speed engine/gearbox units respectively. The engines were carried in swinging-arm frames featuring Earles front forks, the latter at first glance looking just like telescopics. The Model 10 Panthers were last listed for 1962. This Model 10/4 Panther has the correct Villiers 9E four-speed engine/gearbox unit. The machine was restored in 2009 and appears to be in remarkably original and correct condition. Unfortunately, all documents relating to it have been lost.

**£1,500 - 2,000**

**€1,600 - 2,200**

**No Reserve**



532

**1981 DUCATI 900SS**

Registration no. SNK 764W  
Frame no. DM860SS 090611  
Engine no. 092207 DM860

Ducati's second-generation v-twin engine - the 900cc 'square case' (actual capacity 864cc) - debuted in the 860GT of 1974. The following year it was used to power the new 900SS superbike, which was styled like the original 750SS that had been developed from Paul Smart's 1972 Imola winner. More than just a simple over-bore, the 'square case' engine incorporated a new camshaft drive arrangement, improved oil pump, cartridge-type oil filter, and electronic ignition. In addition, the gearchange was moved to the left-hand side and the frame altered to provide chain adjustment at the swinging arm pivot. As had been the case with the original 750SS, desmodromic valve gear distinguished the new sports roadster from its tourer counterpart. "Like the tamer valve spring version of the engine in the 900GTS it is uncannily smooth, while possessing a much more dramatically punchy power output than the soft touring motor," reported Bike magazine in October 1977. Breathing through gaping 40mm Dell'Orto carburetors, the 900SS engine produced 70bhp at 7,500rpm, an output good enough for a top speed of 135mph. The 900SS's competition heritage was obvious on the road: "While other flash Italian bikes are basically roadsters dressed up and pretending to be racers, this is the real thing," declared Bike. This particular 900SS is offered for restoration and sold strictly as viewed. The machine comes with three old-style V5 registration documents listing only one keeper from new.

£9,000 - 12,000  
€9,900 - 13,000



533

**1989 DUCATI PASO 906 PROJECT**

Registration no. F659 ONR  
Frame no. ZDM906PC 000757  
Engine no. ZDM906W2C 000656

Introduced for 1989, the Paso 906 was a development of the preceding 750, one of the first models to emerge following Ducati's take-over by Cagiva, and enjoyed a similarly improved level of equipment and build quality. The bigger Paso retained the same basic desmodromic v-twin engine architecture that had first appeared in 1979, but added water cooling to the package. Like the 750, the 906 featured a square-tube frame, hidden beneath all-enveloping bodywork, while another 750 carry-over was the twin-choke Weber carburettor. Suspension on the 906 was by Marzocchi at both ends with brakes, as usual, supplied by Brembo. Both Pasos were fitted with 16" wheels, but only the 906 enjoyed the benefit of a sixth speed in the gearbox. This incomplete 906 Paso is offered for restoration and sold strictly as viewed. The machine comes with an old-style V5 registration document listing only one keeper from new.

£400 - 800  
€440 - 880  
No Reserve





534

**2008 DUCATI SPORT 1000S**

Registration no. not UK registered  
 Frame no. ZDMC102A3850AA491  
 Engine no. ZDM992A2043841

The Ducati Sport Classic range was inspired by landmark models from the Italian manufacturer's past and premiered at the 2003 Tokyo Show. The work of the firm's chief designer, Pierre Terblanche, these limited-edition models were mechanically similar, all using Ducati's trademark trellis frame and Desmodue 992cc twin-plug engine. The first models offered (in 2006) were the Sport 1000, supposedly inspired by the 750 Sport of 1972, and the Paul Smart Limited Edition, which featured the green frame and silver cycle parts of the British ace's 1972 Imola winner. The following year they were joined by the GT 1000 tourer and 1000S sports roadster, the latter's looks – reminiscent of the Ducati 750 F1 of the mid-1980s – being arguably the most successful of the range. Produced for only a few years, these rare Sports Classics are becoming increasingly collectible. This matching numbers Ducati Sport 1000S was purchased from its first owner by the last owner in 2009 with an odometer reading of 1,860 kilometres (currently only 2,200 kilometres). In spite of its low 'mileage', the machine has been run regularly, and serviced and stored as it should be. Previously leading a pampered life in Monaco, it is presented in pristine condition and is unquestionably one of the best-looking motorcycles of recent times. Offered with NOVA acknowledgement, the successful purchaser will need to apply to register the machine.

**£14,000 - 18,000**

**€15,000 - 19,000**



535

*Property of a deceased's estate*

**1983 LAVERDA 497CC PROJECT**

Registration no. A711 SGK  
 Frame no. LAV.500.3619  
 Engine no. 3619

Laverda's first 500 twin, the Alpino was a natural candidate for development as a racer, and the first such derivative, the Formula 500, arrived in 1978. A Formula 500 was imported by Laverda's UK concessionaire, Roger Slater, the man largely responsible for the Jota, who believed that a 'civilised' café racer version had greater sales potential than the rather lacklustre, and expensive, Alpino. Slater retained the stock Alpino fuel tank but equipped his new baby with a bikini fairing and solo racing seat. Finished in 'Jota Orange', the newcomer was named 'Montjuic' in honour of Laverda's victories at the eponymous Spanish circuit, while a loud, matt black, megaphone exhaust system further enhanced the racing connection. At time of cataloguing it had not been possible to positively identify this incomplete machine, which is offered for restoration and sold strictly as viewed. Accompanying documentation consists of sundry bills, an expired MoT (2009), SORNs, and a V5C.

**£1,500 - 2,500**

**€1,600 - 2,700**

**No Reserve**



536

*Property of a deceased's estate*

**1982 LAVERDA 497CC 'MONTJUIC' PROJECT**

Registration no. AEL 270Y Frame no. LAV500.3536 Engine no. 3536  
Laverda's first 500 twin, the Alpino was a natural candidate for development as a racer, and the first such derivative, the Formula 500, arrived in 1978. A Formula 500 was imported by Laverda's UK concessionaire, Roger Slater, the man largely responsible for the Jota, who believed that a 'civilised' café racer version had greater sales potential than the rather lacklustre, and expensive, Alpino. Slater retained the stock Alpino fuel tank but equipped his new baby with a bikini fairing and solo racing seat. Finished in 'Jota Orange', the newcomer was named 'Montjuic' in honour of Laverda's victories at the eponymous Spanish circuit, while a loud, matt black, megaphone exhaust system further enhanced the racing connection. At time of cataloguing it had not been possible to positively identify this dismantled and incomplete machine, which is offered for restoration and sold strictly as viewed. Accompanying documentation consists of sundry bills, some expired MoTs, and old/current V5Cs.

**£1,500 - 2,500**

**€1,600 - 2,700**

**No Reserve**



537

*Property of a deceased's estate*

**1984 LAVERDA RGS1000 CORSA PROJECT**

Registration no. A921 EJF Frame no. LAV1000RGS/1.2353  
Engine no. LAV.1000RGS.2353  
One of the final developments of the big three-cylinder Laverda, the RGS 1000 was the undisputed star of the 1981 Milan Show. A revised, less peaky version of the latest Jota's 120-degree crank, rubber-mounted engine distinguished the RGS from Laverda's other 1,000cc triples, though the most obvious difference was the cockpit fairing that blended smoothly into the fuel tank. Less noticeable was the lowered frame and altered steering geometry that made the RGS more stable and easier to handle than its predecessors. It was much quieter too, yet the more restrictive silencers had seemingly little effect on the performance of a machine that could still reach 140mph and crack the standing quarter-mile in a little over 12 seconds. Acquired by the late owner in June 1999, this dismantled and incomplete example is offered for restoration and sold strictly as viewed. Accompanying documentation consists of the 1999 handwritten purchase receipt, sundry bills, and an old-style V5C Registration Certificate.

**£1,800 - 2,800**

**€1,900 - 3,000**

**No Reserve**



538

*Property of a deceased's estate*

**1981 LAVERDA 1200 PROJECT**

Registration no. KAF 215W Frame no. LAV1200.1484  
Engine no. 1200.2815  
A bigger, less stressed engine capable of delivering comparable performance was what differentiated Laverda's '1200' model from its 1,000cc predecessors. In its initial guise the '1200' came in two versions: standard and Mirage, the latter, like the Jota, being another Slater Brothers-instigated high-performance variant. Maximum power claimed for the standard 1200 was 85bhp, five horsepower down on the Jota, which nevertheless was good enough for a top speed of over 125mph. There were various other limited-edition variations, some devised by Slater's, including the '1200TS' of 1980, which featured a cockpit fairing, new instruments, a hydraulic clutch, and unusual shroud panels at either side of the engine. Acquired by the late owner in May 2005, this dismantled and incomplete example is offered for restoration and sold strictly as viewed. Accompanying documentation consists of a handwritten 2005 purchase receipt and an old-style V5C Registration Certificate.

**£1,500 - 2,500**

**€1,600 - 2,700**

**No Reserve**



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

# Motor Cars

16.00

Lots 601 - 728

Further images of each lot can be found at:  
[www.bonhams.com/25455](http://www.bonhams.com/25455)





490



601

*The ex-'Siegfried Farnon', All Creatures Great and Small*

**1952 ROVER 75 SALOON**

Registration no. 483 LHY

Chassis no. 24300550

"The Rover 75 and its derivatives were to prove that Spencer Wilks hadn't lost his touch by offering the traditional formula of Rover's good engineering with comfortable and discreet interior ... " - Jonathan Wood, *The Enthusiast's Guide to British Postwar Classic Cars*, Osprey, 1980. This handsome and decidedly upper-middle-class 1950s Rover 75 will be familiar to millions of TV viewers as that driven by vet Siegfried Farnon (played by actor Robert Hardy) in the BBC's popular series *All Creatures Great and Small* (1988-1990). During filming the Rover was registered 'GFC 529' having previously been registered 'RPJ 18'. A signed photograph of Robert Hardy – 'Best wishes to my old Rover' – is included in the sale. Interestingly, this Rover 75 was first owned by Harold Harrington Balfour, 1st Baron Balfour of Inchrye, a former WWI flying ace and politician who as Under Secretary of State for Air in 1944 was instrumental in the establishment of Heathrow Airport (see photocopied logbook on file). The previous owner purchased the Rover at Brooks' Earslough auction in October 1991 (Lot 29). Offered for restoration and sold strictly as viewed, the car comes with the aforementioned documentation and a V5 registration document.

**£1,000 - 1,500**

**€1,100 - 1,600**

**No Reserve**



602

**1959 VOLKSWAGEN BEETLE 1200 SALOON**

Registration no. 6672 EV

Chassis no. 2648369

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' designed by Ferdinand Porsche as the 'people's car', went on to become an all-time best-seller and cult classic. The Beetle was continuously up-dated from the time post-war production commenced, under British military supervision, in 1945, acquiring subtly altered coachwork, improved running gear, and larger engines. By the time production ceased (in Mexico) in 2003 a staggering 21,500,000-plus Beetles of all types had been made. This remarkable un-restored 1959 Beetle has had only four owners from new and retains an estimated 85-90% of its original paintwork, an original interior and matching engine. In 2011 the VW was sold by the family of the previous owner who had kept it for 40 years, storing the car bricked-up in a boiler house next to the family home for a quarter-century. He applied under-seal to the car, strong wide tape to the opening panels inside the car which are still present, and used a set of delivery seat protectors to preserve the interior. Since 2011 the Beetle has been maintained by PR Services and Gary Cook at GDC Automotive (both Porsche specialists) and for the last five years has been used daily in London. Properly serviced, the car boasts a new silencer and heat exchangers, working heater, and has been fitted with flashing indicators (original semaphores now disconnected). The history files contain significant sundry bills, including £4,500 spent since 2017, VW brochures, VW Certificate of Origin, a V5C Registration certificate, a petrol ration book, the first owner's driving licence and two copies of *Volksworld* magazine featuring this car. Other historical documents include letters from a London based VW dealer in the 1960's, an original maintenance book and an unused 1959 service schedule book. It also comes with 3 boxes of parts, some in original 1960s packaging, an original jack, spare headlamps, window grilles, a trickle charger for 6V, car cover, coco fitted floor mats, rubber trunk mat and new correct 6V battery. Unused spare also included.

**£12,000 - 16,000**

**€13,000 - 17,000**

**No Reserve**



603

### 1936 AUSTIN SEVEN FORMULA 750 RACING CAR 'SACRE BLEU'

Registration no. CVR 418  
Chassis no. 253784

A familiar sight at Formula 750 meetings in the late 1950s, 'Sacre Bleu' was built and raced successfully by the Toft brothers, Roger and Brian. Based on a 1936 Austin Seven Ruby, this unique car was usually driven by Brian Toft as part of the CAT Racing Team alongside Joe Anziani's sister car, 'Sans Egal'. 'Sacre Bleu' took part in the annual Birkett Six-Hour Relay Race at Silverstone in the early 1960s and also raced at Aintree, Mallory Park, Oulton Park, and Snetterton before being sold in 1962. Crashed at Oulton Park by next owner, Frank Taylor, the car was abandoned in an orchard, remaining there until 1993 when it was rediscovered by Warrington Motor Auctions' Keith Robinson. Exhumed and offered for sale, it was purchased by Tony Lindsay of Blackpool and faithfully restored to 'as raced' specification at considerable expense, much of the work being carried out by Austineers of Bradford-on-Avon, Wiltshire (see press cutting on file). Completed in 1995, 'Sacre Bleu' enjoyed several further owners before being purchased in 2003 by John Hunt of Northamptonshire, who campaigned the car in historic racing over the succeeding four years before selling it in 2007 to Simon Toft, son of Roger. The current vendor purchased 'Sacre Bleu' at Bonhams' Goodwood Festival of Speed sale in 2009 (Lot 315), since when it has mainly been in storage, enjoying only the occasional local outing in summertime. This historic Formula 750 racing car is offered with sundry bills, a V5C Registration Certificate, and a FIVA Identity Card.

**£8,000 - 12,000**  
**€9,000 - 13,000**



604

### 1961 JAGUAR MARK 2 3.8-LITRE MANUAL WITH OVERDRIVE SALOON PROJECT

Registration no. FMP 100  
Chassis no. 205812DN

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

- *Autocar*. One of the most readily recognised cars of the 1960s, thanks 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. With the Mark 2's arrival, the 3.8-litre version of Jaguar's XK six became available for the first time in the company's medium-sized saloon, which in top-of-the-range, 3.8-litre, manual/overdrive configuration was a genuine 125mph car capable of reaching 60mph in 8.5 seconds, outstanding figures for a saloon of its size even by today's standards. Representing the perennially popular Mark 2 in its ultimate, 3.8-litre/overdrive specification, this 'barn find' example has been off the road for some 30 years and is offered for restoration. Sold strictly as viewed, the car comes with its original and continuation old-style logbooks and a Jaguar Heritage Trust Certificate.

**£4,000 - 6,000**  
**€4,500 - 6,500**



605

## 1959 LANCIA APPIA CABRIOLET

Coachwork by Vignale

Registration no. 644 UYV

Chassis no. 81201-3487

- Extensive restoration works
- Manual transmission
- MoT to March 2020



Styled like its Aurelia B10 big brother, Lancia's new small car - the Appia - was premiered at the Turin Motor Show in 1953. The Lancia tradition of innovation in automotive technology was exemplified by the Appia's ultra-compact engine: a narrow-angle (10 degrees), 1,089cc V4 whose inclined overhead-valves were set in hemispherical combustion chambers and operated by twin, block-mounted camshafts. The unitary chassis construction adopted on the pre-war Aprilia was, naturally enough, continued, as was Lancia's traditional sliding-pillar independent front suspension. Body styling was similar to that of the bigger Aurelia, and Series I cars featured aluminium doors, wings, and bumpers. In a tradition inaugurated by the pre-war Augusta, the front doors were hinged forwards, the rears aft, and there was no central pillar.

'Notchback'-styled Series II cars came with a lengthened wheelbase and more power (up from 38 to 43bhp) while the final (third) series boasted further styling revisions and 48bhp. Complementing the standard Appia saloon was a series of limited edition models produced on a separate chassis and bodied by leading *carrozzeria*, Pinin Farina being responsible for the coupé, Vignale the cabriolet, and Zagato the GT coupé. Engine power was increased to 53bhp for these more sporting Appias which, when equipped with lightweight coachwork, could touch 100mph.

Confirmed by Lancia Motor Club inspection as having been manufactured in December 1959, this chic Italian is one of 1,586 Appia cabriolets made. The Turin maker's original data plate is attached to the front bulkhead, and the chassis number '81201-3487' is correctly stamped into the bulkhead's forward face.

The Lancia was imported into the UK from New Jersey, USA in 2016 and fully restored to original specification the following year, many of the components used being sourced from the Appia Spares Consortium. Related invoices totalling £8,360 for parts alone are on file together with the 2016 importation and customs taxes-paid documents; State of New Jersey Certificate of Title; MoT to March 2020; and a V5C Registration Certificate. An auxiliary switch panel (to the right of the dashboard) and full-harness front safety belts (detachable) are the only notified deviations from factory specification. A charming Appia soft-top eligible for earlier 'sliding pillar' Lancia events.

**£14,000 - 18,000**  
**€15,000 - 20,000**

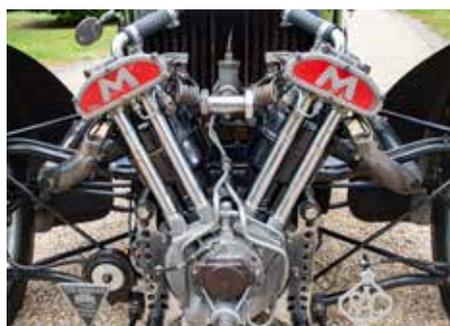
606

## 1938 MORGAN SUPER SPORTS

Registration no. FKF 525

Chassis no. D1856

- *The ultimate Morgan three-wheeler*
- *Previous enthusiast ownership for 20 years*
- *An older restoration*
- *Engine freshly rebuilt by NP Engineering*



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

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

From the mid-1930s onwards, Morgan three-wheelers, like George Brough's superlative motorcycles, were fitted with Matchless v-twin engines in preference to those from JAP, and for the three-wheeler enthusiast for whom high performance remained top priority, the Matchless-powered Super Sports was the model of choice.

Representing the 1930s Morgan three-wheeler in its ultimate specification - powered by the water-cooled, overhead-valve, Matchless MX4 engine - this 'matching numbers' Super Sports comes with a letter from the factory stating that it was supplied new via one of its dealers - Colmer Depot in Manchester - in November 1938.

The preceding owner's late husband purchased the Morgan from Brian Verrall in 1994 and went on to restore the car. 'FKF 525' was extensively rallied over the succeeding 20 years, attending events in France, Germany and Belgium. In June 1999 the car took part in the Brooklands Glorious Day Out meeting and later that year was featured in the Morgan Sports Car Club's magazine, *Miscellany*. The current owner purchased the Morgan at Bonhams' sale at the National Motor Museum, Beaulieu in September 2014 (Lot 342), since when the engine has been rebuilt by NP Engineering, the vehicle has been used sparingly since then.

There are numerous bills on file for servicing and maintenance, and the car also comes with old/current V5/V5C documents, assorted correspondence, a quantity of old tax discs, expired MoT (June 2013), an original handbook, Matchless handbook, and copy '*Book of the Morgan*'.  
**£30,000 - 40,000**  
**€33,000 - 44,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

607

## 1959 FIAT 500N TRASFORMABILE SALOON

Registration no. 893 XUG

Chassis no. 079825

- One of the rarest FIAT 500 variants
- Imported from Sweden
- Left-hand drive
- Fully restored to original specification



The immediately preceding owner purchased this iconic FIAT 500N Trasformabile from Sweden in 2007, much of the provided paperwork showing 'FIAT 500N De Luxe'. The car had been fully restored between 2003 and 2005, including a re-upholstered fabric interior and full folding hood. Since then it has undergone restoration to a higher standard, with the engine and gearbox removed, which included full under-sealing and a re-spray in Medio Blu (in 2013). The then owner's husband, who had more than 10 years experience with FIAT 500s, and a specialist mechanic undertook most of the work, with close attention being paid to retaining originality.

Believed to be rust-free, this Trasformabile benefits from being manufactured from higher quality steel than 1970s models. The body panels are believed to be almost all original. A fully overhauled 499cc (17bhp) engine, with original 'N' tin-ware and exhaust, was fitted in 2015 (the 479cc engine previously installed comes with the car). Before it left Sweden the FIAT was featured in the July 2004 edition of the Swedish motoring magazine, *Klassiker*.

Kept in a heated garage and lovingly looked after, the car has been driven a mere 1,415 kilometres (fewer than 900 miles) since arriving in the UK. During that time it has become very well known, appearing in various photo shoots and commercials.

In September 2011 the FIAT appeared in an episode of the BBC TV series 'Body Shockers', in which a woman pulled it along by her hair (there was a brass band inside the car at the time!) while in April 2012 the 'X Factor'-winning band 'Little Mix' chose the car for a photo shoot at a London studio for their autobiography and 2013 calendar. In December 2014 '893 XUG' drove in convoy with new FIAT 500s around Chelsea, London for the 'EatDrinkLoveItalia' event promoting Italian food and tourism, and in February 2014 it was used on a promotional day in Islington, London for the ASK Italian restaurant chain. The highlight of its media career (so far) was the September 2015 photo shoot where this classic FIAT 500N was photographed alongside the new FIAT 500x 4x4 for UK billboard advertising. The current vendor purchased the FIAT at Bonhams' Goodwood Members' Meeting sale in March 2016 (Lot 92). Apart from having had an inner wing replaced, the car remains as bought.

Accessories fitted include mud flaps, whitewall tyres, and a front passenger safety handle, while the car also comes complete with tool box, spare wheel, jack, lightbulb holder, handbooks, and other publications. The car comes with a box file containing a V5C registration document and history relating to repairs and restoration.

**£12,000 - 15,000**  
**€13,000 - 16,000**

608

## 1975 STEYR-DAIMLER-PUCH PINZGAUER 710M 4X4 ALL-TERRAIN VEHICLE

Registration no. PWR 621P

Chassis no. 5754923

- *Left-hand drive*
- *Accommodation for 10 occupants*
- *An older restoration*
- *Ideal for a wide variety of off-road applications*



One of the most successful all-terrain military vehicles ever built, the Pinzgauer was originally developed in Austria by Steyr-Daimler-Puch and first entered service in 1971. It takes its name from an Austrian horse breed. Succeeding Steyr-Daimler-Puch's Haflinger, the Pinzgauer was initially built in two types: 4x4 (710) and 6x6 (712), both of which were powered by a bespoke four-cylinder air-cooled petrol engine of 2.5 litres capacity. Reliable and easy to work on, the latter was mounted in a backbone-type chassis while other noteworthy features included independent suspension all round; a five-speed manual transmission with two-speed transfer case; sealed differentials with hydraulic locks; portal axles for increased ground clearance; vacuum-assisted drum brakes; and 24-volt electrics.

The Pinzgauer's load-carrying capacity is formidable, with even the smaller 710 being able to accommodate 10 occupants or two NATO pallets. Maximum towing loads for the 710 are 5,000kg (11,000lb) on the road and 1,500kg (3,300lb) off road, and the vehicle has a maximum speed of 68mph (110km/h), its range on one tank of fuel being 700km (435 miles). A range of body types was available, the vehicle offered here being an example of the soft-top 10-seater 710M.

The Pinzgauer 710/712 was produced at Graz in Austria until 2000, from 1986 in 'Series II' configuration, and has since passed through the hands of various companies, ending up in 2007 belonging to British Aerospace (BAE), which has since terminated UK production. Some 18,000-plus 'Series I' were produced between 1971 and 1985, and the Pinzgauer remains in service with armies worldwide so spares availability should not be a problem.

The current vendor bought this Pinzgauer 710M from a Swiss friend who specialises in converting these vehicles for civilian use. The owner intended to use it on his country estate but has never got around to it. Described by the private vendor as in generally good condition, this most capable and versatile off-road vehicle is offered with a V5C Registration Certificate.

**£8,000 - 12,000**

**€8,700 - 13,000**

609

## 1984 FERRARI 512 BBI COUPÉ PROJECT

Registration no. not registered  
Chassis no. ZFFJA09B000049897

- One of only 1,007 512 BBi models produced
- Delivered new to the USA
- Flood damaged in 2005
- New 'crate' engine costing \$40,000
- Offered for completion
- EU duties and taxes paid



The fitting of fuel injection to the revised 512 BBi made it much easier for these cars to meet the United States' emissions requirements than had been the case with the preceding carburettor-fed 512 BB, which had only been sold in the USA as a 'grey import'. In 1983, Ferrari instigated an official programme that enabled its American dealers to sell the 512 BBi to their customers for delivery at the factory in Maranello. The cars would then be converted to United States standards by specialist companies on their arrival in the USA.

Thus it was with the car offered here, which was insured for 24 hours in Italy before being shipped to the USA in April 1984 for its first owner, Ronald Peters of Fullerton, California. South Coast Compliance then converted the Ferrari to meet the EPA/DOT standards and it was certified at the EPA's Import Certification Laboratory in October '84. For the next few years South Coast Ferrari Service maintained and serviced the car, which in June 1987 was registered to Goodman Auto Leasing Inc of Encino, CA. In November 1987, the Ferrari was sold to William R Pauli of Calabasas, CA. A major service was carried out by Southern Cross Motors of Van Nuys, CA in August 1994. The Ferrari was last registered to William Pauli in June 1995.



In April 2002, the car was delivered to Michael Sheehan's European Auto Sales Inc on whose behalf a major engine-out service was undertaken by Rod Drew's Shop in Costa Mesa, CA. At that time Michael Sheehan was advertising the Ferrari as a "Euro model. US EPA and DOT legal. All silver with no black 'Boxer' bottom and black leather. Only 7,028 original miles". A copy the advertisement and the car's ownership history are on file.

In 2005, the Ferrari was caught up in Hurricane Katrina when it struck the South Eastern United States, suffering flood damage, and was partially dismantled. Purchased by the current owner in 2014 and imported into the UK, it came with a new replacement 'crate' engine that had cost \$40,000. This engine is complete with the fuel injection system, including brand new metering units, two ignition distributors, and fuel lines, and is fitted with a flywheel. The relevant invoice is on file together with another for a rebuilt transaxle at a cost of \$25,000.

After a period of storage, all the components that came with the car were sent to Ferrari specialists QV London, based in Windsor. QV have rebuilt the suspension and steering using new bushes and fitted new brake discs to make it a rolling chassis. They have also fitted the engine, flywheel (minus the clutch assembly), empty bell housing and transaxle. The pedal box and brake servo have been fitted but the car requires new brake callipers and brake lines to complete the braking system overhaul. The car is supplied with front and rear windscreens and both door glasses but is missing the rear quarter-light windows. Also missing are the seats, fuel tanks, and exhaust system, while the electrics will require rewiring. New front and rear bumpers are included in the sale and it is understood that the car also comes with some interior trim.

Finished in its original Argento Silver, this Ferrari 512 BBi is supplied with a NOVA certificate and a Vehicle Production Data sheet from Ferrari Classiche. Sold strictly as viewed, this exciting and potentially most rewarding project represents a relatively affordable opportunity to join the exclusive ranks of Ferrari 512 BBi owners.

**£50,000 - 70,000**  
**€54,000 - 76,000**

610

## 1968 FORD F100 STEPSIDE PICKUP TRUCK

Registration no. RFG 235G

Chassis no. F10YKF93923

- Imported from the USA in 2017
- 5.9-litre V8 engine, three-speed manual gearbox
- Extensively restored in 2018
- 3,000 miles since restoration
- MoT and tax exempt as an historic vehicle



First introduced in 1948, Ford's F-Series has been America's best-selling light/medium truck for the last 40-plus years, generating billions of dollars annual income for its maker. Models available include full-size pickup trucks, chassis cab trucks, and all manner of commercial vehicles. The stepside pickup offered here is an example of the fifth generation F-Series, introduced in 1967. The fifth series retained its immediate predecessor's separate chassis while offering increased dimensions and a greater glass area. Additionally there were more engine options and plusher trim levels, while for 1969 there was a new grille and the new more powerful 302ci (5.0-litre) Windsor V8 engine.

A 1969 model built in December 1968, this wonderful pickup truck was imported from Lewisville, Texas in September 2017 and has since benefited from an extensive no-expense-spared restoration. The restoration was thorough and took a team of craftsmen 10 months to complete. A detailed list of all works carried out and parts fitted during the restoration is available. Only some 3,000 miles have been covered since its completion and the vehicle is presented in commensurately excellent condition. It has a rebuilt 5.9-litre V8 Ford engine mated to a three-speed manual gearbox, the latter converted to a floor shift.

The truck was stripped to its basic components with all body sections removed, the chassis and bodywork being found solid and corrosion free. The chassis has been stripped and finished in black hard enamel, while new brakes, wheels, tyres, and air adjustable suspension have been fitted. The rebuilt load bed is solid French oak, which has been treated with five coats of yacht lacquer and equipped with stainless steel fittings. A shade darker than Ferrari Red, a special Claret Red paint was mixed and applied with five coats of lacquer, with painstaking hand flattening between coats. The lacquer finishing coats contain a special mix of gold metal flake for an extra special mirror gloss effect that glints in the sunlight. The interior was stripped and completely re-trimmed with red-piped cream leathercloth upholstery and a new headlining. Twin chrome exhausts are fitted, exiting one on each side of the truck, and producing an amazing sound.

Although classed as an historic vehicle and MoT-exempt, the truck passed its MoT test with no advisories. It has been displayed at several shows, including Horsham Americana in September 2018, never failing to draw an appreciative crowd. We are advised that the truck starts readily and drives very well indeed, with plentiful torque and power.

**£15,000 - 20,000**  
**€16,000 - 22,000**

611

## C.1957 AUSTIN-HEALEY 100/6 BN4 CONVERTIBLE

Registration no. HFO 554  
Chassis no. BN44LO/70683

- First of the six-cylinder 'Big Healeys'
- Imported from the USA
- Left-hand drive
- Restored in the mid-1990s
- Present ownership since 1999



'After a really gruelling road test, I can say that this new sports model is ideal for Continental touring. It also stood up to lap after lap of the Nürburgring at racing speeds, without complaint, and that must be equivalent to a vast mileage under more humane conditions. Finally, it has the kind of appearance that will make many prospective purchasers reach for their cheque books.' – John Bolster on the Austin-Healey 100/6, *Autosport*, 12th October 1956.

Introduced for 1956, the 100/6 represented the most radical step forward in the Big Healey's development. Despite its initial success, sales of the original Austin-Healey 100 had begun to decline by the mid-1950s and so the model was revamped as the '100/6', BMC's 2.6-litre C-series six replacing the original four-cylinder Austin Atlantic engine. At the same time the wheelbase was lengthened from 7' 6" to 7' 8", which enabled the inclusion of two occasional seats in the rear of the BN4 variant. In 100-6 tune the pushrod six produced 102bhp - 12bhp more than its predecessor - though the inevitable weight gain meant that there was little if any improvement in performance, the car's top speed remaining at 103mph or thereabouts.

Although stylistically very similar to the preceding 100, the 100/6 was nevertheless easily distinguishable by its 'crinkle' radiator grille and bonnet-top air intake. In 1957 an improved six-port engine became available, and this 117bhp unit was fitted to all the newly introduced BN6 two-seater roadsters. Top speed improved to 111mph and 1.7 seconds was cut from the 0-60mph time.

A left-hand drive model, this Austin-Healey 100/6 is understood to have resided in the USA until the mid-1990s when it was restored. The car was purchased at auction circa 1996 by the previous owner, from whom it was acquired by the current vendor in 1999. The car is described by the vendor as in generally good mechanical order, though it would be fair to say that it would benefit from cosmetic improvement. Accompanying documentation consists of a V5C Registration Certificate and current MoT.

**£20,000 - 30,000**  
**€22,000 - 32,000**

612

## 1937 ALVIS 4.3-LITRE SHORT CHASSIS DROPHEAD COUPÉ

Coachwork by Vanden Plas

Registration no. NLT 214

Chassis no. 13182

- One-off 4.3-Litre
- Original unique coachwork
- Well documented
- Restored in the early 1990s
- Present ownership since 2008



'In the scheme of things there are cars, good cars and super cars. When a machine can be put into the last of these three categories and yet is not by any means in the highest-price class, considerable praise is due to the makers. The model in question is the latest Alvis 4.3-litre sports tourer.' – *The Autocar*, August 1938.

Pre-war development of the six-cylinder Alvis culminated in the announcement in August 1936 of the 4.3-Litre, designed by the company's distinguished Chief Engineer, Captain George Smith-Clarke. The 4.3-Litre was based on the 3½-litre Speed 25 introduced the previous year, and was powered by an enlarged version of Alvis' new seven-bearing, overhead-valve engine producing 137bhp on triple carburettors. The cruciform-braced chassis featured the kind of advanced thinking long associated with the marque; independent front suspension and a four-speed, all-synchromesh gearbox, introduced on the preceding Speed Twenty, were retained with the additional refinements of driver-controlled Luvax hydraulic dampers and servo-assisted brakes.

Claimed to be the fastest un-supercharged saloon on the UK market, the Alvis 4.3-Litre was certainly one of the few pre-war saloons capable of a genuine 100mph. Sturdily built and endowed with a generous wheelbase, the Alvis six attracted some of the finest examples of the pre-war coachbuilders' art, though the 4.3-Litre's chassis-only price of £750 meant that ownership was necessarily confined to wealthy connoisseurs.

A complete 4.3-Litre cost around £1,100, outstanding value for money given its specification and performance, and comfortably undercutting rivals such as the V12 Lagonda and 4¼-Litre Bentley. Despite this price advantage, only 198 cars had been delivered when the outbreak of World War 2 stopped production. Some 95 survivors are known to the Alvis Owners' Club.

Alvis Ltd's records show that chassis number '13182' was constructed on the short (10' 4") wheelbase and bodied by Vanden Plas as a three-position drophead coupé to design number '1430'. Records indicate that '13182' was the first 4.3 built on the short chassis. Only 39 of this model were bodied by Vanden Plas, of which only five were drophead coupés. '13182' is the only example with this particular style of coachwork, requested by the first owner. Note the 'helmet' wings and spare wheel in the boot lid - it is the only 4.3 with this design.

The car was despatched in chassis-only form to Messrs Follett Ltd of London on 2nd December 1936, with the guarantee issued on 11th February 1937 to John James Joass of Putney Hill, Southwest London, its original owner. Very little else is known until 1954 when US serviceman Ken Crawford acquired the car, by which time it had been registered as 'NLT 214' (original registration unknown). Although in a neglected state, the Alvis ran well and after a few months touring the UK, Ken took the car back to the USA.



It was then owned by Philip Steen and Harry Van Lier, and in 1957 was bought by one George Abernathy. He had it repainted by State Road Motors of Media, Pennsylvania, and some time later the car was returned to State Road Motors for further repair work. For some extraordinary reason it was never collected. Then George died and his widow did not want to pay the storage charges, so the Alvis was put in a yard at the rear of State Road Motors' premises. By 1964 the garage owner had sold his property for redevelopment and the demolition contractors were about to move in. The Alvis was destined for scrap until enthusiast Wayne Brooks, hearing of its plight, managed to rescue the car with just hours to spare. Wayne kept '13182', un-restored, for the next 25 years until it next changed hands, passing to Alan Stote in April 1989.

Shipped back to the UK, the Alvis has since undergone a complete restoration with all new ash framing but retaining the original aluminium panels. All the mechanicals were overhauled, including the engine, which was rebuilt and balanced. Every care was taken not to 'over restore' this rare and original car, which on completion was advertised for sale in *The Automobile* magazine in May 1996. The car was sold shortly thereafter to Mr Maitland Woods of Shropshire. The current V5C Registration Certificate records the previous owner as Mr Robert Frost, who acquired the Alvis in October 2003. The car has been registered to the current owner since May 2008.

'NLT 214' is offered with following documentation:

- Copies of Alvis Owners' Club records
- Numerous old UK tax discs and MoTs
- Old US Pennsylvania title
- Photographs from the 1950s and 1960s
- Old restoration photographs
- Correspondence from the 1980s and 1990s
- 2005 '4.3-Litre Register' leaflet featuring this car on the cover
- Taxation report dated October 2018 confirming the car's condition (valuing it at €270,000)
- Copy of a feature on the Alvis 4.3 in *The Motor* Rationalised Road Tests, 1936
- Red Triangle dynamometer printout dated 2006.
- Multiple invoices from Alvis specialists Red Triangle, and Fisher Restoration.

A wonderful opportunity to acquire one of the fastest production cars of its era and the very embodiment of the term, 'Post-Vintage Thoroughbred'.

**£120,000 - 135,000**  
**€130,000 - 150,000**

613  
**NO LOT**

614 \* N

## 1934 PIERCE-ARROW TWELVE SEDAN

Registration no. not UK registered

Chassis no. 400144

- One of an estimated 90 Model 1248A (147" wheelbase) V12s built in 1934
- Reputedly purchased new by a Hollywood movie director
- Earlier full restoration with no expense spared
- Purchased by the Key Collection in 2012



Based in Buffalo, New York State, Pierce built birdcages, ice boxes and bicycles before introducing its first petrol-driven automobile - the 3.5hp single-cylinder De Dion-powered Motorette - in 1901. (The Pierce-Arrow name was first applied to the company's twin-cylinder model in 1904). In 1908 the firm became the Pierce Arrow Motor Car Company and within a few years had switched its attention exclusively to the production of luxury cars, pioneering many technological developments including servo-assisted braking and hydraulic tappets while building some of the most prestigious motor cars ever to grace America's highways.

Some idea of the rapidity of Pierce-Arrow's rise to prominence may be gauged from the fact that as early as 1909 The White House ordered two for state occasions. From then onwards the name Pierce-Arrow would be synonymous with the ultimate in motoring luxury, ranking alongside Cadillac, Packard, and Rolls-Royce. Clinging to traditional styling and handicapped by a range of sixes in an increasingly multi-cylinder marketplace, Pierce-Arrow saw its sales decline throughout the 1920s. In 1928 an alliance was forged with Studebaker, which viewed Pierce-Arrow's acquisition as a means of gaining entry to the luxury car market. A new range of straight-eights - already under development before Studebaker's arrival - was introduced and Pierce-Arrow sales doubled in 1929.

A 429ci (7.0-litre) V12 joined the Eight in November 1931 and would serve as the company's mainstay for the next seven years, top-of-the line models being built on a lengthy (147") wheelbase. By now both Pierce-Arrow and Studebaker were finding life tough in the post-Wall Street Crash years, and when the latter filed for bankruptcy in 1933, Pierce-Arrow found itself independent once again. Despite the critical acclaim lavished on its futuristic Silver Arrow show car - five of which were sold costing \$10,000 each - the firm was severely handicapped by the lack of a lower-price range, unlike its major rivals. Sales dwindled throughout the 1930s and the once-great Pierce-Arrow folded in 1938.

Reputedly, this five-passenger V12 sedan was sold new to a Hollywood movie director. The Key Collection purchased '400144' at a US auction in 2012, at which time it was stated that it had been treated to a full 'ground upwards' restoration with no expense spared. The car features twin side-mount spares and a trunk rack, while the 12-cylinder engine emits barely a whisper. Attractively finished in tan and dark green livery, it exudes enormous presence like all Pierce-Arrows.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

**£35,000 - 50,000**

**£38,000 - 54,000**

615

## 1929 ROLLS-ROYCE PHANTOM I HUNTINGTON SEDANCA DE VILLE

Coachwork by Brewster

Registration no. DS 8098

Chassis no. S324LR

- *Springfield-built Phantom*
- *Brewster Huntington body fitted in 1937*
- *First registered in the UK in 1989*
- *Restored in the 1990s*



Like its Silver Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, builders of coachwork of the highest quality, which had been taken over by Rolls-Royce in December 1925.

Chassis number 'S324LR' started life with an Avon touring sedan body by Brewster, which was swapped for the Huntington limousine body from '150LR' in 1937. Copy chassis cards on file record the body swap and list the first owner as one S M Shoenberg (from 23rd April 1930).

Various subsequent owners in the USA are listed, while the Phantom's first recorded UK custodian is one P H Graham of Dorset in the early 1990s. The Rolls-Royce was first registered in the UK on 26th July 1989. It is understood that Mr Graham then embarked on a long-term full restoration, and it seems quite likely that the Huntington limousine body was converted to its present Sedanca de Ville configuration at around that time.

The current vendor acquired the Rolls-Royce in 2014 and earlier this year had the engine rebuilt, including new pistons, by David Wall Vintage & Classic Cars of Hoveton, Norfolk (see bill for circa £6,000 on file).

This most elegant motor car is finished in cream over black and has been reupholstered with cream cloth to the passenger compartment and cream leather to the front. Separated from the front compartment by a glass sliding division, the passenger compartment is generously equipped with two forward-facing occasional seats. Other noteworthy features of this most imposing automobile include twin-blade bumpers; 'fishtail' exhaust embellisher; rear-view mirror; twin side-mounted spare wheels; Spirit of Ecstasy mascot; CAV diver's helmet-style rear lamps; red 'R-R' radiator badge; and a useful luggage carrier and trunk. Offered with a V5C Registration Certificate and a history file.

**£40,000 - 60,000**  
**€44,000 - 65,000**

616

## 1930 FORD MODEL A STATION WAGON/SHOOTING BRAKE

Coachwork by Hercules Body Company

Registration no. BF 8081

Chassis no. 2679223

- *Rare coachbuilt station wagon*
- *Correctly restored*
- *Beautifully presented*
- *Many period accessories*



Introduced in 1929 and one of Ford's many 'firsts', the Station Wagon or 'Woodie' was the firm's debut entry into this particular market sector. At a time when re-configurable seating is commonplace the similarities are striking, showing just how advanced a concept it was. At a push the Woodie could accommodate eight people with their baggage carried on the fold-down rear deck, or alternatively the individual pair of second-row seats and rear bench could be folded forward and lifted out, leaving a substantial flat deck area. It was a true multi-purpose vehicle. As with the Model T, only one colour was offered, in this case Manila Brown, while mudguards, wheels, and most trim pieces were painted black. Over time dealers and owners frequently improved the appearance by adding the passenger car's chromed radiator shell.

While the majority of station wagons are known to have been designed, constructed and supplied directly by Murray to Ford, a few buyers or agencies chose their own coachbuilder. One company that was well known for constructing high quality Woodies on Packard and other top marques was the Hercules Body Company of Evansville, Indiana. The Model A we offer here is badged as bodied by Hercules and, as such, is extremely rare - only a comparative handful of Model As carried their coachwork.

This immaculate Station Wagon comes to market having received considerable work and expense of restoration. Mechanically, the car was entrusted to noted Model A specialist Ladd Eaton of Melvin Village, New Hampshire and found to need relatively little work, mainly the fettling of its brakes, carburettor, and electrical system. Sensibly, the cosmetics were entrusted to a noted restorer of wooden boats, Charles Gath, who carefully disassembled and refinished all the wooden body panels and trim elements. Using Epifanes spar varnish, these cars' original finish, the warm, original honeyed glow of the wood has been reinstated.

The current vendor purchased the Woodie at Bonhams' Amelia Island Sale in March 2015 (Lot 113) and brought it to the UK. He sent it straight to Belcher Engineering, the UK's top Model A Ford specialists, who were given a free-hand and did everything required to ensure that the car runs well. Since then it has only been used for short trips around the owner's farm, and is only offered for sale due to a lack of space. A wonderful opportunity to own a rare, distinctive and immensely practical vehicle that is sure to provide great fun for all of the family this summer and into the shooting season to come.

**£20,000 - 25,000**

**€22,000 - 27,000**

617 \* N

## 1936 CORD MODEL 810 WESTCHESTER SEDAN

Registration no. not UK registered  
Chassis no. 2140A

- *One of the most iconic American cars of all time*
- *Front-wheel drive*
- *Lycoming V8 engine*
- *From the penultimate year of Cord production*
- *Owned by the Key Collection since 2009*



One of the few automobiles deemed worthy of inclusion in the Museum of Modern Art in New York, and arguably the most easily recognised American car of all time, the Cord 810 debuted in November 1935, receiving a rapturous reception at US automobile shows. The work of a team headed by Duesenberg designer Gordon Buehrig, the 810 body style with louvred 'coffin' nose, streamlined, spat-shaped wings and absence of running boards would prove immensely influential, its distinctive features being borrowed by most mainstream manufacturers by the decade's end.

The 810's arrival marked the end of a hiatus in Cord production, its predecessor - the L29 - having disappeared in 1931. Errett Lobban Cord had introduced the L29 in 1929 as a gap-filling model priced between his Cord Corporation's Auburn and Duesenberg lines. Powered by a Lycoming straight eight, the Cord L29 featured front wheel drive, then in vogue at Indianapolis. Its front-drive layout made for a low-slung frame, and the freedom this gave coachbuilders meant that the Cord was soon attracting the attention of master craftsmen on both sides of the Atlantic.

Front-wheel-drive like the L29, the 810 differed from its predecessor by virtue of its more compact Lycoming V8 engine and four-speed, pre-selector gearbox. Set further back in the chassis, the former endowed the 810 with better balance and came with 125bhp in standard trim or 170bhp when supercharged. Custom sedans on a longer wheelbase joined the four-model 812 range for 1937, though it is doubtful whether any independent offering ever matched Buehrig's original Beverly fastback sedan for sheer style. Priced competitively in the \$2,000-3,000 range, the 810/812 should have been a huge success, though, sadly, this was not to be. The Cord Corporation was in deep financial trouble, and when its proprietor sold up in August 1937, it spelled the end not just for Cord, but for Auburn and Duesenberg as well.

This example of a car widely recognised as one of the top ten automotive designs of all time was purchased by the Key Collection in the USA and imported in July 2009.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

**£70,000 - 110,000**  
**€75,000 - 120,000**

618

## 1929 BUGATTI TYPE 44 TOURER

Coachwork by Harrington

Registration no. UL 4703

Chassis no. 44923

- *Delivered new to the UK*
- *One of two known surviving Harrington tourers*
- *Outstandingly original*
- *Well known in Bugatti circles*



'Bugattis encapsulate concepts of engineering which, once seen, change your ideas radically and definitively. Drive them, and you realise that each car is form and engineering in equilibrium, and a work of art.' – William Stobbs, *Les Grandes Routières*.

By the early 1930s Ettore Bugatti had established an unrivalled reputation for building cars with outstanding performance on road or track; the world's greatest racing drivers enjoying countless successes aboard the Molsheim factory's products and often choosing them for their everyday transport. Considered the finest touring Bugatti of the 1920s, the Type 44 was introduced towards the end of 1927 and lasted in production until 1930. 1,095 were built, of which around 10 percent survive today. The model was powered by Bugatti's classic single-overhead-cam straight eight engine, one of the most famous automobile power units of all time. Because of its lengthy run of success, Ettore Bugatti remained committed to his single-cam design, only adopting the double-overhead-camshaft method of valve actuation, after much prompting by his eldest son Jean, on the Type 50 of 1930. The Type 44's twin-block, three-valves-per-cylinder, single-plug engine displaced 2,991cc and produced approximately 80bhp, an output good enough for a top speed of over 75mph. Driving via a four-speed gate-change gearbox, this superb motor was housed in Bugatti's familiar Vintage chassis featuring a circular-section front axle and rear quarter elliptic springing.

This particular car's history is detailed in the accompanying and typically thorough 56-page copiously illustrated report compiled by independent Bugatti consultants David Sewell and Mark Morris, which prospective purchasers are encouraged to read. Chassis number '44923' is documented in the factory records on 23rd April 1929 and was delivered to Colonel W L Sorel, the manager of Bugatti's London Depot. Four Type 44s were delivered in this order batch: '44923', '44924', '44925', and '44926'.

The original coachwork chosen for this car was that of a well-appointed four-seater tourer with full weather equipment. Delivered to London in rolling chassis form, the Bugatti was then despatched for bodying to coachbuilder Thomas Harrington Ltd, at that time based in Brighton, Sussex. Founded in 1897 and known to have been bodying cars as early as 1905, Harrington had become a major producer of motor coach bodies while keeping up the car-bodying side of its business, concentrating on high-quality European makes, Bugatti included.

Though the exact number of Bugattis that carried Harrington coachwork is not known, it is believed that they completed only two or three coupés and perhaps as many as five cars with touring coachwork, of which this example is one of two known survivors.





The Bugatti's first owner is not recorded. The earliest reference found is photographs of the car carrying a 1938 New York State Licence Plate, but without a link to the owner's name during that period. The first clear record with owners' names appears in the 1979 American Bugatti Register, which lists John M Gill Jr of Massachusetts as owner at that time and Messrs John King and William W Marsden as former owners.

John M Gill owned '44923' twice, and after the second period of ownership it was sold to John North of Easton, Maryland, USA before returning to the UK in 1988 when it was advertised by London-based dealer Dan Margulies. Upon returning to the UK the car was registered as 'UL 4703'. This was from a series of numbers issued by the London County Council commencing in December 1928/January 1929. From Margulies the Bugatti passed to Ed Hubbard and was advertised for sale by Ivan Dutton UK Limited. Copies of Margulies' and Dutton's advertisements are on file. It then came into the ownership of Peter Parkinson of West Sussex, During his custodianship the car was re-trimmed by Mike Thomas of Sidlesham, Chichester, while mechanical work was entrusted to Ivan Dutton Limited and servicing to Taylors of Chichester.

Peter used the car and attended various events including the BOC's Garden Party and Concours of 1993 and 1994, on both occasions winning the George Harris Cup for the Best Touring Bugatti (see photograph on file). He also took the Bugatti to the 100th Anniversary Harrington Gathering in June 1997.

The current vendor bought 'UL 4703' from Peter Parkinson *circa* nine years ago and has used it sparingly, with any necessary maintenance carried out by his own mechanics.

As presented today, '44923' is a very fine touring Bugatti, capable of seating 4/5 people and equipped with full weather equipment (hood and side screens). The coachwork has been restored but retains original details such as the twin side-mounted spare wheels; the central air vent on the top of the scuttle; the scuttle side vents; and the two-piece opening windscreen with side deflectors. One of the great joys of this car is the coachwork's originality. Although it has been restored, and the main body's fabric covering replaced, some of the original fabric survives on the underside of the passenger-side rear door. These samples show the original colour to have been maroon, subsequently over-painted black. Thus, the fabric used in the body's restoration has returned the car to its originally specified maroon colour.

Another remarkable attribute of the car is the original ash frame body structure and original floorboards, all of which appear in remarkable condition. Nicely appointed with red leather trim, both front door openings retain their original Harrington nameplates, while a period-correct Jaeger instrument panel and Marchal-Vaucanson switches adorn the dashboard.

'44923' Photographed at Prescott during Peter Parkinson's ownership



'44923' carrying a 1938 New York registration plate 3C 17 57, photographed next to a Grumman Duck seaplane



A rare Schebler choke cable pull is fitted to the left of the setting column, while the ignition advance/retard lever and hand throttle are to the right of the steering column, with a Bosch horn button alongside. A battery master switch is mounted on the driver's side below the bodyline.

The car's original Bugatti-Alsace chassis plate stamped '44923' and '17 HP' is mounted on the bulkhead together with an original patent plate. The original Molsheim chassis frame has matching numbered components stamped '636'; these include the engine, cam box, gearbox casing and lid, plus both the front and rear axles. The bonnet, which was standard supply when Bugatti sold a complete rolling chassis, also is stamped '636', which again helps to confirm the car's correctness. The frame number is '1035', consistent with what one would expect given the chassis number. Repusseau/Hartford friction shock absorbers are fitted to both front and rear axles.

On the engine, the upper and lower crankcase are stamped with assembly number '51' and are thus an original matched pair. Although its number is obscured by the radiator, the cam box is without question an original Molsheim component. The engine number '636' is correctly stamped on the driver's-side front crankcase arm, with an additional 'C' below the number. The chassis number '44923' is stamped on the passenger's-side rear arm.

Ignition is supplied by a period Bosch distributor, and a replacement coil has been fitted to the bulkhead. The cylinder blocks still retain their aluminium cover-plates, concealing the fixing nuts on the upper crankcase/cylinder block interface. The other great rarities on this engine are the clutch under-tray and the louvered valance panel under the carburettor. The latter is an updraft Carter BB1 manufactured in the USA, rather than the standard Bugatti-issue Schebler SX 280. Originally fuel would have been fed to the carburettor from the main tank at the rear of the car via an Autovac tank. This has been replaced by a neatly installed electric fuel pump, which is mounted in the driver's chassis side rail. The starter motor and front-mounted dynamo are period Marchal-Vaucanson components, while lighting is supplied by Marchal headlights and Hella-Saturnus 'Marchal'-pattern taillights.

Outstandingly original and correct, well detailed and with its original coachwork fittings intact, '44923' represents a rare opportunity to acquire a practical and very usable example of Bugatti's Vintage-era 3.0-litre eight-cylinder touring car. Affording the fortunate next owner the opportunity to enjoy open-top touring in unmatched pre-war style, this wonderful Bugatti is also eligible for many of the world's most prestigious historic motoring events.

**£200,000 - 300,000**  
**£220,000 - 330,000**

**1979 BENTLEY T2 SALOON**

Registration no. JPM 892V

Chassis no. SBH38704

- *Believed used by Prime Minister Margaret Thatcher in the 1980s*
- *Previously registered to Civil Service Supplies*
- *Recently repainted*
- *Substantial history file*



Outwardly distinguishable from the Silver Shadow only by virtue of its different radiator, the T-Series Bentley was introduced alongside its Rolls-Royce sibling in 1965. Mechanically identical, the duo represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction of the chassis/body. Originally of 6,230cc, the pushrod V8 engine grew to 6,750cc in 1970 and provided identical power in either application. Nevertheless, *Autocar's* T2 proved the fastest of the Shadow family that the magazine had tested, accelerating to 60mph in under 10 seconds and achieving a maximum speed of 119mph. Introduced in 1977 alongside the Shadow II, the T2 gained split-level air-conditioning, rack and pinion steering, a revised dashboard, and a chin spoiler. Although much less popular at the time than the equivalent Rolls-Royce (only 558 T2s were sold compared to 8,422 standard-wheelbase Shadow IIs) Bentley's resurgence has seen these arguably more attractive cars become increasingly sought after.

According to the original chauffeur and previous owner, and supported by a large history folder, this Bentley T2 was delivered new to Jack Barclay Ltd of London in September 1979. Originally finished in Peacock Blue, the car was purchased by Norman Bloom, a prominent London surgeon.

The story goes that in June 1980 Mr Bloom was invited to a garden party hosted by his friends Prime Minister Margaret Thatcher MP and her husband, Denis. At the party Mrs Thatcher apparently remarked that the car's colour not only matched Conservative Blue but also the outfit and hat she was wearing. A few days later the Bentley was presented to her as a gift, and in accordance with protocol was registered to Civil Service Supplies. The car was delivered to the Thatchers' home in Dulwich, South London and used by Mrs Thatcher until 1988. Subsequent owners included Lady Hammond of Starborough Castle, Tania de Thorpe Millard, and then a Bentley enthusiast who in 1992 won an award at the BDC Concours. More recently, and for 17 or so years, the car belonged to a California resident who took it as far afield as Japan.

There is a substantial history file containing the original books (including two full service books); copy chassis records; current MoT certificate; and Jack Barclay's original letter of delivery. The most recent service included replacing the carburettor gaskets, work to the brakes, new battery, new tyres, and a new starter. The car is said to run and drive well, and having just been repainted it looks stunning.

**£11,000 - 16,000**

**€12,000 - 17,000**

620 \* N

## 1938 DELAGE D6-70 COUPÉ DE VILLE

Registration no. not UK registered

Chassis no. 51797

- Premier French make
- Formerly part of the Aalholm Museum Collection, Denmark
- Unusual coachwork
- Purchased for the Key Collection in 2012



'Delage have to their credit many world's records, including a world's championship, and more awards at the principal Concours d'Elegance than any other car in the world... To these achievements Delage have added a third and greater. They have made the highest known degree of luxury and performance available at the price the average motorist can pay.'

Delage's publicity had every right to sing the praises of what, arguably, was the finest French car of its day. Founded in 1905 by Louis Delage, the company commenced production with a single-cylinder De Dion-engined runabout and within a few years was offering multi-cylinder designs. The publicity value of racing was recognised right from the start, a single-cylinder Delage winning the Coupe Des Voiturettes as early as 1908 and Louis himself taking the 1911 Coupe de l'Auto in a 3.0-litre four-cylinder. Victories at the Grand Prix du Mans and the Indianapolis 500-Mile Race were achieved prior to WWI, the company going on to become a major force in Grand Prix racing in the 1920s and setting a new World Land Speed Record mark in 1924 with a 10.7-litre overhead-valve V12.

Following the take-over by Delahaye in 1935, Delages were built to Delahaye designs but retained their own superior short-stroke engines and hydraulic brakes. Introduced for 1937, the D6-70 was powered by Delage's own powerful 2,729cc overhead-valve 'six', which drive via a Cotal electrically operated four-speed gearbox. Both fast and durable, the D6-70 proved good enough to win the Tourist Trophy at Donington Park in 1938 and secure a brace of Le Mans 24-Hour 2nd places: to a Bugatti Type 57 in 1939 and a Ferrari 166 ten years later.

With its deep black coachwork and contrasting broad gold coachline, this striking Delage D6-70 Coupé de Ville is a certain head-turner in any company. An unusual example of the late-1930s Delage, '51979' was purchased for the Key Collection when a selection of the Danish Aalholm Museum's cars was sold at auction in 2012.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

**£20,000 - 30,000**  
**£22,000 - 32,000**



621 N

**1929 FORD MODEL A SALOON**

Registration no. IU 1891 (Irish Registration)  
 Engine no. A1434102

After a production run of nearly 19 years Ford's ground-breaking Model T was finally replaced by the new Model A which went on sale in December 1927. A more complex car than its predecessor, the Model A was also more powerful, its 3.3 litre four-cylinder side valve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A conventional three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition and at last there was a brake for each wheel. The T's utilitarian and outdated styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colours and, needless to say, competitive pricing, helped ensure its success. The Model A continued in production until March 1932, by which date 4,858,644 examples in all body styles had been made. Production of the Model A was truly international, with examples being assembled not only in Ford's US factories but also in Canada, Argentina, Denmark, France, Germany, Japan and the UK. For those European markets where cars were taxed by engine size, Ford's UK factory produced a smaller engine displacing only 2.0 litres in addition to the larger 'standard' 3.3-litre. Part of an extensive private collection this Right Hand Drive Model A is believed to be fitted with the larger engine. The four door saloon body is finished in green which is enhanced with gold striping, and upholstery is in brown corduroy. The condition of the paintwork is now described as excellent; engine, chassis and bodywork very good; and interior, transmission and electrical equipment all good. The car currently carries the Irish registration plate IU 1891. With no modifications from factory specification noted, this Model A would undoubtedly make a most attractive addition to any collection of pre-war Fords or American cars.

**£7,000 - 10,000**  
**€8,000 - 11,000**



622 N

**1934 FORD MODEL FOURTEEN SALOON DE LUXE**

Registration no. IU 2518 (Irish Registration)  
 Chassis no. BF 5281174

The early 1930s were a period of significant developments for the Ford company as it sought to keep its products up-to-date and commercially competitive. A very successful flathead V8-engined car was launched in 1932 with accompanying freshly-styled bodywork, designated as the Model 18. But there was still a place in the Ford line-up for a four cylinder car and the Model A's replacement became the Model B, sharing the eight-cylinder car's chassis (which had a longer wheelbase than the Model A) and body style. The Model B incorporated a revised version of the Model A's engine, still displacing 3.3 litres, and with the petrol tank moved to the rear of the car an engine-driven fuel pump was fitted. The Model B was also produced in the UK at Ford's new Dagenham factory from 1932, and, like the Model A, two sizes of engine were produced, either 3.3 litres or 2.0 litres rated at 14.9hp for those markets where vehicle tax was related to engine size. Presenting as a very standard example this Ford Model B four door saloon is something of a rarity as, over the years, many examples have provided the basis for hot rods or been uprated with a Ford flathead V8 engine. Made to Right Hand Drive specification, it is believed to be fitted with the 14.9hp engine. In restored condition, the Model B's engine, chassis, paintwork, transmission and electrics are now described as being in very good condition, with 'excellent' bodywork and the interior retaining much originality including nicely patinated leather upholstery and dashboard instrument panel featuring a speedometer by Cooper Stewart of London recording 46,048 miles. Optional trafficators, a useful period accessory, are fitted. This most attractive Model B is worthy of joining any collection of pre-war Fords. The car currently carries the Irish registration plate IU 2518 and at the time of cataloguing a copy of its First Registration Certificate was being sought.

**£6,000 - 10,000**  
**€6,500 - 11,000**



623 N

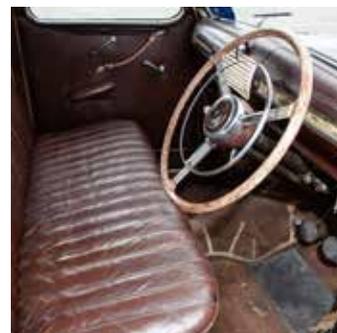
### 1949 FORD V8 PILOT SALOON

Registration no. ZV 91341 (Irish Registration)  
Chassis no. 7208219

The Ford Motor Company had first essayed a V8 in 1932, with manufacture in the UK being taken up by Ford's new Dagenham factory which had opened the previous year. Here the V8 was produced in several variations as the 1930s progressed, the Ford Pilot's direct ancestor first appearing in 1937 in the form of the unique-to-the-UK Model 62, which deployed the 22 hp (2,227 cc) flat head motor in a short-wheelbase chassis. This 22 hp engine went on to be used in Bren gun carriers during the Second World War, and according to one source, Canadian war-surplus engines were used when the Model 62 was revived by Ford in England as the Pilot in 1947. Performance was dramatically improved when the 22 hp engine was replaced by a larger V8 of 3.6 litres which developed 81 horsepower, and in this form the Ford Model E71A Pilot became one of the more capable British family saloon cars of its day. Total production ran to 22,155 and most of these were fitted with four door saloon bodywork. A small number of 'Woodie' Estate Cars were also produced and some pick-up versions were made for export. This Ford V8 Pilot has been part of a large private collection since 2006. Like many cars of its era the car reflects post-war austerity with black bodywork and brown leather upholstery. The Pilot carries Irish registration ZV 91341 with an old style log book, and other documentation on file includes a letter from the Society of Automotive Historians dating the car as 1949 together with an original repair manual. With a declared mileage of 38,521 and never having been fully restored the car is now described as having excellent bodywork and paintwork with the interior being in very good original condition, and the engine, chassis, transmission and electrics all very good. This V8 Pilot represents a great opportunity to add a fine original example of a characterful British Ford to your collection.

**£6,000 - 10,000**

**€6,500 - 11,000**



624 N

### 1922 HUDSON SUPER SIX SALOON

Registration no. not UK registered  
Chassis no. SAJP65FCT

The American Hudson Motor Car Company took its name from Joseph L Hudson, who provided the finances that enabled a group of experienced ex-Olds Motor Works employees to embark on a new automobile-manufacturing venture in 1909. During 1915 Hudson sold a little under 12,900 cars - some 1,000-or-so less than Chevrolet, by way of comparison - yet in 1916 no fewer than 25,772 Hudsons found customers, an increase of 100%. The reason was the introduction in January that year of the 'Super Six', which had been launched on the back of a series of high-speed demonstration runs made on Long Island in December 1915, and would set a number of American speed records in 2016. The secret of the Hudson's success was its advanced, four-bearing, 4.7-litre engine, which featured eight counterweights, large valves, a relatively high compression ratio, and efficient porting. With 76bhp on tap, the Super Six possessed a level of performance demonstrably superior to that of many six-cylinder rivals costing far more. One of the truly outstanding American cars of its day, the Hudson Super Six remained in production until 1926. This Super Six was purchased in 1989 in Sainte-Anne-des-Plaines, Quebec by the current vendors, a prominent private collection in the Republic of Ireland. Described by the vendors as in very good/excellent condition, the car is offered with a letter from the previous owner, shipping documents, and the original Canadian Immatriculation Certificate.

**£8,000 - 12,000**

**€8,700 - 13,000**





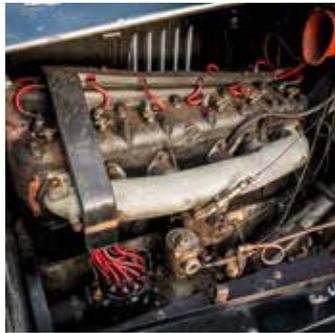
625 N

**1922 PIERCE-ARROW MODEL 38 OPERA COUPÉ**

Chassis no. 339326

Although Cadillac has for many years carried the prestige banner in the USA, it was not always so. Aside from American Rolls-Royce, the 'three P's' - Packard, Peerless and Pierce-Arrow - were always considered to represent the very best quality that the American industry could offer. Pierce's first automobile - the single-cylinder Motorette - appeared around 1901 followed by two-cylinder Arrow and four-cylinder Great Arrow models in 1904. At around this time it was decided to concentrate on making larger, more luxurious automobiles for the market's upper echelons. Pierce-Arrow's most famous feature, the headlights cowled into the front wings, was designed in-house in 1913, and this advanced feature would characterise all models until the end of production in 1938. The firm pioneered the extensive use of aluminium alloy, power-assisted braking, and hydraulic tappets, yet despite this willingness to embrace new technology remained wedded to traditional styling and an exclusively six-cylinder range. With its main rivals increasingly offering multi-cylinder models, Pierce-Arrow saw its sales decline throughout the 1920s. Dating from Pierce-Arrow's heyday, this Model 38 is offered from an extensive private collection in the Republic of Ireland having been purchased at Hershey in the early 1990s 'in excellent and completely original condition'. Described by the vendor as still in very good/excellent condition, the car is offered with Rol registration papers.

**£15,000 - 20,000**  
**€16,000 - 22,000**



626 N

**1928 AUSTIN 12/4 WINDSOR SALOON**

Registration no. Z 1067 (Irish Registration)  
 Chassis no. 45750

Austin introduced firstly the modest and affordable 'Twelve' (12/4) in December 1921 and then the diminutive 'Seven' in 1922. The robust side-valve four cylinder engine in the 12/4 initially displaced 1,660 cc but in 1926 capacity was increased to 1,861cc to cope with heavier bodywork. For this larger engine the factory claimed a maximum output of 27bhp at a lowly 2,000rpm, sufficient for 40-45mph cruising speed and fuel consumption of around 26 miles per gallon. Effective four-wheel brakes meant that the Twelve pulled up better than many of its contemporary rivals. The majority of 12/4 chassis were fitted with bodies designed and made in the Austin factory, and the wide range of styles offered included open and all-weather tourers and saloons together with more formal landaulettes and limousines. Demonstrating Austin virtues of sound design and excellent build quality the 12/4 remains a very practical and usable vintage car, and is an enduring favourite with enthusiasts. This 'Windsor' saloon is believed to have been made in 1928 and is a good example of the firm's closed body offerings. The accompanying replacement Irish buff log book for Z 1067 dates back to 1941 and lists the previous owners as Kelleher, O'Keefe, Wallace, Murphy and Butler, with the last change in 1981 since when the car has formed part of a large private collection. The car benefits from a sensitive restoration and now presents very well. The engine is described as being in excellent condition, with chassis, transmission and high-quality CAV electrical equipment being 'very good'. The bodywork and paintwork is 'excellent' and the similarly described interior is a particular highlight, being 90% original and featuring inviting brown leather upholstery. An appealing example of a characterful vintage saloon, this 'Windsor' would enhance any Austin collection.

**£9,000 - 12,000**  
**€10,000 - 13,000**



627 N

### 1945 AUSTIN 16HP SALOON

Registration no. not registered

Chassis no. 23312

Introduced in the summer of 1945, the Sixteen (16hp) had actually been announced in September 1944. Outwardly it was identical to the 12hp side valve-engined model that had appeared immediately before the outbreak of war in 1939, but it enjoyed the significant advantage of a larger overhead-valve engine displacing 2,199cc which could propel the 16hp car to a claimed top speed of 75 mph. Bored out to 2,660cc the same design of engine was later used in the Austin A90 Atlantic and the Austin-Healey 100/4. The Sixteen proved considerably more successful than its 12hp sibling, outselling it four to one before production ceased in 1949. One escapade which helped the Sixteen achieve this sales success was a publicity run carried out for the Austin Motor Company by a team of three new cars during the extremely harsh winter of 1947. Led by Alan Hess, Austin's publicity manager, the cars visited seven northern European capitals in seven days, arriving with great fanfare at the Geneva Motor Show. Hess later set down the story of this adventure in his book *Gullible's Travels*. Part of a large private collection, this Austin Sixteen saloon is stated to have been built in 1945, originally being supplied by The Balmoral Garage in Bristol. The bodywork and paintwork are both described as being in excellent condition, and the car is finished in a pale brown typical of early post-war Austins. This is complemented by the 'very good' interior with original brown leather-upholstered seats and fine Bakelite instrument panel at the centre of which is a Smiths speedometer reading 64,472 which may well be the original mileage given the condition of the car's interior. With an 'excellent' engine, 'very good' chassis and transmission, and 'good' electrics, this Sixteen presents as a very correct example of the car which launched Austin's post-war success.

£5,000 - 8,000

€5,500 - 9,000



628

*From a deceased's estate*

### 1926 MORRIS OXFORD 13.9HP TWO-SEATER PLUS DICKEY

Registration no. DK 3548

Chassis no. D132709

One of the best known and most readily recognised Vintage cars, the 'Bullnose' Oxford had its roots in the Edwardian era. The first examples, fitted with 8.9hp White & Poppe engines, were manufactured in 1913, embodying Morris' successful formula of offering technically unexciting but well built and well equipped cars at a bargain price. The Oxford and its close relation, the Continental-engined Cowley, evolved gradually, both models switching to engines made by Hotchkiss' Coventry subsidiary in 1919. A close copy of the Continental, the Hotchkiss engine was made in 1,548cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923. A more conventional flat-fronted radiator replaced the distinctive 'Bullnose' type in late 1926, by which time four-wheel brakes had become standardised on the Oxford chassis. All-steel bodies, built under licence granted by the American Budd concern, were another new introduction that year. Easy to drive and maintain, the Bullnose Oxford was Britain's most popular car prior to the arrival of the Austin Seven. This example was purchased by the lady vendor's late husband in 2016 and last used in 2018. Dry stored since then, the Morris is presented generally good condition, though careful re-commissioning and the usual safety checks are advised before returning it to the road. The car is offered with a V5C document and a substantial history file (perusal recommended).

£10,000 - 12,000

€11,000 - 13,000



629

## 1916 SAXON 12.1HP TWO-SEATER ROADSTER

Registration no. SV 5341

Chassis no. 956

- Dated by the VCC
- Proven Rally and Event record
- Perfect for many Edwardian events



Established in the heart of the U.S motor industry – Detroit, Michigan – in 1913 the Saxon Motor Car Co. bravely entered the fray of the burgeoning motor industry as a late comer at a time when Henry Ford's Model T commanded centre stage. Their early advertising boasted "a high grade, well designed, carefully built, two passenger automobile with four cylinder motor, standard tread and other standard features, produced by an experienced organisation, soundly financed and well managed". Would such self-proclaimed credentials enable the fledgling company to eat into the market dominance of Henry Ford – only time would tell.

Their new four cylinder car was attractively priced at significantly less than the Model T, was conventional in most respects and was well manufactured under the watchful eye of Saxon President Hugh Chalmers. Initial production was about 1,000 cars per month. The Demotcar factory proved hopelessly inadequate for such numbers and production was moved to the Abbott factory. Production numbers were about 12,000 units in 1915 rising to almost double that number in 1916 – so here was a car that found its own place in the market and was both reliable and priced competitively. Sadly over-trading, an over ambitious plan to expand production and war time shortage of materials saw the demise of this plucky manufacturer in 1922. It deserved to succeed.

This car was imported from the United States in 1992, having been on display there for about 40 years in the Auto Museum at Bridgewater, New York.

One of only a handful recorded in the UK by the Veteran Car Club of Great Britain, the car benefited from a rebuilt engine carried out on upon arrival in the UK and has since been extensively rallied in Veteran Car Club events during the present long term ownership. It comes to the market only because of the lady owner/driver's failing health.

During this ownership it has been carefully maintained by its enthusiast engineer/owner and has a proven track record of reliability. The car has been preserved to original specification in all major respects and is smartly presented in its original blue and black livery - (it had been over-painted yellow when it arrived in UK) - with black upholstery and varnished wooden wheels. It has been officially dated by the VCC and awarded certificate no. 2067. Gas and oil lamps are fitted with a running board-mounted gas generator, a spare two gallon petrol tank, a hand klaxon gives audible warning of approach, a later self starter is fitted and a concession to safety is the fitting of discrete flashing indicators and a dynamo. Here is a most practical and easy to rally Edwardian car with a proven rally and event record. We advise the usual careful recommissioning following a period of inactivity due to the vendor's illness. The car is offered with a Swansea V5C registration document and VCC Dating Certificate issued in 1995, along with a dis-assembled spare engine which prospective purchasers are advised to inspect for completeness .

**£12,000 - 15,000**

**€13,000 - 16,000**

630

## 1909 RENAULT AX 8HP TWO-SEATER

Registration no. CX 1673

Engine no. 5271

- Dated by the VCC
- One of the most successful pre-WWI Renaults
- Eligible for many events



Pioneers in the French motor industry, Renault enjoyed considerable distinction in the early days of motor sport in such notable events as the Paris-Bordeaux and Paris-Vienna races, Marcel Renault's victory in the latter race in 1902 putting the marque firmly on the map. Marcel's death in the notorious 1903 Paris-Madrid race was a serious blow resulting in Louis Renault's withdrawal from motor racing, concentrating on continuing production of well engineered motor cars with engines designed by Viet, brother-in-law to Georges Bouton. The announcement of the twin-cylinder models AX and AG in 1905 heralded perhaps the most commercially successful of all Renault's pre Great War models. Here was a car of simple design, easy to drive and with mechanical features which even a horse groom might begin to understand. The vertical twin-cylinder engine, with mechanically operated valves, was simple and robust, endearing qualities to the novice motorist, and the three-speed gearbox was simplicity itself.

There are few cars which within veteran car owners' circles which command the respect of the Renault AX. These twin cylinder 8hp cars consistently demonstrate their reliability in club events, the AX models holding station quite well motoring alongside four-cylinder counterparts and generally arriving at coffee and lunch stops in time for the early pickings. The success of the model is demonstrated by a long production run which continued until the outbreak of hostilities in 1914. A further attraction of AX ownership lies in the extremely active Renault Frères Club which not only organises excellent events in the U.K. and France but also offers an invaluable spares service to Renault owners.

The known history of this car dates back to 1953 with correspondence from that time on Veteran Car Club files from VCC stalwart T.E. Johnson of Birmingham. The car later passed into the Edgar Pilkington collection, famously dispersed at a memorable on site auction at Ludlow in July 1986. Passing then into the ownership of VCC member Bob Leopold, the car remained in frequent use in VCC events before passing into the small but distinguished collection of the vendor in 2008.

The CX registration no. of this car suggests it was first registered in Huddersfield in the West Riding of Yorkshire, and although the car bears no coachbuilder's plates it may well be that the coachwork is by respected coachbuilders Rippon Brothers of that town – Britain's oldest coachbuilders - known to have supplied similar Renaults at that period. The car stands as an older gently mellowed restoration and is generously equipped with Lucas King of the Road acetylene headlamps, a brass bulb horn, black leather upholstery, hood and a folding windscreen, a Pratts two gallon spare petrol can, and a most useful 'Stepney' wheel. Notably CX 1673 - VCC dated in 1955 (certificate no. 324) - retains its original Renault carburettor on which these cars run so well. Unused in recent times because of illness, this delightful AX will we feel respond well to careful recommissioning and it is offered with a V5C registration document and a VCC Dating Certificate

**£18,000 - 22,000**

**€20,000 - 24,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

631

London to Brighton eligible

## 1903 MINIATURE VELOX 3.5HP TWO-SEATER

Registration no. BS 8596

Engine no. 1327

- Dated by the VCC
- Believed to be the only surviving example
- Participated in circa 30 London to Brighton Veteran Car Runs



Surely amongst the rarest of all veteran cars this Miniature Velox - believed to be the only survivor - was built by the Velox Motor Co. Ltd of Parkside Works in Coventry, Warwickshire. The company had commenced motor car production in 1902, its first production model being a 10hp twin cylinder car with shaft drive. In 1903 they offered a four cylinder 10hp model and the Miniature Velox, a two seater with a single cylinder proprietary engine. The Miniature Velox defied convention with its tubular chassis frame, an inverted suspension system, a transversely mounted front engine with primary chain drive to a gearbox mounted amidships and a secondary central chain to a live rear axle. Production was short-lived. Notes on file suggest that only 21 Velox cars were built in total.

This car was first recorded in Veteran Car Club records in 1956 in the ownership of Frank Davis of Swindon who was seeking the help of VCC historian Denis Field in identifying the car. By 1958 Davis had correctly identified the car as a Miniature Velox, referencing *Autocar* magazine of 27th June 1903 p 756, further references in *Motor* magazine and finally *Peaches Motor Annual* of 1903 p.23, as his sources of information. A contemporary advertisement of 1903 claimed "immunity from mud and dust under all conditions" - perhaps wildly ambitious? The Miniature Velox could be ordered with a down payment of £35, the balance of £90 being payable when ready for delivery - or alternatively twelve monthly payments of £8.

The Miniature Velox - without engine and gearbox - passed from Davis into the hands of VCC Past President, the late Thomas Love, from whom the vendor acquired the car in about 1970. Engine and gearbox were missing along with other components but sufficient information was available to enable period compatible components to be identified, located, manufactured and fitted by its able new engineer/owner. The bodywork and wings were carefully recreated using period drawings/pictures. Following completion of the long and painstaking restoration the car was reviewed by the Veteran Car Club Dating Committee and awarded Dating Certificate no. 1347. Apart from a short period the car has remained in the present ownership since 1970 (it was sold briefly - the sale was regretted and it was bought back) and it has proved itself a capable London to Brighton runner with two up, first taking part in that event in 1973 and then on about 30 or so subsequent occasions.

The Miniature Velox, now powered by a De Dion type engine with atmospheric inlet valve and fuelled by a later Smiths carburettor, is presented in red livery with black upholstery and equipped with brass Lucas oil lamps and a bulb horn and carries a Veteran Car Club dating plate and early AA and RAC badges. Following a period of inactivity owing to the vendor's ill health this London to Brighton eligible car will require the usual careful recommissioning. It is offered with a Swansea V5C registration document and a copy of the VCC Dating Certificate.  
**£40,000 - 50,000**  
**€44,000 - 54,000**

632

*Property of a deceased's estate*

## 1934 SIDDELEY SPECIAL SEDANCA COUPÉ

Coachwork by Vanden Plas

Registration no. BUW 7

Chassis no. 3348

- One of only 253 produced
- Believed to be one of only two Vanden Plas-bodied survivors
- Offered from long-term ownership
- Original registration number



Born out of the 1919 merger of Armstrong-Whitworth's car division with the Coventry-based Siddeley-Deasy, Armstrong-Siddeley was more noted for its automobiles' high quality of construction, rather than their outright speed. Nevertheless, the firm did produce one outstanding high-performance model in the 1930s - the 30hp Siddeley Special, which debuted in chassis form at the 1932 Motor Show at Olympia. The following year a Vanden Plas-bodied tourer took one of the concours prizes at the RAC Rally, and by the time manufacture ceased in January 1937 no fewer than 17 different coachbuilders had conceived bodies in a wide variety of styles for the 253 chassis produced, of which no more than 20 survivors are known to the Armstrong-Siddeley Owners Club.

Crafted in hiduminium alloy - a spin-off from the firm's aeronautical activities - the Special's magnificent six-cylinder overhead-valve engine produced 125bhp at 3,200rpm. A seven-bearing design displacing 5.0 litres, this paragon of power units transmitted its abundance of low-speed torque via a Wilson pre-selector gearbox, and could propel the heavyweight Special smoothly from walking pace to over 90mph in top gear.

The Special's blend of engineering excellence and a performance to match Bentley's 'Silent Sportscar' guaranteed its appeal, though the high price meant that ownership was necessarily restricted to a wealthy elite, Sir Malcolm Campbell and Tommy Sopwith among them. Nevertheless, its blend of performance and quality must have been of some concern to Rolls-Royce.

According to original company sources, chassis number '3348' was completed early in 1934 and filled with Sedanca Coupé coachwork by Vanden Plas (body number '3074'). Its similarity to the model exhibited by Vanden Plas at Olympia in 1933 is striking, although the rear windows are thought to be a later addition. It is believed to be one of only two Siddeley Specials with Vanden Plas coachwork surviving today. The body was extensively rebuilt in the 1970s, while the interior has been re-trimmed more recently. Otherwise 'BUW 7' is described as very original all round.

Offered from long-term ownership, this is an imposing and important motor car that must be considered to be in the same league as the contemporary Rolls-Royce Phantom II. In the words of a former Armstrong-Siddeley Owners Club historian: "in terms of Armstrong-Siddeley cars, 'BUW 7' sits at the top of the tree". Described as 'on the button', this unique and distinctive sporting carriage is offered with sundry bills, an owner's manual, and a V5 registration document.  
**£40,000 - 60,000**  
**€44,000 - 65,000**

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

633

**1948 BENTLEY MARK VI 4¼-LITRE  
DROPHEAD COUPÉ**

Coachwork by Park Ward Ltd

Registration no. GUS 732

Chassis no. B38EY

- *Rare coachbuilt soft-top Mark VI*
- *One of a believed 23 completed to this design*
- *Original interior*
- *Present ownership since 2014*





*The Autocar* magazine was highly impressed with their Mark VI test car in the spring of 1950. 'Perhaps the outstanding thought from extensive driving of the Bentley MkVI built by the world's premier car manufacturers, Rolls-Royce, is that it has no single predominant feature but gains its unique position from a combination of superbly matched qualities that raise it above the level of other cars. Years of painstaking research and development with mechanical perfection as the goal show their results unmistakably. Smoothness and quietness and sheer quality are in the superlative.'

Despite the popularity of the standard steel body, a coachbuilt alternative remained the preferred choice of many customers. Indeed, anyone desiring a soft-top Rolls-Royce or Bentley had no alternative but to commission one from an independent coachbuilder, there being no factory-built alternative at this time. With the passage of time many Mark VIs have lost their original bodywork, in many cases because it had deteriorated beyond economical repair.

Not so this particular example, chassis number 'B38EY', which retains its original drophead coupé coachwork by Park Ward Ltd, a company that had been wholly owned by Rolls-Royce since 1939. Chassis number 'B38EY' is an early example of Park Ward's well-balanced design, which unlike some contemporary offerings manages to maintain its sleek appearance with the top raised. It is estimated that only some 23 cars were completed in this particular style. The current vendor has owned 'B38EY' since March 2014.

The Bentley is attractively finished in silver metallic, and most unusually retains its original Navy Blue/grey leather interior. Described by the private vendor as in generally good condition, this handsome and rare coachbuilt Mark VI is offered with sundry bills and a V5C Registration Certificate.

**£70,000 - 100,000**  
**€76,000 - 110,000**

634

## 1972 CITROËN DS20 SUPER SALOON

Registration no. CAU 863K (see text)

Chassis no. 01FD7063

- *Low mileage example*
- *Five-speed manual transmission*
- *Long-term enthusiast ownership from new*
- *Large history file*



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

Other models offered alongside the original DS were the ID (a simplified, cheaper version), the cavernous Safari estate and the two-door Décapotable (convertible), the latter boasting coachwork by Henri Chapron.

Right-hand drive versions were assembled in England at Citroën's Slough factory up 1966, whereupon manufacture of all RHD models reverted to France. By the time production ceased in April 1975, more than 1.3 million of these wonderfully idiosyncratic cars had been built.

This low mileage (the odometer is displaying circa 35,000 miles) DS20 Super was purchased new from Bristol Street Motors, Nottingham by Mr W H Whetton of Nottinghamshire, an enthusiastic member of the Citroën Car Club, who appears to have owned it for many years. As one would hope and expect of such long-term careful ownership, the car comes with a most substantial history file (perusal recommended). This file containing the original owner's manual and guarantee, assorted CCC correspondence, numerous bills, SORN paperwork, marque related literature, and a vast quantity of expired tax discs and MoT certificates dating back to the mid-1970s. Please note, if purchased by a UK buyer this vehicle will need to be re-registered in the UK.

**£19,000 - 24,000**

**€21,000 - 26,000**

635

## 1977 VOLKSWAGEN BEETLE 1200 SALOON

Registration no. WDP 36S (see text)

Chassis no. 1182001513

- Circa 3,600 miles from new
- Dating from the last year of European production
- Kept on showroom display for many years
- First registered in 1998



One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car', going on to become an all-time best-seller and cult classic. The Beetle was continuously up-dated from the time post-war production commenced, under British military supervision, in 1945, acquiring subtly altered coachwork, improved running gear and larger engines. Development proceeded slowly in the immediately post-war years.

There were numerous detail improvements but the model range - standard and 'export' saloons plus the Karmann-built cabriolet - remained largely unchanged from 1949 to 1965. The first major change to the original design occurred in 1953 when a larger, 1,192cc engine was introduced on the 1200 model. Export models were built to a higher specification, incorporating hydraulic brakes and synchromesh gears, but even as late as 1962 the standard saloon was being built with cable brakes and a non-synchromesh gearbox! Greater window area and revised, ball-jointed front suspension had been among the most significant developments for 1965, and in the following year the standard, 34bhp 1200 model was joined by the new 1300 equipped with a more powerful 50bhp engine.

In 1974 the Wolfsburg production lines switched to the new Golf, which would become Volkswagen's most successful model since the Beetle. Production of the latter continued at other plants in Germany, though in smaller numbers than before, until 19th January 1978, when mainstream production shifted to Brazil and Mexico. By the time production finally ceased (in Mexico) in 2003 a staggering 21,500,000-plus Beetles of all types had been made.

Dating from the final full year of European production, this example of the classic Volkswagen Beetle 1200 was kept on showroom display for many years and not first registered until June 1998. As such the car has covered only some 3,600 or so miles from new. Accompanying documentation consists of a (copy) V5C Registration Certificate, a quantity of expired MoTs (eight in number), and sundry bills for servicing, parts, etc. Please note if purchased by a UK buyer this vehicle will need to be re-registered in the UK.

**£11,000 - 15,000**  
**€12,000 - 16,000**



636

**1966 VOLKSWAGEN BEETLE 1300 SALOON**

Registration no. JVT 721D  
Chassis no. 1161016262

One of the 20th Century's truly great automobiles, the Volkswagen 'Beetle' lived down its origin as Hitler's 'people's car', going on to become an all-time best-seller and cult classic. The Beetle was continuously up-dated from the time post-war production commenced, under British military supervision, in 1945, acquiring subtly altered coachwork, improved running gear and larger engines. Development proceeded slowly in the immediately post-war years. There were numerous detail improvements but the model range - standard and 'export' saloons plus the Karmann-built cabriolet - remained largely unchanged from 1949 to 1965. The first major change to the original design occurred in 1953 when a larger, 1,192cc engine was introduced on the 1200 model. Export models were built to a higher specification, incorporating hydraulic brakes and synchromesh gears, but even as late as 1962 the standard saloon was being built with cable brakes and a non-synchromesh gearbox! Greater window area and revised, ball-jointed front suspension had been among the most significant developments for 1965, while the following year the standard, 34bhp 1200 model was joined by the new 1300 equipped with a more powerful 50bhp engine. Formerly kept on showroom display, this low mileage (the odometer is currently reading circa 27,000 miles) Beetle 1300 is described by the vendor as in good condition throughout. The car is offered with insurance documents, old V5 registration documents, sundry bills, and a quantity of expired tax discs and MoTs.

**£9,000 - 12,000**  
**€9,700 - 13,000**



637

**1982 BMW 316 SPORTS SALOON**

Registration no. DHP 369Y (see text)  
Chassis no. LUBAAG120307970969

"When the first production E21-model BMW rolled off the production lines at the Milbertshofen factory in Germany on 2 May 1975, it marked the start of a new era." – James Taylor, *BMW 3 Series The Complete Story*. Successor to the well liked 1602/2002 range, the BMW 3-Series debuted in 1975 and would go on to be an even better seller for the Munich firm than its predecessor. Built initially in two-door form only, the newcomer made use of BMW's existing and well-tried overhead-camshaft engines, the latter initially ranging in size from a 1.6-litre four to a 2.3-litre six. Curiously, although it started life with a 1,563cc engine, the four-cylinder 316 model gained a 1,766cc unit in 1980, which should, logically, have made it a 318... The car offered here is one of these later 1,766cc models. By the time 'DHP 369Y' was first registered (in December 1982), the original E21 series had been replaced by the E30 series, deliveries of which commenced in November '82, making it one of the last of the original models sold. This BMW is described by the vendor as in good condition throughout. Offered with a V5C Registration Certificate. A total of only circa 41,000 miles is currently displayed on the odometer. Please note if purchased by a UK buyer this vehicle will need to be re-registered in the UK.

**£6,000 - 8,000**  
**€6,500 - 8,700**



638

## 1964 MORRIS MINI SPRINT CONVERTIBLE

Coachwork by Crayford

Registration no. 1070 PP

Chassis no. M/A2S4244258

- An early example of Crayford's Mini Sprint Convertible
- 998cc Mini Cooper engine and other upgrades
- Original registration number
- Fully restored during 2015/2016
- Concours winner at the Beaulieu National Mini Cooper Day 2016



“Crayford Mini Sprint was developed and tested over many thousands of miles and has scientifically engineered chassis developments, to give improved rigidity. The superb roadholding and handling of the standard car is, if anything, enhanced. The wonderful spacious interior is almost exactly as standard. The car simply has a folding top. A sleek, clean design, built by leading hood manufacturers of England, in tough good-looking ‘Vynide’, with a rear window as large as the saloon. Easily let down, and if necessary, put up, from the driving seat. A real convertible for the family man – The Crayford Mini Sprint. The car to get you there quickly, safely, and more economically, with fresh air and sunshine to hand.” – Crayford Engineering.

Founded in 1962 by Jeffrey Smith (engineer and designer) and David McMullan MBE (sales), coachbuilder Crayford was based in Westerham, Kent, specialising in the conversion of coupés and saloons into convertibles and estates.

First registered in December 1964, the car offered here is a very early example of Crayford's BMC-approved convertible Mini conversion and is fitted with Crayford upgrades such as the 998cc Mini Cooper engine. A resident of Buckinghamshire, the first owner kept the Mini until the 1980s.

While belonging to the previous owner, the car underwent a full no-expense-spared photographically documented restoration during 2015/2016 using many genuine new-old-stock parts. The rebuild included a full mechanical overhaul (engine, gearbox, carburetors), a professional repaint, and interior re-trim. Upgrades incorporated at the same time included rare Microcell reclining seats, a Les Leston wood-rimmed steering wheel, and Cooper S wheels and disc brakes. Some measure of the restoration's quality may be gained from the fact that this Sprint won the John White Trophy at the Beaulieu National Mini Cooper Day in 2016, and was short-listed for Best In Show at Goodwood Revival that same year.

Finished in Tweed Grey with blue/grey interior, the car is offered with an owner's handbook, an old-style logbook, current MoT, and a V5C Registration Certificate. Crayford Mini Sprints are exceedingly rare, and this beautifully restored example is quite possibly the best there is.

**£15,000 - 20,000**  
**€16,000 - 22,000**

639

## 1991 ALFA ROMEO SZ COUPÉ

Coachwork by Carrozzeria Zagato

Registration no. H881 JLE

Chassis no. ZAR1620000300062

- One of only 1,036 made
- Left-hand drive
- Present ownership since 2000
- 32,297 kilometres recorded



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

Originally typed 'ES 30' (Experimental Sports 3.0-litre) but known popularly as 'Il Mostro' (The Monster) the aggressive-looking two-seater coupé eschewed the rounded styling and aluminium-alloy coachwork hitherto associated with Zagato's high-performance Alfas in favour of an angular bodysell crafted in lightweight moulded plastic - alloy roof excepted - which was bonded to the floor pan of the existing Alfa 75. Lessons learned from the latter's IMSA racing programme influenced the SZ's suspension, which endowed the car with superlative handling and roadholding, some drivers recording lateral cornering forces of up to 1.4G during testing. Suspension development was overseen by engineer Giorgio Pianta, formerly team manager of the FIAT and Lancia works rallying teams. There was power assisted steering but no ABS.

Powering the SZ to its highly respectable 152mph top speed was a 210bhp version of Alfa's superb 3.0-litre four-cam V6, widely recognised as one of the finest power plants of recent times. This excellent performance was achieved thanks partly to the body's exceptionally low drag coefficient of 0.30 Cd, the product of many hours spent in FIAT's wind tunnel. Demand for the 1,000-or-so SZs scheduled for series production greatly exceeded supply, and today this rare and highly individual supercar is much sought after.

The limited edition Alfa Romeo SZ was only manufactured in left-hand drive form, and this example was purchased from an Alfa Romeo dealer in Italy in 2000 at an indicated 14,000 kilometres. Maintained as part of a private collection since then, it currently displays a total of 32,297 kilometres (approximately 20,000 miles) on the odometer and is described by the private vendor as in generally good condition, with very good engine and interior. Finished in Rosso with beige/tan interior, the car is offered with sundry bills, a V5C Registration Certificate, and current MoT. The sensible provision of superior four-pot brakes callipers is the only modification notified. A wonderful opportunity to acquire one of these ultra-rare Zagato-built Alfa Romeos that can only become increasingly collectible.

**£38,000 - 45,000**

**€41,000 - 49,000**

640

## 1962 MGA 1600 MARK II ROADSTER

Registration no. 123 AKG

Chassis no. GHN2/10471

- *First owner from 1962 to 2003*
- *Only three owners from new*
- *Highly desirable Five-speed gearbox*



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

After the disappointments of the Twin Cam model, engine enlargement was seen as the way forward. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 79.5bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car.

To cope with the extra performance, disc front brakes were adopted and the suspension up-rated. The more-refined coupé version, with wind-up windows and lockable doors, continued as before while the roadster now came with sliding side windows. Introduced in 1961 and built for little more than a year, the face-lifted 1600 Mark II came with a revised and enlarged (to 1,622cc) B-Series engine and further improved performance courtesy of an extra 13bhp and raised overall gearing

This particular MGA 1600 Mark II Roadster has had only three owners from new: the first for over four decades from 1962 to 2003, the second from 2003 to 2017, and the present since 2017. The vendor has driven the car less than 1,000 miles since acquisition, and describes it as in generally good condition, with excellent engine and transmission. Particularly worthy of note is the five-speed gearbox, which makes for a much-enhanced driving experience and more relaxed cruising at higher speeds. Interested parties should note the original gearbox will be supplied with the car, should anyone wish to convert it back to its original specification. Offered with a V5 registration document.

**£22,000 - 28,000**  
**£24,000 - 30,000**

641

## 1971 JAGUAR E-TYPE SERIES III V12 2+2 COUPÉ

Registration no. SKW 436J

Chassis no. 1S-50015

- The 15th right-hand drive 2+2 coupé built
- Present ownership since 1989
- Fully restored in the early 1990s
- Circa 11,000 miles since completion



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 Series 3 V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed 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. Built in two-seat roadster and 2+2 coupé versions, both of which used the long-wheelbase floor pan introduced on the Series 2 2+2, the Series 3 E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

The 15th right-hand drive 2+2 coupé built, this early Series 3 E-Type has belonged to the current vendor since 1989 (sales receipt on file). A comprehensive 'last nut and bolt' restoration commenced in 1992 and after dismantling, the bodyshell was restored, Waxoyled, and repainted in its original colour of Regency Red by Fullbridge Carriage Company Ltd of Malden, Essex. As a time-served motor engineer, the vendor restored the mechanicals himself.

The Richard T Russ book *E-Type V12 Guide to Authenticity* was consulted throughout the restoration and used to maintain the car's original specification. Since the restoration's completion in March 1994, 'SKW 436J' has seen limited use, covering only some 11,000 miles in the last 25 years. A mileage history record is on file together with MoT certificates dating back to 1989, and the car also comes with sundry restoration bills and a V5 registration document.

Apart from annual maintenance, several major items have been replaced subsequently including the radiator, brake servo and master cylinder, clutch operating and master cylinders, SU carburettors (originally Strombergs), and the Pirelli tyres, all of which is detailed on the aforementioned mileage record. It is understood that the engine had been replaced in period.

Throughout the vendor's 30 years of ownership the car has been kept in an airtight dehumidified garage and has seen little use in the rain. Over the years the E-Type has been used mainly to attend various Jaguar Enthusiasts' Club events and shows, including weekends away combining events with holidays.

**£30,000 - 40,000**  
**€33,000 - 44,000**

642 \* N

## C.1950 HEALEY TICKFORD SPORTS SALOON

Registration no. not UK registered  
Chassis no. C1951

- One of only 222 built
- One of the fastest closed cars of its day
- Formerly part of the Aalholm Automobile Museum \*Collection, Denmark
- Purchased by the Key Collection in 2012



Having achieved considerable success in motor sport, Donald Healey took up a job with Riley in 1933 before being recruited by Triumph to serve as its Experimental Manager. He was soon made Technical Director, becoming responsible for the design of all Triumph cars, but remained directly involved with motor sports, the highlight of his competition career with Triumph being a class win and 3rd overall, in the 1934 Monte Carlo Rally. When Triumph folded, Healey moved to Humber, meeting fellow engineers Achille (Sammy) Sampietro and Ben Bowden, and the trio's thoughts were soon centred on the prospect of building a new sports car, though actually getting it into production would have to wait for the war's end.

The Donald Healey Motor Company duly completed its first prototype in 1945, going into production in Warwick the following year. The nascent firm's first offerings were the Elliott sports saloon and Westland roadster, both powered by Riley's lusty 2.4-litre four-cylinder engine and built on a welded-up X-braced chassis featuring Healey's own trailing arm independent front suspension. For a time the Healey Elliott was the world's fastest closed four-seater production car, clocking 110mph at Jabbeke, Belgium in 1947.

In 1950 the Elliott and Westland were superseded by the Tickford sports saloon and Abbott drophead coupé (named after their respective coachbuilders), both of which enjoyed an improved chassis incorporating Girling brakes. They were more refined and better equipped than their predecessors too and, although heavier, still good for the 'ton'. The Tickford sports saloon has been described as 'certainly the prettiest closed Healey, complete with proper boot' and though it was, relatively, the most numerous of the Riley-engined Healeys, only 222 had been built by the time production ceased in 1954.

The Healey Tickford offered here was purchased from the sale of the Danish Aalholm Automobile Museum Collection in 2012. It represents a rare opportunity to own one of these handsome sporting saloons that aroused such intense interest in their day for their unique combination of high performance and precise roadholding.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

**£20,000 - 25,000**  
**€22,000 - 27,000**

643

**1952 JAGUAR XK120 4.2-LITRE  
'BROADSPORT' COUPÉ**

Registration no. 717 YUJ

Chassis no. 679941

- *Delivered new to the USA*
- *Converted from left- to right-hand drive*
- *Restored and extensively upgraded by Fender-Broad*
- *Getrag five-speed gearbox*



"A brand new workshop-fresh Jaguar XK, fully equipped, finely tuned and ready for the road, or the racetrack, for that matter. These new-build BroadSport XKs are built to satisfy your dream of a lifetime.

"You choose the specification to suit your lifestyle. Relaxed continental touring, club outings or fast-paced competition. A BroadSport XK is whatever you want it to be, and much more besides. "The logbook and registration authenticate the provenance of your cherished classic. It loses nothing of its heritage or originality, but gains superior performance, handling and safety to match today's critical motoring needs."

"BroadSport-developed components, tried and tested in hard-won competitive events by our own racing teams, add new levels of vitality and safety standards. Nothing is overlooked. Engines, gearboxes and drive trains, cooling, brakes, suspension, wheels, tyres and steering, are all testimony to the latest developments in technical excellence.

"It's amazing what half a century of technical innovation and limitless BroadSport expertise can add to an original classic." – Guy Broad.

Long established as one of the best known and most respected names in the classic Jaguar world, BroadSport (now Fender-Broad) came to prominence following the runaway victory of the 'BroadSport 120' in the XK Jaguar 50th Anniversary Classic race at Donington Park in June 1998.



And in the following year, the renowned BroadSport XK120, nicknamed the 'Bubble', achieved a record speed of 183.92mph to become the world's fastest XK. While restoration is all about authenticity, anyone planning to use their XK's performance to the full in modern traffic conditions will be looking to avail themselves of the latest in modern technology, if only for the sake of safety. Which is where firms like BroadSport come in, able to offer various levels of upgrading to cater for all applications and depths of pocket. Clearly, the vendor of this superb XK120 adopted a no expense spared approach when it came to specifying parts from BroadSport's extensive catalogue of 'goodies'.

Chassis number '679941' was supplied new in September 1952 via the Los Angeles Jaguar distributor Charles Hornburg, and originally was finished in black with red leather interior (JDHT Certificate on file). Subsequently the Jaguar returned to the UK where it was converted to right-hand drive and extensively upgraded to BroadSport specification by Fender-Broad. Carried out in 2011, the restoration included fitting a replacement 4.2-litre XK engine. Lightened, balanced, and breathing via 2" SU carburettors, it has been rolling-road tested at 228bhp and 284lb/ft of torque.

Presented in very good condition throughout and offered with a V5 registration document, this extensively upgraded XK120 is ready to delight the fortunate next owner.

**£70,000 - 90,000**  
**£76,000 - 98,000**

Other noteworthy features include the following:

- Getrag five-speed gearbox
- Limited-slip differential
- Free-flow stainless manifold and exhaust
- Kenlowe electric fan
- Aluminium radiator and header tank
- Rack-and-pinion steering
- Disc brakes all round with upgraded callipers
- Adjustable shock absorbers
- Poly-bushed suspension
- Vredestein tyres
- Vented bonnet
- Bucket seats
- Pedal box extension
- Alcantara headlining

644

## 1965 SUNBEAM TIGER MARK I ROADSTER

Registration no. EKV 271C  
Chassis no. B9473503HROFE

- Present ownership since 1990
- Re-commissioned in 2015
- Rare Anglo-American sports car



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

Code-named 'Thunderbolt', the Tiger was developed without the knowledge of Lord Rootes, who was said to be 'very grumpy' when he found out. Nevertheless, he had the good sense to get a prototype shipped to Coventry and was deeply impressed with the car when he drove it. Assembled by Jensen Motors and introduced in 1964, the Tiger kept the Alpine's basic layout but featured a stronger gearbox and rear axle plus rack-and-pinion steering. Vastly superior to its Alpine progenitor in performance terms, the Tiger stormed to 60mph in under ten seconds and peaked at around 120mph. Tigers would go on to enjoy success in both racing and rallying over the years.

Sadly, the model was killed off by Rootes' new owner Chrysler shortly after the revised Tiger II was introduced in 1967. A little over 7,000 Sunbeam Tigers were eventually produced. The final cars rolled off the production line in 1968.

Dating from the second year of production, this Mark I example was restored in 1989 and purchased by the current vendor in 1990. The car was used until 2000 and then placed in dry storage. Re-commissioned in 2015, it benefits from a new clutch, new-old-stock front brake discs, new starter motor, braking system overhaul (including silicone fluid) and an oil change, while the Minilite alloy wheels have been shod with new tyres. Mark II headlamp rims are fitted; the Mark I rims are included together with the front bumper (removed for cosmetic reasons). 'EKV 271C' has been illustrated in Performance Ford (February 1988 edition) and comes with a copy of the magazine.

The sight of the mighty Le Mans Coupé at the front of the grid at recent Goodwood events has helped raise the Tiger's profile of late, adding to the huge increase in interest and respect for the model seen over the last few years.

**£38,000 - 45,000**  
**€41,000 - 49,000**

645

## 1958 BMW ISETTA 300 MICROCAR

Registration no. 988 RMC

Chassis no. 12312

- *UK-built example*
- *Restored at date unknown*
- *Present ownership since 2014*



Immensely popular during the 1950s and 1960s, the diminutive 'bubble car' or 'cabin scooter' is currently enjoying a revival of interest - not surprisingly given the congested state of today's urban roads. Nowadays though, the Bubble's attraction has just as much to do with fashion as practicality. One of the more successful designs of the cabin scooter's heyday was the BMW Isetta, a design the German firm manufactured under license from its Italian originator Iso. The name means 'little Iso'.

Faced with competition from the FIAT 500 and 600, both of which were seen as 'proper'; motor cars, albeit small, Renzo Rivolta's Iso was not selling well in its native Italy and it would be left to BMW to fully exploit the design's potential.

Although at first glance a three-wheeler, the Isetta built for the German market used a pair of closely spaced wheels at the rear and was powered by a BMW single-cylinder four-stroke motorcycle engine of 247cc, replacing the original's noisy two-stroke engine. Isettas destined for export markets had a single rear wheel. The coachwork of early examples featured a side-hinged single door at the front, a roll-top sunroof, and fixed side windows, while the steering wheel and dashboard were attached to the door to facilitate entry.

The two-seater Isetta's most popular accessory, understandably so given the limited interior space, was a small luggage rack mounted at the rear.

Later (1957-onwards) models incorporated sliding side windows for better ventilation. These improved models displaced 297cc, and the 'big' Isetta 300 was reckoned capable of 65mph and 55mpg. Approximately 162,000 Isettass had been made by the time production ceased in 1964. This left-hand drive BMW Isetta 300 was built at BMW's Brighton works, as indicated on the chassis plate. Isetta of Great Britain Ltd was one of many firms worldwide licensed to build the Isetta, with production commencing in a converted former locomotive works in the Sussex town. Both right- and left-hand drive models were built.

Eventually BMW took over the manufacturing of the Isetta and transferred production to another site in Brighton. The last UK-built examples left the factory in 1964. This car was purchased by the current owner in 2014 having previously been restored (date unknown). Described by the vendor as in generally good condition, with no known modifications, the car is offered with a current V5C Registration Certificate.

**£10,000 - 15,000**  
**€11,000 - 16,000**



646

### 1987 LAND ROVER DEFENDER 110 4X4 UTILITY

Registration no. D543 PRH  
Chassis no. SALLDHAC7BA282639

The Land Rover, one of the most influential and much-loved British vehicles of all time, was launched in 1948 and remained in production with much the same basic specification until 1983 when the Series 3 109 inch was replaced by a new One-Ten model (110 inch wheelbase). The traditional Land Rover body shape remained but coil springs, introduced in the new Range Rover, replaced the long-lived leaf spring suspension, and the four cylinder engines were fitted with an all-synchromesh five speed gearbox. In 1984 the coil spring Ninety (with a wheelbase just short of 93 inches) fitted with a four cylinder engine was introduced. In 1990 the Ninety and One-Ten range was renamed Defender 90, 110 and 130. Not surprisingly the new Land Rovers proved popular for military use and UK Ministry of Defence records show that this vehicle entered service on 25 February 1987, painted Army/NATO green, with military registration 32KG90. After being disposed of by the MOD it moved onto Civvy Street, DVLA records showing it as being first registered in April 2013 with the mark D543PRH, although it still carries some communications equipment fitted in its military days. Powered by the lusty 2495cc diesel engine this long wheelbase Land Rover with utility bodywork is capable of carrying ten people plus luggage, and passenger entertainment is provided by a face-off stereo fitted with large speakers. Mileage is believed to be around 93,000 and with recent expenditure of £585, and some previous restoration, the Land Rover is now described as driving very well, with engine, chassis and tyres described as being in good condition, and body, paintwork, interior, transmission and electrics all 'ok'. A UK V5 accompanies the Land Rover, which is MOT and road tax exempt. This characterful vehicle is bound to provide its new keeper with loads of fun, both on and off the road.

£8,000 - 10,000  
€8,700 - 11,000



647

### 2001 BENTLEY ARNAGE 'RED LABEL' SALOON

Registration no. L11 PGR  
Chassis no. SCBLC31EX1CH06186

Emphasising its racing heritage, Bentley Motors unveiled the new Arnage in April 1998 at La Sarthe circuit, home of the Le Mans 24-Hour Race and scene of its greatest triumphs in the 1920s. Bentley, together with parent company Rolls-Royce Motors, was in collaboration with BMW at this time, and the Arnage was the first Bentley to benefit from the Munich firm's engine technology in the form of an all-new 4.4-litre 32-valve twin-turbocharged V8 power unit. However, Bentley's subsequent acquisition by Volkswagen resulted in a partial volte face, with the 'old' 6.75-litre push-rod V8 being reintroduced on some models, beginning with the Arnage Red Label in 1999. The BMW-engined car lived on as the Green Label, while the Red Label boasted redesigned front suspension to cope with the heavier 'big block' engine, together with brakes of increased diameter. In addition, subtle alterations were made to the interior, resulting in 2" more legroom for rear seat passengers, while features that had previously been 'extras' (power-fold door mirrors, for example) were included as standard. Despite its older and simpler engine, the Red Label amply demonstrated the truth of the old saying: 'there's no substitute for cubic inches', comfortably eclipsing its more-modern sibling in the horsepower stakes, producing 420bhp to the Green Label's 350. The larger engine's stupendous torque, available from idling speed upwards, made the Green Label's five-speed automatic transmission superfluous, so the Red Label reverted to the four-speed auto gearbox. The Bentley Arnage Red Label offered here was manufactured in March 2001 with no modifications from standard specification. The body is finished in a very attractive Amethyst Blue, with the interior finished in Magnolia leather with contrasting dark blue piping. It is fully equipped with satellite navigation, parking sensors, electric seats, central locking, ABS braking, stereo and CD player. The Arnage is stated to have covered only 47,000 miles and accordingly is described as being in very good condition overall. It comes with a full service history, new MOT, UK V5 and sundry bills.

£18,000 - 22,000  
€20,000 - 24,000



648

### 1986 JAGUAR XJ-S HE AUTO SPORTS COUPÉ.

Registration no. D684 RJW  
Chassis no. SAJJNAEW3BC135171

Conceived as a comfortable and long-legged Grand Routier, rather than an out-and-out sports car like Jaguar's preceding E-Type, the XJ-S made use of the company's XJ6/XJ12 saloon platform and running gear. Shorter in the wheelbase than its saloon siblings, the XJ-S debuted at the 1976 Frankfurt Motor Show as a V12-powered coupé. One of the most important developments in the evolution of the V12-powered XJ-S was the introduction of the HE (High Efficiency) engine in 1981. Incorporating a new design of cylinder head, this more fuel-efficient unit enabled the top-of-the-range XJ-S to meet tighter worldwide emissions legislation. The XJ-S would go on to become Jaguar's best-selling sports car ever, well in excess of 115,000 being made up to the time production ceased in April 1996. The XJ-S had competitive success too in touring car racing, notably with Tom Walkinshaw and his TWR (Tom Walkinshaw Racing) company in the early 1980s. This XJ-S with V12 HE engine was manufactured on 12 November 1986 and is understood to have originally been owned by Jaguar Cars Ltd as a company car at their Browns Lane factory in Coventry. It features TWR body styling including front and rear bumpers, side skirts and rear spoiler, TWR leather sports steering wheel, and TWR two-tone paintwork of dark green over silver. Subsequently in long term ownership, the speedometer currently reads 43,070 miles with service history detailed in the original log book which shows that it was first serviced at Jaguar Cars Ltd with seven subsequent Jaguar service stamps up to 42,798 miles. Other documentation includes an MOT valid to February 2020 and a UK V5. Now described as being in nice tidy condition overall, including interior, boot and engine bay, this original XJ-S with interesting Jaguar history has excellent potential to be an attractive show car for the keen Jaguar enthusiast.

**£10,000 - 12,000**  
**£11,000 - 13,000**



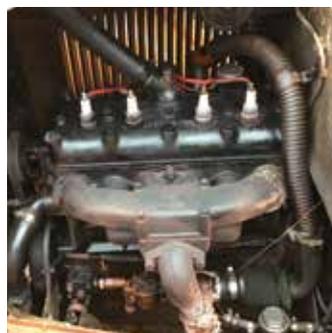
649

### 1926 WILLYS-OVERLAND WHIPPET 30 HP TOURER

Registration no. BF 8940  
Chassis no. to be advised

The original Overland car was developed in the early 1900s by the Standard Wheel Company in Terre Haut, Indiana. The company had already changed hands once before John North Willys, a New York auto dealer and major Overland customer, arrived to rescue it from oblivion in 1907. Building only four-cylinder cars from 1910, the revitalised company went from strength to strength, production increasing steadily until by the start of WW1 until only Ford could claim a higher output. Post-war Willys had something entirely new up his sleeve: the Whippet, which had been developed along European lines with assistance from Crossley. Introduced in late 1926 the Whippet was as swift as its name suggested and boasted a most impressive specification of four-wheel brakes and full-pressure lubrication, all being parts of a competitively-priced package that sold for less than \$1,000. Four-cylinder 30hp and six-cylinder 40hp versions were offered. Built to a high standard that belied its competitive pricing, the Whippet was an outstanding success, selling 110,000 units in its first year. Produced for only four years, the Whippet was a casualty of the Great Depression, ceasing production early in 1931. Dating from early in the Whippet's production run the four-cylinder model offered here has had a fascinating recent history. Understood to have been restored in New Zealand, the Whippet subsequently made a heroic overland tour to England. Following these exploits the Whippet is now described as 'ok' in all respects and driving well – a tribute to the quality of its design and build. The Whippet has presentable beige paint with tan wings, a very good hood and side screens, and comes with a UK V5, a quantity of invoices and owner's club information, and a CD of photographs capturing the car's overland journey. Eligible for all sorts of vintage car events, including the tours and trials staged by the VSCC, this well-travelled Whippet offers an eminently practical and affordable way into vintage family fun.

**£8,000 - 12,000**  
**£8,700 - 13,000**



650

## 1982 MERCEDES-BENZ 280 SL CONVERTIBLE

Registration no. 193 ELW

Chassis no. WDB107042-20011362

- *Very good original example of Mercedes stylish convertible*
- *Fitted with manual gearbox*
- *Service history and factory manual*
- *MOT to July 2020*



In 1971 Mercedes-Benz launched a new range of convertible sports cars to replace the much loved Pagoda. Longer and wider than its predecessor the new W107 chassis featured front and rear crumple zones to meet the latest crash protection standards and was, inevitably, heavier. Like its forebears the newcomer was more sports-tourer than outright sports car and came equipped with all-independent suspension.

At first fitted with 3.5 and 4.5 litre V8 engines Mercedes nimbly responded to the 1973 oil crisis by introducing a 2.8 litre model in October 1974. Its straight six twin-cam engine with Bosch electronic fuel injection produced 185 DIN horsepower at 5800 rpm, providing a very respectable top speed of 118 mph. When fitted with a manual five speed gearbox 0 – 60 mph was reached in around 9.5 seconds, with the car being restrained by four wheel hydraulic disc brakes. Badged as the 280SL the model offered a delightful combination of styling, comfort, economy, and relative ease of maintenance when compared to its more complicated V8 siblings, and some 25,500 units were produced until it was replaced in 1985.

This 280SL was manufactured in June 1982 and is understood to have covered only 54,000 miles over its subsequent 37 years. In original condition throughout this right hand drive car is finished in white with a tan leather and cloth interior and comes fully equipped with manual gearbox, power steering, electric windows, stereo, central locking, ABS braking, alloy wheels, alarm system and factory-fitted rear children's seats. The soft top and factory hard top provide comfortable protection from the vagaries of the weather, and the car boasts the cherished registration number 193 ELW.

In single ownership for many years, and commensurate with its comparatively low mileage, this 280SL is stated to be in very good condition overall, including engine, chassis and bodywork, complemented by a good interior. The car comes with comprehensive documentation including factory manual, service history and UK V5. With an MOT valid until July 2020 this stylish roadster is fully ready to be enjoyed by its new owner.

**£30,000 - 40,000**

**€33,000 - 44,000**

651

## 1963 MASERATI SEBRING COUPÉ PROJECT

Coachwork by *Carrozzeria Vignale*

Registration no. XYJ 547A

Chassis no. AM101.0247

- Sold new in Switzerland
- Left-hand drive
- Present ownership since 1992
- Offered for restoration



Introduced in 1962, the Sebring was one of the final manifestations of the landmark 3500GT, which had been the linchpin of Maserati's programme to establish itself as a manufacturer of road cars. Despite numerous racetrack successes that included Juan Manuel Fangio's fifth World Championship - at the wheel of a 250F - and runner-up spot in the World Sports Car Championship with the fabulous 450S - both in 1957, the marque's most successful season - Maserati was by that time facing a bleak future. Its parent company's financial difficulties forced a withdrawal from racing and Maserati's survival strategy for the 1960s centred on switching production from competition to road models.

Maserati's survival strategy for the 1960s centred on establishing the company as a producer of road cars. The Modena marque's new era began in 1957 with the launch of the Touring-bodied 3500GT. A luxury '2+2', the 3500GT drew on Maserati's competition experience, employing a tubular chassis frame and an engine derived from the Alfieri-designed 350S sports racing car unit of 1956. Suspension was independent at the front by wishbones and coil springs, while at the back there was a conventional live axle/semi-elliptic arrangement. Power output of the twin-cam six was around 220bhp initially; later examples produced 235bhp on fuel injection.

Built on the short-wheelbase but otherwise similar chassis of the Vignale-bodied 3500GT spyder, the Sebring 2+2 coupé arrived in 1962. By now a five-speed gearbox, four-wheel disc brakes and fuel injection were standard equipment, while automatic transmission, air conditioning, and a limited-slip differential were options.

Presented in 'barn find' condition and offered for restoration, this Sebring was sold new in Switzerland by the Swiss importers Martinelli & Sonvico. None of the latter's records exist and there are none from the Maserati Club of Switzerland for this period either. The current vendor purchased the Maserati in 1992 from Kestrel Motors, who believed it had been imported from USA. The car was in barn find condition at the time, and had been fitted with a replacement engine. In storage since acquisition, this Sebring comes with a V5 registration document and is sold strictly as viewed.

**£30,000 - 40,000**  
**€33,000 - 44,000**

652

*First owned by HRH The Prince of Wales  
(later King Edward VIII)*

**1927 ROLLS-ROYCE 40/50HP  
PHANTOM I SALOON**

Registration no. UC 6  
Chassis no. 14RF

- *Rediscovered on a Suffolk farm*
- *Professionally restored over three decades, commencing in 1988*
- *Body a replica of the original Gurney Nutting coachwork*
- *Featured in Majesty magazine*



Rolls-Royce's 'single model' policy had proved to be an outstanding success for the company, but immediately after the end of the Great War the recession in the motor trade prompted the introduction of a smaller, cheaper, 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, the advanced newcomer's arrival only serving to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

Long-awaited successor to the 'Ghost, the New Phantom arrived in 1925. 'After seven years of experiment and test, in the course of which no promising device had remained untried, the 45/50hp Phantom chassis emerged, and is offered to the public as the most suitable type possible for a mechanically propelled carriage under present-day conditions,' announced Rolls-Royce.

Retrospectively known as the Phantom I, the newcomer boasted an entirely new push-rod overhead-valve, 7,688cc, six-cylinder engine with detachable cylinder head, a unit considerably more powerful than that of its Edwardian predecessor.

The New Phantom, like the 20hp, adopted a disc-type clutch and adjustable radiator shutters; its chassis though, remained essentially the same as that of the later four-wheel-braked 'Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame. Some 2,212 Phantom I chassis had left Rolls-Royce's UK factory by the time production ceased.

Chassis number '14RF' was originally ordered by HRH The Prince of Wales (later King Edward VIII). What happened to the Rolls-Royce after its royal duties ceased is not known, as for many years it lay undiscovered in a Suffolk farmyard until chanced upon by professional car restorer, Edward Overton. Mr Overton had gone there to buy a Bentley chassis and offered to buy the Rolls-Royce chassis as well, only for the farmer to refuse, saying "No, that's the King's car". Taking note of the engine number - 'OM15' - Mr Overton was able to confirm the farmer's story. Despite the farmer's initial reluctance to sell, a price was soon agreed.

The Phantom had been comprehensively dismantled and it took several weeks to locate all the parts and other material, which included the chassis-plate and a photograph of the Rolls-Royce at St James's Palace. Mr Overton was building a batch of Bentley Specials at the time, and the Rolls-Royce was put to one side for attention at a later date, which would turn out to be the late 1980s.

The Prince of Wales sees his vehicle take shape at Gurney Nutting



A crowd gathers to watch the Prince of Wales leave his London residence, York House at St James's Palace, in his Rolls-Royce



Once the frame, engine, transmission, and axles had been restored and the car brought to rolling chassis state, a replica of the original Gurney Nutting Weymann-type saloon body was fabricated using period photographs as guide. A photograph of '14RF' carrying its original Gurney Nutting body may be found on page 63 of *Rolls-Royce The Derby Phantoms* by Lawrence Dalton.

A pair of 1928 front wings was located and altered to comply with those shown in the photographs, while the rear wings were made from scratch together with a suitable rack for the trunk. The radiator shutters were missing and it took five years to find a set, which gives some indication of why the project took some three decades to complete. Unfortunately, mechanically-operated trafficators could not be found so period electrical ones were installed instead. Following the rebuild's completion, the fascinating story of the royal Phantom's discovery and restoration was published in Majesty magazine (copy available). Having successfully covered some 1,000 miles in the rebuilt Rolls-Royce, Mr Overton decided it was time to move the car on to a new owner. Described by the private vendor as in very good condition, this imposing Royal Phantom is offered with a V5C Registration Certificate and the aforementioned magazine article.

**£150,000 - 200,000**

**€160,000 - 220,000**



653

## 1914 CADILLAC 40/50HP ROADSTER

Registration no. not registered

Chassis no. A4910

- *One of the finest American automobiles of its day*
- *Restored between 1990 and 2018*
- *In full working order*



Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company, of Detroit completed its first car in October 1902 and the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first speciality - soon established it as the foremost builder of quality cars in the USA. Cadillac's first automobile was a simple runabout powered by single-cylinder engine - known as 'Little Hercules' - that was an exemplary performer by the standards of its day. From these humble beginnings Cadillac rapidly expanded its range, adding a large four-cylinder luxury car at the opposite end of the scale, yet within a few years was heading for bankruptcy. Faced with decreasing demand for both of its main products in the wake of a nationwide business slump, the company responded with a new medium-priced car - the Model 30 - which was introduced in December 1908.

Offering luxury and performance at a relatively modest price, the Model 30 was produced within budgetary constraints that were as exacting as the engineering tolerances set down by company head Henry Leland, the 'Master of Precision'. The profit margin had been set at just \$25 per car and the company was rewarded by record sales in the new model's first year. By the time this example was built, the Model 30's four-cylinder engine had already undergone enlargement and for 1913 had been increased in size yet again, on this occasion to 5,996cc, while the major improvement for 1914 was the adoption of a Timken two-speed rear axle.

The Cadillac was bought from the USA requiring ground up restoration; a challenge undertaken as a retirement project by the vendor between 1990 and 2018. Described as excellent by the vendor, the car incorporates many different types of timber: seasoned ash (rear bodywork); hickory (wheels, very rare unpainted); mahogany (door cappings and bonnet rests); and walnut (steering wheel). Other noteworthy features include four spun-copper water jackets; brass carburettor outer jacket; brass edging to the running boards; mohair hood and hood bag; and a cam-driven compressor for tyre inflation. The latter is mounted in the engine compartment while the airline, which incorporates a pressure gauge, is stored in the boot. It is highly unusual to find this component present and in mint condition.

There is only one authentic tyre present and that is fitted to the spare wheel; the road wheels are currently fitted with modern Lester tyres of the same dimensions. We are advised that every component is in working order, and the car comes with sundry restoration invoices as well as a 'Final Schedule of 19 Tasks' all duly undertaken with the restoration now 100% complete. Please be advised that 'A4910' has not been registered since its restoration.

**£18,000 - 26,000**

**€20,000 - 28,000**

**No Reserve**

654

Offered with an entry to the 2019 London to Brighton Veteran Car Run

## 1904 RAMBLER 7HP MODEL H TONNEAU

Registration no. BS 8472

Chassis no. 3561

- Famous American make
- Restored in the late 1970s
- Imported into the UK in 2007
- Many-time London-Brighton Run participant



Producers of bicycles under the 'Rambler' brand name, partners R Philip Gormully and Thomas B Jeffery diversified into automobile manufacture as early as 1897 with a single-cylinder gasoline engine car. Thomas's son Charles then built two cars of improved design and the company exhibited at the Chicago and New York auto shows in the Autumn of 1900. These first Jeffery-designed cars were of front-engined, left-hand drive configuration, marking them out as advanced among contemporary American automobiles.

Following the death of Philip Gormully, the Jefferys sold their bicycle business and set up as automobile manufacturers in a new state-of-the-art factory in Kenosha, Wisconsin, producing the Charles Jeffery car in revised form. Doubtful that the public would accept a front-engined, left-hand drive vehicle with wheel steering, Thomas Jeffery opted for conventionality in the form of a right-drive, tiller steered car with its engine mounted beneath the seat, the first of these new Ramblers being sold in February 1902. A high quality vehicle offered at a value-for-money price of \$750, the Rambler was an instant success, selling 1,500 units in its first year of production, a figure bettered only by Ransom Eli Olds' curved dash Oldsmobile. Larger, twin-cylinder models followed - some with front engines - and wheel steering had been reinstated by 1904, in which year 2,342 Ramblers were sold.

Moving up market, Rambler had discontinued its single-cylinder models by 1906 and introduced a brace of fours. The 1910 range consisted of four-cylinder models only and by this time Rambler was established as one of the US auto industry's leading firms. Following Thomas Jeffery's death that same year, the company continued with Charles at the helm, but from 1914 onwards its products would be badged as 'Jeffery'. A famous name had gone.

The Rambler offered here is a 7hp Model H: a right-hand drive, single-cylinder, 'light touring' model equipped with all-round elliptic springing, throttle control, from-the-seat starting, detachable tonneau, brass side lamps and horn, and all for a price of only \$850 when new in 1904. Restored in the late 1970s, the car previously belonged to a senior national officer of the Horseless Carriage Club of America, who had just completed a 150-mile tour in it before the car was sold and imported into the UK in 2007. Since arriving in this country the Rambler has taken part in several London-Brighton Runs and has a VCC dating certificate. During the present ownership a new crankshaft and electric starter have been fitted. Offered with restoration invoices and a V5C Registration Certificate, as well as an entry to the 2019 London to Brighton Veteran Car Run.

£55,000 - 65,000  
€60,000 - 71,000

For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

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## 1954 MG MIDGET TF 1250 ROADSTER

Registration no. DAS 796

Chassis no. HDC462338

- Delivered new to the USA
- Left-hand drive
- Completely restored in 2002
- Present ownership since 2012



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

The charismatic T-Series MG Midget is popular now among enthusiasts of traditional British sports cars as it was in its heyday. A rushed development programme meant that there was little, mechanically at least, difference between the TF and the outgoing TD II, the 1,250cc, 57bhp, XPAG engine of which was retained. Essentially a restyled version of the latter, the TF retained its predecessor's body centre section but featured a changed front end with a shortened, sloping, radiator grille and headlamps faired into the wings, plus an improved interior with separately adjustable seats. A stop-gap model produced pending the arrival of the MGA, the traditionally styled TF nevertheless sold well, 9,600 units being produced between October 1953 and May 1955.

This left-hand drive 1,250cc Midget left MG's Abingdon factory in January 1954 and was supplied new to the USA, returning to the UK in June 2000. An accompanying album of photographs records a most diligently executed complete 'last nut and bolt' restoration completed in June 2002. The current owner purchased the MG at Bonhams' sale at the National Motor Museum, Beaulieu in September 2012 (Lot 604), by which time it had covered only 400 miles since the build's completion.

Little used since acquisition and described by the private vendor as in generally good/very good condition, the car is offered with a V5C Registration Certificate and the aforementioned photo album. A MotoLita steering wheel, period-look Lucas 576 lights, a luggage rack, and a mohair hood and tonneau cover are the only notified deviations from factory specification.

**£20,000 - 26,000**

**€22,000 - 28,000**

656

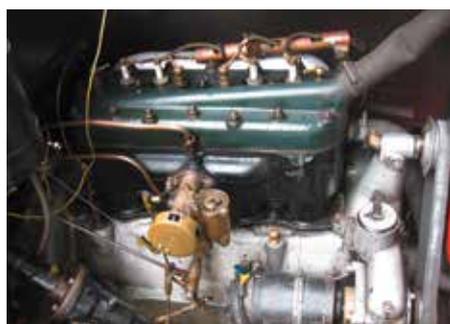
## 1928 AUSTIN 'HEAVY' 12/4 LANDAULETTE

Coachwork by Mann Egerton

Registration no. VG 731

Chassis no. 44244483

- *Indestructible Vintage-era Austin*
- *Only two owners from new*
- *Highly original*
- *Extensively restored some 10 years ago*
- *Totally reliable and driven to the sale*



"What does a motorist demand of a moderately priced saloon car?" asked Austin's advertising for the 'Heavy' 12/4 in 1930. "First and foremost he demands dependability, not for months or seasons but for years. He wants a car that does not need looking after. He wants, after a grueling day's run, to drive his car into his garage and forget about it until he wants to drive it out again. He wants it to keep up a high average speed - to take hills in its stride - to be economical with petrol and oil. In short, he wants dependability of an outstanding kind, dependability which costs practically nothing to maintain."

Along with the Seven, the Twelve saved the ailing Austin concern, nearly 70,000 of the larger model being sold up to the end of 1930. Launched in late 1921, the Twelve owed its success to Austin's superior build quality and the soundness of the basic design. The model became a byword for indestructibility, a virtue that commended itself to the London taxi trade, which used the Heavy 12/4 extensively throughout the 1930s and beyond.

The Twelve engine was a five-bearing, magneto ignition-equipped, sidevalve four displacing 1,861cc, for which the factory claimed a maximum output of 27bhp at a lowly 2,000rpm, sufficient for 40-45mph cruising at which speed the Twelve returned around 26 miles per gallon.

Effective four-wheel brakes meant that the Twelve coped with sudden emergencies better than many of its contemporary rivals. After the Light 12/4's arrival in 1933, the Heavy Twelve's days were numbered, the last example leaving the factory in 1935. Enduringly popular, the model remains a favourite with Austin enthusiasts.

This rare 1928 Austin 12/4 is one of only a believed four such landaulettes built on the Austin 12/4 chassis by Mann Egerton of Norwich, a company whose bodies were always of the very highest quality and certainly a match for those of the best London coachbuilders. 'VG 731' has had only two owners from new and still retains its original registration number, original buff logbook, and all original handbooks. Also on file are numerous bills and photographs detailing a painstaking restoration completed some 10 years ago, paying particular attention to retaining originality and patina. These works included renovation of the body and mechanicals while the interior was re-trimmed throughout in leather. Meticulously maintained and serviced, used regularly and totally reliable, this beautiful Vintage-era Austin will be driven to the sale.

**£18,000 - 22,000**  
**£20,000 - 24,000**

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## 1929 ROLLS-ROYCE PHANTOM I NEWMARKET TOURER

Coachwork by Brewster

Registration no. to be advised

Chassis no. S253KR

- Owned by only two families from new
- One of approximately 67 Phantom Is with Newmarket tourer coachwork
- New cylinder head
- Extensively refurbished



Rolls-Royce's 'single model' policy had proved an outstanding success for the company, but immediately after the end of The Great War the recession in the motor trade prompted the introduction of a smaller, cheaper 20hp car to be built alongside the existing 40/50hp Silver Ghost. Henry Royce's new design incorporated a number of modern features such as overhead valve-gear for its six-cylinder engine, a centre-change gearbox and 'Hotchkiss drive' rear axle, and the advanced newcomer's arrival only served to emphasise the Silver Ghost's Edwardian origins. However, the 45/50hp model would soon benefit from developments pioneered on its smaller sibling.

Introduced by Rolls-Royce in 1925 to replace the Silver Ghost, the New Phantom (retrospectively known as the Phantom I) boasted an entirely new overhead-valve six-cylinder engine displacing 7,668cc and, like the contemporary 20hp model, adopted a disc-type clutch and adjustable radiator shutters. Its chassis though, remained essentially the same as that of the later, four-wheel-braked Silver Ghost and would continue fundamentally unchanged until the arrival of the Phantom II in 1929 brought with it an entirely new frame.

Like its 'Ghost predecessor, the New Phantom was also produced by Rolls-Royce of America Incorporated, a subsidiary set up in December 1919 when the parent company purchased the American Wire Wheel Company's plant in Springfield, Massachusetts. Springfield commenced manufacture of the New Phantom in 1926 and by the second half of 1929 production had risen to 12 cars per week. This would prove to be the high point of Rolls-Royce of America's fortunes, the October '29 Wall Street Crash and the introduction of the Phantom II - re-tooling for which the US company could not afford - signalling the beginning of its decline. The Phantom I was in production for only five years and the Derby-built models ran parallel with the Springfield cars but ended in 1929, whereas the Americans continued until 1931.

Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, the latter company having been taken over by Rolls-Royce in December 1925. As well as manufacturing coachwork of the highest quality, Brewster had built its own automobiles from 1915 up to the time of its acquisition by Rolls-Royce, re-emerging as an auto-maker in its own right, using Ford chassis, when US Phantom production finally ceased in 1934 and the company became part of the reconstituted Springfield Manufacturing Corporation.



One of approximately 67 bodied by Brewster with Newmarket tourer coachwork, this American-built, left-hand drive Rolls-Royce Phantom I was sold new to Kenneth Guiterman from Lawrence, Long Island, NY, who had owned two other Springfield-built Rolls-Royces, chassis numbers '319LF' and 'S181RP'. It was sold to a relative of the present owner's family in 1947 and thus been owned by only two families from new.

This car is unusual in that records show it to have had this particular body (number '5614') from new, whereas many Newmarket bodies were fitted as replacements. The same style was chosen by Henry Goldman of Goldman Sachs, and Tommy Manville (owner of 14 Rolls-Royces) among many other notable owners.

The vendor advises us that the car is structurally sound and runs well, a new cylinder head having been fitted recently. The car also benefits from a bare-metal re-spray and a new leather interior with an appropriate and fitting Vintage-era look. It also features a new period external trunk, new mohair roof, special spotlight, side-mounted spare wheel, correct twin-bladed bumpers, cone headlamps, a full set of instruments, and original running boards. Exceptionally elegant and beautifully proportioned, these Newmarket tourers are frequent invitees to major Concours d'Élégance events worldwide.

**£110,000 - 150,000**  
**€120,000 - 160,000**



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.

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## 1916 PACKARD TWIN SIX TYPHOON ROADSTER

Registration no. BF 6844

Engine no. 83171

- *Dated by the VCC*
- *Premier American make*
- *7.0-litre V12 engine*
- *Restored and re-bodied circa 2012*
- *Overdrive transmission*





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

Cars powered by two-, four- and six-cylinder engines quickly followed, before Packard became the first manufacturer to introduce a series production V12 with the launch of the Twin Six for 1916. Competitively priced at just \$2,600 when launched in 1915, the Twin Six would turn out to be an immense success for the company, with in excess of 35,000 sold by the time production ceased in 1923. Powered by a 7.0-litre 60° V12 engine producing it maximum of 88bhp at a lowly 2,600 revs, it was available in two wheelbase lengths: 125" and 135", and was notable for its ability to accelerate from walking pace to a top speed of 70mph in top gear. One of the most formidable high-performance production cars of its day, the Twin Six was replaced by the all new Packard Single Eight in 1924.

This Series 1 Packard Twin Six was originally fitted with a tourer body. The car was imported from Australia in the 1980s and then laid up until its purchase in 2012 by the current owner.

With the original body and wheels being unusable, the owner decided to set about recreating the racing Typhoon body of the record breaking car of 1916 from original photographs, the only changes made being subtle ones to please the eye. The body incorporates a third seat at the rear, while the wire-spoked wheels were made to Typhoon specification. A huge open-wheeled racer that looks fit for Goliath, the result is truly remarkable.

The car's overall condition is said to be exceptional, with not a single drip of oil visible on the engine. The latter drives via a three-speed gearbox, with an added overdrive operating on 2nd and top gears. The overdrive makes for increased top speed and more comfortable cruising while lessening the strain on the engine, and the Typhoon really is a pleasure to drive on the road. The dashboard is made from beautifully varnished wood, incorporating period Jaeger instruments and three switches for fuel, ignition, and the overdrive. The front seats are upholstered in period-style button leather with the driver's seat mounted on adjustable rails. Removing the rear compartment cover unveils a beautiful single seat, covered with the same button leather, while there is also a selection of tools and a custom fitted cover.

This unique car has been loved and used in various events and venues over the last few years including Brooklands and Prescott, and it even took 4th place (out of 200) in the 2017 Brooklands Double Twelve Event. A stylish 'Brass Era' American sports roadster from a premier make, this magnificent Packard has recently been dated by the VCC.

**£80,000 - 100,000**  
**€87,000 - 110,000**

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## 1922 TALBOT 8/18HP TOURER WITH DICKEY

Registration no. XK 8147

Chassis no. AP12330

- One of the best light cars of its day
- Ownership known back to 1951
- Present ownership since May 1997
- Engine and gearbox overhauled;  
radiator rebuilt



Formed in 1903 to import French Clément cars into the UK, the British-owned Clément-Talbot concern quickly dropped the Clément name and by 1905 was assembling partly British-made Talbots at its new factory in London. A wide variety of French-built models continued to be imported, but by 1906 the first all-British Talbot had arrived. Talbot merged with Sunbeam in 1919 and the following year combined with the French Darracq concern to form the Sunbeam-Talbot-Darracq (STD) conglomeration. Confusingly, the products of the Suresnes factory were badged as Talbots in France and Darracq elsewhere, and the former should not be confused with the British-made Talbots designed by Georges Roesch.

In the early 1920s Talbot's first offering in the light car market was the 970cc Darracq, which was given a Talbot radiator and sold in the UK as the 8/18hp. The latter's four-cylinder overhead-valve engine endowed it with a level of performance superior to many of its direct competitors, though to keep costs in check the gearbox had but three speeds and there was no differential. The 8/18 was best suited to lightweight open two-seater bodywork, but customers demanded weightier coachwork so Roesch stretched the engine to 1,074cc for the 10/23 model. Both of these small Talbots were produced up to 1926.

The early history of 'XK 8147' is not known, but there is a list on file of nine owners from August 1951 onwards, commencing with the wonderfully named John Mollart Rogerson Rolyat of Hampshire. In 1956, Edward Wheeler carried out extensive work on the car, including fitting a Ford (Dellow) rear axle and converting the engine to improve its performance. In July 1988, Brian Waddington bought the Talbot from dealer Andrew Booth and took it to the Isle of Man with him a few years later. The Talbot was purchased by the current vendor in May 1997, since when the engine and gearbox have been overhauled by Bill Barrott, and the radiator rebuilt.

While in the present ownership, 'XK 8147' has been used for STD rallies, etc and in 2011 led the Talbot Owners' Club's cavalcade up Kop Hill in Buckinghamshire. Accompanying documentation includes a copy instruction manual and *Book of the Talbot*, and old style buff logbook, some early photographs of the car, and a V5 Registration Certificate.

**£13,000 - 16,000**

**€14,000 - 17,000**

660

## 1914 BRASIER 9HP TOURER

Registration no. FH 4004

Chassis no. 154

- *High quality French make*
- *Restored in the 1980s*
- *Present ownership since 2006*
- *Recent gearbox rebuild by Neve Engineering*



The Brasier marque originated in 1901 when engineer Henri Brasier left Mors to join Georges Richard, who together with his brother Max had been building cars since the late 1890s at Ivry-Port, Seine, France. Previously called 'Georges Richard', the cars were renamed 'Richard-Brasier' for 1904 and plain 'Brasier' after 1905 following Georges Richard's departure to found Unic. On his arrival Henri Brasier had instigated a new range of larger cars constructed along Panhard lines. Pressed steel chassis frames were the norm by 1904, while chain drive survived on only the largest models, shaft drive having been adopted on the others.

It was in 1904 that Richard-Brasier gained the first of its two consecutive victories in the Gordon Bennett Cup. First run in 1900 in France, the latter took its name from founder James Gordon Bennett Jr, millionaire owner of the New York Herald newspaper and himself a keen sportsman. Contested by national teams, the races were hosted in the country of the previous year's winner until 1905, after which the Automobile Club de France organised the first motor racing Grand Prix at Le Mans. But prior to the coming of Grands Prix, the Gordon Bennett Cup was the most prized trophy of them all.

This was, arguably, the high point of Brasier's fortunes, for the company went into decline after The Great War and was acquired by the bicycle manufacturer Chaigneau in 1926, after which it continued to produce cars under the Chaigneau-Brasier name for a few more years.

This 9hp 1½-litre Brasier four-seater tourer was purchased by the vendor in 2006 and has been used for VCC rallies and other events. The car had been purchased in France in 1974 by the last-but-one owner and was restored in the 1980s (bills and photographs on file). Further works were carried out by VCC member Michael Manning, including four new wheels, while recently the gearbox was rebuilt by Neve Engineering. Unused for the last three years, the car will need re-commissioning before returning to the road. Accompanying documentation consists of a VCC dating certificate, V5C Registration Certificate and the aforementioned restoration records. A spare engine (in need of repair) is included in the sale.

**£16,000 - 20,000**  
**€17,000 - 22,000**

661

## 1955 MG MIDGET TF 1500 ROADSTER

Registration no. GSK 514

Chassis no. HDA467370

- *Last of the T-Series Midgets*
- *Imported from Arizona, USA in 1984*
- *Partially restored and converted from left- to right-hand drive in 1990*
- *Generally excellent condition*



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

As popular now among enthusiasts of traditional British sports cars as it was in its heyday, the TF was mechanically little different from the outgoing TD II, retaining its predecessor's body centre section while featuring a changed front end with shortened, sloping, radiator grille and headlamps faired into the wings, plus an improved interior with separately adjustable seats. The TD's 1,250cc, XPAG engine was retained at first but the need for more power prompted the swift introduction - in November 1954 - of the TF 1500 (with 1,466cc XPEG engine) which accounted for more than half of total production.

With the larger engine, top speed improved by some 5mph and was now within a whisker of 90mph, with 60mph coming up in around 16 seconds, more than two seconds quicker than the 1250. Last in a noble line of traditionally-styled MG sports cars, the TF sold well, 9,600 being produced between October 1953 and May 1955.

This TF 1500 Midget was imported from Arizona, USA by the vendor in 1984 and converted from left- to right-hand drive in the course of a partial restoration carried out in 1990. Used regularly, the car is described by the private vendor as 'up and running' and in generally excellent condition. Copies of all the restoration invoices are available and the MG also comes with a V5 registration document and photographs of it taken in Arizona.

**£20,000 - 24,000**

**€22,000 - 26,000**

662 \* N

## C.1921 BREWSTER COUPÉ

Registration no. not UK registered

Chassis no. 02344

- One of circa two dozen survivors
- AACA award winner
- Knight-type sleeve valve engine
- An older show-quality restoration
- Present ownership since 2010



'Carriage Builders to American Gentlemen', and arguably the most famous of American coachbuilders, Brewster & Co bodied its first automobile - a prototype electric car - in the mid/late 1890s. New York's wealthiest families had long favoured Brewster as a builder of fine quality horse-drawn carriages, so it was only to be expected that they should turn to the same firm to supply bodies for their new automobiles. The first gasoline-powered chassis to carry a Brewster body was completed in 1905 and in 1910 the company moved into a new purpose-built factory on Long Island. It was from this new plant that the first Brewster car would emerge in 1915, with production proper commencing for the 1916 model year.

Brewster were importers of Panhard, Renault, Rolls-Royce, and Delaunay-Belleville automobiles, and it was difficulties in the supply of these European chassis, occasioned by the outbreak of WWI, that prompted the American firm to build its own. The Brewster automobile had a 125" wheelbase chassis and was powered by a 276.5ci (4½-litre) four-cylinder Knight-type sleeve valve engine. Mechanically it owed much to the contemporary Rolls-Royce while the oval radiator was a direct crib from the Delaunay-Belleville.

Steering wheel position was optional and various body styles were available, all priced between \$5,250 and \$6,650 in 1916, making the relatively compact Brewster considerably more expensive than the gargantuan V12-engined Packard Twin Six! Some 500 of these exclusive automobiles had been made when production ceased in 1925, shortly before Brewster's acquisition by Rolls-Royce of America. Around two dozen of these early oval-radiator cars are believed to exist today.

An older show-quality restoration, still in good condition, this AACA award-winning Brewster Coupé features a distinctive forward-sloping 'Brewster windshield' and is finished in blue with black wings and black detailing. The charming cloth-trimmed interior incorporates extensive timber framing, rear courtesy light, roof vents, and a pull-down rear window blind, while the beautifully detailed engine bay boasts numerous brass and copper components. The Key Collection purchased the car at a US auction in 2010. Few early American automobiles are rarer or more exclusive than this wonderful Brewster Coupé, which would grace any important private collection.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

**£25,000 - 30,000**

**€29,000 - 35,000**

663

## 1926 FRAZER NASH 1½-LITRE SUPER SPORTS

Registration no. PE 9094

Chassis no. 1081

- *Charismatic Vintage-era sports car*
- *Present ownership since 1977*
- *Continuously maintained*
- *Eligible for a variety of VSCC and other prestigious motoring events*



“A nickname as evocative as the ‘chain gang’ is guaranteed to raise the eyebrows of any fast-car enthusiast not too conversant with the intimacies of the pre-war Frazer Nash.” – Bruce Hudson, *British Light Cars 1930-1939*.

The Frazer Nash was the direct descendant of the GN cycle car, a twin-cylinder, chain driven vehicle produced until 1922 by the partnership of Captain Archie Frazer-Nash and H R Godfrey. Archie Frazer-Nash then formed a new company and in 1924 the first Frazer Nash appeared. The new car used the GN-type transmission, which consisted of a separate chain for each speed, the drive sprockets being engaged by dog clutches. Three forward speeds were offered at first, with a fourth added later, power being transmitted via a countershaft to the rear axle. Reverse had its own chain.

In many ways this system represented the sporting motorist’s ideal; it was lighter and absorbed less power than a conventional gearbox, while the sprockets could be changed quickly to suit different types of event: trials, sprints, hill climbs, circuit races, etc. Once mastered, the Frazer Nash’s chain-drive transmission can be operated more briskly than any conventional vintage ‘box’.

Although the chain drive was highly unusual, at least for a motor car of the period, a chain is more efficient than almost any other form of transmission and Frazer Nash’s system was one of the best. References at the time to “smoking or red-hot chains lying on the road” after the rare breakage were mistaken. The reason chains were handled with care was because they were dirty, and many lasted over 40,000 miles. With their unique form of drive, Frazer Nashes over-steered dramatically under power and it was said at the time that “Frazer Nashes never go round corners, they merely change direction”. In 1928 Captain Frazer-Nash left the company, which then came under the control of H J and W H Aldington. Between 1924 and 1954, when production effectively ceased, approximately 450 Frazer Nash cars were produced, of which 350 were pre-war ‘Chain Gang’ models.



As first conceived, the Frazer Nash chassis employed quarter-elliptic springing, rack-and pinion steering and cable-operated brakes on the rear axle only, though four-wheel braking was soon standardised. The Power Plus 1.5-litre overhead-valve four-cylinder engine was used for the first dozen-or-so cars before the similar-size sidevalve Anzani 4000 series was standardised in 1925.

The Anzani engine's power characteristics make for a lively balanced sports car with long-legged vintage touring ability. This car's engine is modified with a Phoenix Engineering crankshaft, con-rods, and shell bearings that have given confidence over its many years on Continental adventures. Like many Anzani Nashes, 'PE 9094' has a polished aluminium body with nickel-plated lights, screen, and fittings. The 'three-seater' body has carried parents and two children happily over many miles.

According to the Frazer Nash Register, this early Frazer Nash was "Delivered March 4th 1926 – Wide front axle fitted January 1932, otherwise no pre-war history known".

The vendor purchased 'PE 9094' from Clive Hamilton Gould in 1977, since when it has been regularly and enthusiastically rallied throughout the UK and Continental Europe, including three Frazer Nash 'Raids' to Bolzano and three circuits around New Zealand. Well known within the camaraderie of the Frazer Nash Car Club, 'PE 9094' has been continuously maintained over the course of the last 42 years and comes with a detailed list of all works carried out. The history file also contains notes on starting and managing 'PE 9094'; an old-style continuation logbook (issued 1953); various V5C Registration Certificates; assorted tax discs; FIVA Identity Card; VSCC Eligibility Card '2799' as a Standard Car (14/10/2003); Eligibility Form (13/9/1989); and many other interesting and useful documents. Accompanying spares include alternative chain sprockets, driving chain, cylinder head gasket, fibre transmission coupling, and shell and ball bearings.

A splendid Vintage-era sports car more than able to hold its own against contemporary opposition, 'PE 9094' wants only for another equally enthusiastic custodian to continue its colourful career.

**£130,000 - 150,000**  
**€140,000 - 160,000**

664

*The ex-Ivor Read*

## **1908 NAPIER 45HP TYPE 23 SIX-CYLINDER OPEN DRIVE LIMOUSINE**

Coachwork by Burlington Carriage Co

Registration no. LD 3218

Chassis no. 4160

- Outstanding museum quality Edwardian motor car
- Known ownership history from new
- Long-term single family ownership 1914 to 2002
- Extensive sympathetic mechanical conservation in recent years



"Napier's list of customers, like the passenger list of the Titanic, recalls all the thundery afternoon sunlight of Edwardian England. Here is ancient landed wealth: here is the recent profit of industry and finance: here are the rich Radical politicians. Here is a memory of the days when there were forty servants below stairs at Longleat, when Sir William Lever, vastly rich on soap, could say he was 'in love with petrol!'"

How well Charles Wilson and William Reader in *Men and Machines - A History of D Napier & Son, Engineers, Ltd* summarised the background against which Mr Ernest Johann Wicke ordered his new Napier Limousine in 1908. Legend has it that he bought the car after it had won major accolades at a London motor show. Wicke lived at Rochester House, Westgate-on-Sea, Kent and maintained a 'sufficient' household, similar to many other Napier customers. His magnificent new limousine, supplied by S F Edge Ltd of 14 New Burlington Street, London, was delivered on 23rd December 1908 and Wicke was to keep the car until 1914. Wicke cherished his Napier, insisting that a Napier motor engineer be provided to drive and maintain the car to the highest standards. He built a substantial motor house for his chauffeur, Percy Frederick Mosely, fronted by a glass canopy under which Mosely could dry off the car after a wet journey, before parking it inside. This property survived in Westgate-on-Sea until comparatively recently.

In 1914 the car was purchased by Ivor Read's father, who retained Mosely's services as chauffeur. Mosely taught Ivor to drive on the car, which remained in active service until 1925. Correspondence on file indicates that it nearly slipped out of family ownership in 1929 in a part-exchange deal with the Invicta Motor Engineering Works Ltd involving a Ford. Ivor forestalled his father's deal, and the car was thereafter carefully preserved until Ivor's death in 2001. During that period it made local appearances, being exhibited at the Napier Centenary gathering in 1958 and on other notable occasions. In 1979, during Ivor Read's ownership, the Napier was featured in *Automobile Quarterly* (Volume 17, No 3). Various photographs and papers before and during Ivor Read's ownership are available together with an Instruction Book for Napier Cars, provided by S F Edge Ltd in 1912.

Having rebuilt Ivor Read's larger sporting Napier during Ivor's lifetime, VSCC former treasurer Bill Fone purchased 'LD 3218' from his estate at Bonhams' RAF Museum Hendon Sale in April 2002 (Lot 917). With assistance from Bill May, an engineer apprenticed at Napiers, 'LD 3218' was returned to roadworthy condition without removing the body from the chassis. The engine bearings were satisfactory but the oil pump worn, so repaired.



All mechanical work on the chassis and running gear was entrusted to Arthur Archer of Great Dunmow, Essex, who also reproduced the fuel tank and exhaust system. Wheels were rebuilt, brake shoes and drums replaced, patterns made to cast a new water pump, and the electric telegraph from the passenger compartment to the driver repaired. The silk roller blinds have been replaced.

The 6.0-litre engine provides easy performance, geared at around 38mph per 1,000 revolutions. The sprag facility on the transmission engaged by a handle beside the gear lever has been disconnected. Arthur Archer has provided a manual of information and operation of the car to match Mosely's Manual.

Ranking highly amongst the most original surviving formal Edwardian motor cars, 'LD 3218' has stood the test of time remarkably well. The wings were probably changed in the late Edwardian or early Vintage era, a common updating modification, and a later Zenith carburettor is fitted, again a practical improvement for better performance probably carried out at the same time. The body represents state-of-the-art coachbuilding of its era, being a D-front open-drive limousine of most elegant proportions with every comfort provided in the enclosed rear compartment.





Unusually, the coachwork widens aft of the rear doors, and the commodious parlour-like interior is superbly furnished with pleated and buttoned cloth upholstery, generously affixed with pasting lace and door furnishings including ivory pulls and handles. There are silk blinds affording privacy to all the rear windows with provision for curtains to the D-windows on the glass division.

Passenger comforts include map pockets, smoker's companions, newspaper nets to the roof, passenger sling pulls to each rear window, interior courtesy light and, most remarkably, an S F Edge electrical indicator to convey remote instructions to the chauffeur. The quality of the upholstery and furnishings to the rear is second to none. The chauffeur's compartment features fuel and oil pressure gauges, the chauffeur's instruction indicator, clock mounting, and an Elliott speedometer and mileage/time indicator. The dashboard accommodates the coil box. Driving equipment includes a side mounted spare wheel, a coiled bulb horn, Napier oil side lamps and S F Edge Ltd Napier acetylene headlamps.

In 2014, it having proved impossible to find reproductions of the Napier's large core radiator tubes in the UK, the core was replicated in New Zealand, and the radiator entirely dismantled, repaired and re-plated through Auto Restorations in Christchurch. By this time, expenditure on the car since its purchase in 2002 had totalled £98,500. Now reliably mobile again, the Napier has taken part in *Downton Abbey*, *Mr Selfridge*, *Peaky Blinders* and similar Edwardian-set TV productions. The car is accompanied by its own tools, Napier tyre pump, acetylene tank, VCC plate, and a copy of the T23 chassis drawings. The summary of the mechanical restoration works is on file, supported by detailed records plus a CD of photographs recording the work at Archer's. A copy of the book *Men and Machines* will be provided with the car.

'LD 3218' also comes with a copy of the registration book issued in March 1921, a tax disc from 1925, a copy VCC Dating Certificate issued in 1960, MoT certificates, sundry bills, and correspondence from its distinguished past. Rarely do cars of such outstanding museum quality, originality, and exceptional history of long ownership come to the open market, and yet this is also a car well capable of undertaking any motor tour.

**£250,000 - 300,000**  
**€270,000 - 330,000**



LD 3218

665

## 1962 AUSTIN-HEALEY 3000 BT7 MARK II

Registration no. 558 XUB

Chassis no. HBT7L16819

- *Desirable triple-carburettor model*
- *Delivered new to the USA*
- *Left-hand drive*
- *Five-speed gearbox and numerous other upgrades*



Made only between 1961 and 1962, the Austin-Healey 3000 BN7 and BT7 were the only variants to have triple carburettors as standard, making them highly desirable and collectible. This BT7 model was purchased by its original owner, a wealthy man living in Los Angeles, for occasional motor sports use (it still retains its original competition lap belts). Later, in 2006, the car was acquired by mechanical engineer and restorer, Pete Farmer, a well-respected figure within the Austin-Healey fraternity for more than 30 years, he was the one chosen to prepare and support, ten British Austin Healey's in the North American challenge. Pete prepared the Healey for his good friend and neighbour, a surgeon working at a nearby hospital, softening the racing specification to make the car better suited to a wider variety of uses. Later, as the owner's new position of Professor of Surgery demanded greater time and attention, he reluctantly had to part with the Healey, which had seen little use but been well cared for and regularly maintained. The car is still registered in the UK to the same keeper who registered it with the DVLA in February 2007.

This car has had a great amount of money lavished on it and has seen little use since. The vendor describes it as a quick and powerful car that copes well with traffic, with a strong engine that sounds wonderful. The five-speed gearbox greatly enhances the driving experience and is a must for competition use, particularly long-distance rallies.

This Healey also has a large brake servo, quick-release oil filter, larger oil cooler, competition fuel pump, recent new fuel tank, and a set of heavy duty chrome wire wheels shod with low-profile tyres, including the spare.

Cosmetically the Healey is beautiful, though no 'trailer queen'. Removed and stored for years while the car was used for motor sport, the rear seats and back support are like new. The rear seats have been reinstated while the back support comes with the car and slides into place if required. This car also has the soft-top and frames, side screens, hardtop, and a full factory tonneau with support bars, and comes complete with its jack, wheel brace, and rawhide/copper hammer. The vendor also has the original front chrome bumper, overriders, irons and front valance, if required these items can be made available, by separate negotiation with the vendor.

A great driver's car that begs to be used, '558 XUB' is UK registered and comes with its US title document and NOVA letter showing all duties have been paid.

**£38,000 - 46,000**

**€41,000 - 50,000**

666

## 1957 JAGUAR XK150 3.4-LITRE COUPÉ

Registration no. 404 XVC

Chassis no. S834952BW

- *Bodywork overhaul and re-spray 2016-2018*
- *Coopercraft disc brakes*



One of only 674 XK150 fixed-head coupés built with automatic transmission, this left-hand drive example was delivered new to the USA via Jaguar Cars, New York. Its first owner was Chester Firestein, grandson of Max Factor, who would go on to become Chairman and Chief Executive of Max Factor Inc. Mr Firestein has advised the vendor that he bought the XK150 as a 19-year-old from Jaguar's West Coast main dealer in Los Angeles, Charles Hornburg, located on Sunset Boulevard in West Hollywood.

Chester Firestein recalled: "It was a great looking automobile with its graceful front fenders and fun to drive. However, it seemed to have a good many mechanical and electrical problems. It was, more often than not, in need of repair. I suffered with the car's numerous electrical and other issues. One morning I went to my garage and the car failed to start - a frequent ailment. For some reason, I turned on the lights - and the engine started. That was more than I could tolerate. I kept the engine running and drove my beautiful Jaguar to a used car dealer and sold it on the spot. I am hopeful that after so many years, the problems I encountered have been fixed".

The current vendor purchased the Jaguar in the USA in April 2015. From 2016 to 2019 it has been undergoing restoration, including a bodywork overhaul, at Glamorgan Classic Cars in Cardiff, though the works required were not extensive as the car was in such good condition. The vendor advises us that the chassis is impeccable, the car having been on the West Coast most of its life, and believes that the 82,000 miles on the odometer is supported by the condition of the engine, body, and chassis. Two-tone cream and grey when acquired, the XK has been returned to its original Carmen Red.

Noteworthy features include new Coopercraft disc brakes and full-length stainless steel exhaust system fitted. Chrome wire wheels have replaced the original steel wheels (available if required). The interior trim, the vendor believes to be original, has not been touched. The engine and gearbox have had oil/filter changes.

'404 XVC' is said to drive beautifully, the exhaust emitting a lovely purr, while the automatic transmission makes for a wonderfully relaxed drive. Accompanying documentation consists of the Jaguar Heritage Trust Certificate, and a V5C registration document.

**£55,000 - 65,000**  
**€60,000 - 70,000**

667

## 1956 LAND ROVER SERIES I 4X4 MILITARY VEHICLE

Registration no. HVS 447

Chassis no. 111605459

- Originally in service with 1st Battalion West Yorkshire Regiment
- Veteran of the Suez crisis
- 2.0-litre petrol engine
- Restored in the 1980s
- Well known in 'Series' Land Rover circles



Built as part of a military contract placed in July 1956, this Land Rover's military registration was '84 BR 09'. It began service with the 1st Battalion West Yorkshire Regiment, 19th Infantry Brigade, 3rd Infantry Division in operation 'Musketeer' (Suez) on 10th November 1956. The operational name for Suez was changed at the last minute from Hamilcar to Musketeer, hence the 'H' painted on the doors (there was not enough time to change the vehicles' markings before the operation began). The 1st Battalion West Yorkshire Regiment was the last unit to leave Suez on 22nd December 1956 after handing over control to the United Nations.

The 1st Battalion, along with their vehicles, arrived back at Southampton docks on 2nd January 1957 and returned to their barracks in Colchester. The regiment amalgamated with the 1st Battalion, Prince of Wales' Own Yorkshire Regiment and was based in Dover from 25th April 1958. The 19th Infantry, along with their vehicles, were sent to Cyprus in July 1958 and then to Kenya from July to September 1961.

'84 BR 09' was disposed of through a military surplus sale in 1968. Issued with the civilian registration 'HVS 447', it was bought by a farmer from Knapton, Yorkshire who ran it as a farm vehicle for six years before retiring it to a barn. There it sat for 14 years until it was discovered in 1988 by John Banham, who negotiated its purchase and undertook light restoration.

The current vendor purchased the Land Rover from John Banham in 2004 but sold it on in 2005 to an ex-Suez veteran, Edwin Robinson, on condition that he would receive 'first refusal' should Mr Robinson ever chose to sell it. The vendor was able to repurchase 'HVS 447' in 2015. This particular vehicle is very well known within Series Land Rover circles having participated in countless shows and road rallies and been featured in numerous magazine articles. It has also been the subject of a military Land Rover feature in James Taylor's book 'Original Land Rover Series I' and been made into a model by Oxford Diecast.

**£30,000 - 40,000**  
**€33,000 - 44,000**

668

## 1961 LAND ROVER SERIES II 4X4 SAFARI STATION WAGON

Registration no. 915 YUX

Chassis no. 144006351

- *Delivered new to the USA*
- *Left-hand drive*
- *First owned by Dr Edwin Land*
- *Owned by the Land/Smallwood family for almost its entire life*
- *Circa 13,000 miles from new*
- *Outstandingly original*



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 from then onwards. 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.

This left-hand drive Land Rover Safari Station wagon was purchased new in 1961 in Massachusetts, USA by world renowned scientist, inventor, and technology entrepreneur, Dr Edwin Land, founder of the Polaroid Corporation and best known for inventing the Polaroid Land Camera. In the mid-1970s the vehicle was passed on to his daughter, Valerie Smallwood, who then lived in New Hampshire.

During this period they also lived in the UK and only spent their summers in New Hampshire. '915 YUX' was then passed on, in 2013, to Mr Land's granddaughter, Miss Emma Smallwood, who imported it into the UK.

This remarkable Land Rover remains in completely original condition, having covered a genuine 13,000 miles and been owned by the same family for almost its entire life. It is a 'time warp', matching numbers example and comes complete with its original tool kit, jack, jack handle, starting handle, and Lucas spares, together with the original owner's manual, service agents' book, US title, service history, etc. In addition, it has original date-stamped wheels and radiator, and also retains the original Lucas headlights, lenses for indicators, sidelights, and brake lights (now obsolete). '915 YUX' is also fitted with an exceptionally rare item, usually only ever seen in sales brochures: a Land Rover Kodiak VI fresh air heater.

**£25,000 - 35,000**  
**€27,000 - 38,000**

**1984 LAND ROVER SERIES III 4X4 UTILITY**

Registration no. A938 JLJ

Chassis no. SALLBAAG1AA202796

- One of the last Series IIIs produced
- Known ownership history
- Circa 60,000 miles from new
- 2.25-litre diesel engine
- Original and unrestored



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 kept production costs down and cut development time. In the course of more than 60 years in production the supremely versatile Land Rover would prove itself adaptable to innumerable civilian and military roles. Its replacement is keenly anticipated.

The Series III Land Rover was introduced in 1971 and would prove to be one of the longest-lived models. Mechanical changes were relatively few, the major improvements being an all-synchromesh gearbox and a bigger clutch, the most obvious departure from the preceding IIA model being an extensively revised and up-rated interior.

The Land Rover offered here is one of the very last Series IIIs made and was purchased new from Ottons Land Rover, Verwood on 13th January 1984 by Damer Farms Ltd of Martin, Hampshire. With the new 90 model having been introduced in 1983, this Series III was offered at a favourable discount. Ottons' 'leftover' Series IIIs were all offered with a hardtop, but this one was supplied with a truck cab and pick-up arrangement more suited to farm work. Being such a late production Series III, it shared the new 90's rear sidelight and indicator positioning.

The Land Rover was in daily use until 1996 and then stored in a barn on the farm until 2011 when it was purchased by the current vendor. He then sold the vehicle to its second owner, Mr Kevin Gladwin of Nottinghamshire in March 2012. Mr Gladwin owned the Land Rover for four years (covering a mere 18 miles in total) and sold it back to the vendor in 2016. Upon purchase, the vehicle was fitted with a canvas tilt soft-top and inward-facing rear seats (the original truck-cab top is included in the sale).

'A938 JLJ' is a rare and completely un-restored example of a very late Land Rover Series III, with known history from new and having covered some 60,000 miles in total.

**£10,000 - 15,000**

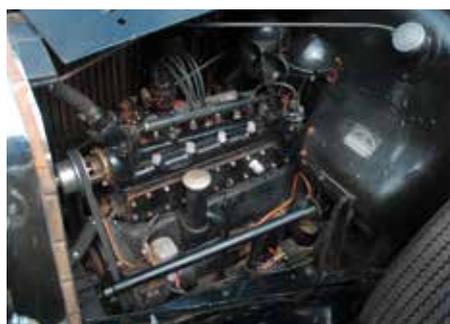
**€11,000 - 16,000**

670

## 1935 MERCEDES-BENZ 200 SALOON

Registration no. 140 XUA  
Chassis no. 208138-124350

- *Delivered new to South Africa*
- *Rare long wheelbase, right-hand drive model*
- *Effectively three owners from new*
- *Restored between 2003 and 2006*
- *Electric overdrive fitted*



The Mercedes-Benz 200 (W21) was in production from 1933 to 1936, featuring a 2.0-litre straight-six engine, all round independent suspension, and hydraulic brakes. Available in long (3,050mm) and short (2,700mm) wheelbases, this was a 'mid-size luxury car' by the standards of its day.

The car we offer is an original right-hand drive, long-wheelbase model that left the factory on 20th August 1935 and was shipped to South Africa where it was first put on the road in 1937. It was owned by a doctor in Durban until the 1960s when it was bought by a garage owner in the town of Utrecht in Natal. During his ownership, the car was reupholstered in leathercloth and some cosmetic work carried out. By the time of his death in the early 2000s he had acquired some 600 cars, which were all bought by a dealer in Durban. The current owner bought the car from the aforementioned dealer in 2003 and shipped it to the UK, making him only the third owner to have registered the Mercedes for road use.

The car was found to be in poor mechanical condition, and a major rebuild (not 'body off') was carried out between 2003 and 2006. Works undertaken included full rebuilds of the engine, suspension, brakes, and steering together with electrical rewiring, new exhaust, etc, etc. In addition, all areas of corrosion on the bodywork were cut out and replaced as necessary, and the car partially re-sprayed. There are photographs of the work carried out and a full set of bills for the mechanical and bodywork repairs on file.

The car remains very original, although a new electric overdrive unit has been added to improve cruising on modern roads, although this could easily be removed and the car reinstated as original. We are advised by the private vendor that it is an excellent runner, is in regular use, and has made a tour of France. It has also been the subject of articles in the May 2008 edition of Mercedes Enthusiast and the May 2014 edition of *Classic & Sports Car*.

**£30,000 - 40,000**  
**€32,000 - 43,000**



671

*Property of a deceased's estate*

**1947 MORGAN F4 ROADSTER PROJECT (SEE TEXT)**

Registration no. BRN 241

Chassis no. 641

H F S Morgan's first three-wheeler of 1910 coincided with an upsurge of interest in cyclecars. Its superior power-to-weight ratio enabled Morgan's humble, three-wheeled cyclecar to outperform many a larger engined four-wheeler, and its maker was not slow to capitalise on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cyclecar race at Brooklands the following year, Harry Martin taking the chequered flag three minutes ahead of the field. Of simple construction with front-mounted motorcycle engine and two-speed chain transmission, the Morgan was light, fast and economical to run. V-twin engines from a wide variety of manufacturers were employed, though those from J A Prestwich predominated. Competition from small sports cars forced the adoption of a three-speeds-and-reverse gearbox in 1931, the last two-speed model leaving the factory the following year. A more refined version - the F4, with 8hp Ford Model Y four-cylinder power unit - appeared soon after and later would form the basis of the first four-wheeled Morgan. The F4 three-wheeler was last catalogued in 1950. Sadly, its owner having died, there was little information regarding this incomplete Morgan F4 Roadster. The only documentation consists of an old-style V5 and an old-style continuation logbook, the latter recording that the late owner acquired the Morgan in 1964. The logbook lists the model as F4 but the engine capacity is given as 1,172cc, suggesting that it is in fact an F Super or has had an engine swap. It is hoped that further information will have come to light by time of sale. Nothing is known of the mechanical condition of this car, which accordingly is sold strictly as viewed.

**£5,000 - 7,000**

**£5,400 - 7,600**

**No Reserve**



672

*Property of a deceased's estate*

**1935 MORGAN SUPER SPORTS**

Registration no. BLP 831

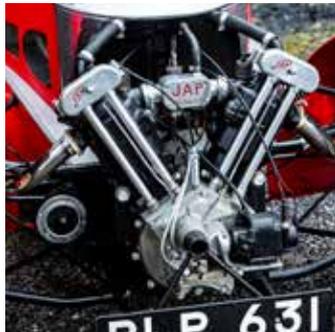
Chassis no. D1327

Its superior power-to-weight ratio enabled H F S Morgan's humble, three-wheeled cyclecar to outperform many a larger engined four-wheeler, and its maker was not slow to capitalise on his creation's competition potential. A Gold Medal in the 1911 London-Exeter-London Reliability Trial with Morgan himself driving was followed by victory in the inaugural cyclecar race at Brooklands the following year, Harry Martin taking the chequered flag three minutes ahead of the field. Racetrack successes led directly to road-going spin-off in the form of the Grand Prix model, introduced for 1914. The first Aero sports model, inspired by the Grand Prix, followed immediately after WWI. Subsequent technological developments included the fitting of front brakes, operated by hand lever, from 1924 and the adoption of a new chassis - the M-type - on the new Super Sports model in 1928. This new chassis was some 2½" lower than its predecessor and undoubtedly helped Morgans trounce the opposition at the New Cyclecar Club's meeting at Brooklands later that year. In 1931 a conventional three-speeds-plus-reverse gearbox was introduced and the model name abbreviated to simply 'Super Sports', the old two-speed transmission disappearing soon after. Morgan used a variety of proprietary engines over the years, though its favoured supplier was usually J A Prestwich (JAP) of Tottenham, North London. Sadly, its owner having died, there was very little information available regarding this JAP-powered Morgan Super Sports. The only documentation consists of an old-style V5 and an old-style continuation logbook, the latter recording that the late owner acquired the Morgan in 1973. The engine number recorded is 'MX4 739', indicating that a Matchless engine was fitted originally. Nothing is known of the mechanical condition of this car, which accordingly is sold strictly as viewed.

**£12,000 - 18,000**

**£13,000 - 20,000**

**No Reserve**



673

### 1964 AUSTIN MINI SUPER-DE-LUXE SALOON

Registration no. 204 LOT  
Chassis no. A-A2S7-S/560098-M

"The new Mini was as different from the British small car norm in 1959 as a space shuttle from a firework. It bristled with innovative ideas, it looked radically different from any other car and was the most compact 'real' car Britain ever produced." – Chris Rees, *Complete Classic Mini*. One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout allowed Issigonis to create a trend-setting masterpiece of automotive packaging. The first Mini prototypes were running by November 1957 and in April 1959 the first pre-production examples were hand-assembled at Austin's Longbridge factory. This Austin Mini was completed at Longbridge and despatched to Stringer Motors of Southsea, Hampshire on 1st May 1964 and was first registered on 6th June that same year as '204 LOT'. In November 1994 the lady vendor's husband acquired the car from Brockenhurst Mini Centre for his wife (invoice on file) and registered it in her name. '204 LOT' appears to have been Hampshire-resident for its entire life. Last taxed to the end of December 1998, the car has been dry-stored for the last 20-or-so years. Offered for restoration, or indeed as a basis for race conversion to compete in pre-66 historic racing. This car is sold strictly as viewed and comes with a V5C document and BMIHT Certificate.

£4,000 - 8,000  
€4,400 - 8,700



674

### 1939 LANCHESTER FOURTEEN ROADRIDER DE LUXE SALOON

Registration no. to be advised  
Chassis no. 35010

Lanchester's last model to enter production prior to WW2 was the Fourteen Roadrider De Luxe, which superseded the 1½-litre Roadrider that had been introduced in 1937. A derivative of the contemporary Daimler DB17/18, the Roadrider De Luxe was powered by a 1,809cc six-cylinder overhead-valve detachable-head engine coupled to the marque's traditional fluid flywheel and Wilson pre-selector gearbox. A conventional synchromesh 'box was optional. Approximately 1,850 cars had been completed before the outbreak of war brought civilian production to a halt. The model did not resume production post-war. A rare and hard to find model, this Lanchester Roadrider De Luxe was owned by a gentleman in Kensington from new in 1939 until 1994, and for the next 18 years belonged to its second owner, who spent over £30,000 on a total restoration (bills and restoration photographs available). The last owner purchased the car in 2012 and had power steering fitted at great expense. This spacious and luxurious touring saloon is in beautiful condition, being finished in its original livery of maroon and black with striking deep-fluted piped cream upholstery and walnut fittings. This very sought-after Lanchester is one of only six believed surviving. There is a very large history file with the car containing original owner's manuals and brochures, old logbooks, and numerous bills and expired MoTs. The private numberplate will be removed prior to sale.

£8,000 - 10,000  
€8,600 - 11,000





675

### 1984 MERCEDES-BENZ 300TD ESTATE CAR

Registration no. A193 BNT  
Chassis no. 1231402F013887

One of nine medium-sized saloons sharing the new W123 body design, the 300D was premiered at the 1975 Geneva Salon, with the estate-bodied 300TD version arriving two years later at the Frankfurt Auto Show. These stylish newcomers incorporated many technological advances, particularly in the method of body construction, which made for a much stronger, crush-resistant 'shell, while heating, ventilation, and dashboard instrumentation all benefited from improvements. Mercedes-Benz had pioneered the use of diesel engines in passenger cars and the new 300D/TD used the new five-cylinder OM617 unit. A succession of oil price increases had begun to focus buyers' attention on economy rather than solely on performance, and these altered priorities were reflected in the success of these new diesel-engined models. Finished in Olive Green with tan cloth interior, this 1984 Mercedes-Benz 300TD estate car is a rare survivor of the model. Noteworthy features include automatic transmission; long sunroof with wind deflector; steel wheels with matching colour-coded moon-disc hubcaps; chrome roof bars; climate control; original stereo; retractable parcel shelf and dog guard; tow bar with electrics; power steering; and self-levelling rear suspension. Showing 155,000 miles on the odometer, the car is described by the vendor as still in nice condition and faultless to drive. Very rare and in a lovely period colour combination, it is supplied freshly serviced and MoT'd. Offered with recent bills and a V5C Registration Certificate.

**£7,000 - 9,000**  
**€7,600 - 9,700**



676

### 1961 LAMBORGHINI DLA 35 TRACTOR

Registration no. not UK registered  
Chassis no. to be advised

Ferruccio Lamborghini started building tractors in 1948. He used war surplus materials at first but by 1952 was making tractors of his own design powered by water-cooled MWM engines. Later he developed his own engines and by 1959 they were air-cooled. The success of the tractor business enabled Lamborghini to branch out into motor manufacturing in 1963; the rest, as they say, is history. In 1970 a large order of tractors for Bolivia was cancelled following a coup d'état, hitting the company's finances. Eventually all the tractors were sold, but Ferruccio had decided to concentrate his efforts on his automobile business and in 1973 sold the Lamborghini Trattori company to the SAME group. Lamborghini's tractors are now prized by collectors. This Lamborghini tractor was restored during 2015 and comes with Italian paperwork. Boasting four new tyres and described by the vendor as in generally excellent condition, it would make a distinctive and welcome addition to any significant collection of classic agricultural machinery or a unique addition to any Lamborghini collection. It has the potential to draw crowds, especially when exhibited alongside the most beautiful supercars sharing the marque's famous 'Raging Bull' emblem, such as the legendary Miura and Countach. An excellent opportunity to buy the cheapest Lamborghini on the market!

**£13,000 - 15,000**  
**€14,000 - 16,000**



677

## 1978 FERRARI 308 GTS TARGA COUPÉ

Coachwork by Pininfarina

Registration no. AWW 162T

Chassis no. 25603

- *Early model with carburettor induction*
- *Imported from the USA*
- *Left-hand drive*
- *Circa 31,000 miles from new*



Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Originally badged as a Dino, the all-new 308 GT4 2+2 superseded the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the amidships-mounted, double-overhead-camshaft, 3.0-litre V8 certainly was, the latter's 255bhp proving sufficient to propel the 308 GT4 to over 150mph.

Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB - Ferrari's second V8-engined road car - marked a return to Pininfarina styling following the Bertone-designed 308 GT4. Badged as a 'proper' Ferrari rather than a Dino, the newcomer had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted 3.0-litre quad-cam engine. Produced initially with glassfibre bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 used steel after April 1977 while further developments included the introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

An exhilarating driver's car and a Ferrari purist's delight, the 308 GTB and its many derivatives proved a huge commercial success for Maranello with over 12,000 sold.

One of the earlier cars with carburettor induction, this left-hand drive Ferrari 308 GTS was built to European specification, including its bumpers and indicators. '25603' was imported from the USA around 10 years ago by the previous owner and has belonged to the current vendor for the last five years, being maintained by his company. Finished in the classic colour combination of Rosso Corsa with tan leather interior, the car has covered only some 31,000 miles from new. The vendor describes the paintwork as superb throughout, while the original interior is said to be excellent apart from some wear to the rearmost carpets. The car comes complete with its original tool kit and jack, Ferrari letter of authentication, some expired MoTs, recent bills, and a V5C Registration Certificate. Benefiting from its limited mileage and reported to be silky smooth to drive, this beautiful 308 GTS represents very good value for an early carburettor car in this condition.

**£45,000 - 55,000**  
**€49,000 - 59,000**

678

## 1978 ASTON MARTIN V8 'OSCAR INDIA' SPORTS SALOON

Registration no. XYT 795T  
Chassis no. V8/SOR/12039

- One of only 12 Oscar India V8s built with manual transmission
- Original registration
- Extensive history file





In 1972 the acquisition of Aston Martin by Company Developments brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its restyled front that now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard. Shortly after reorganisation under new ownership as AML (1975) Ltd, Aston Martin resumed development of its highly successful V8. A host of improvements was to be incorporated in the forthcoming 'Series 4', scheduled for introduction in October 1978. Built from then until 1986, these cars are generally known by the factory's 'Oscar India' sobriquet, standing for 'October Introduction'. The most obvious differences were a restyled bonnet and boot-mounted spoiler while the cabin received a redesigned dashboard and centre console, and the headlining became leather rather than cloth. There were, of course, countless other improvements, most notably to the air conditioning and to the shock absorber settings.

*Autocar* magazine found much to commend in the 'Oscar India' tested in October 1978, reckoning that this latest example from the Newport Pagnell factory stood out as the best-built and most competently finished car it have ever known Aston Martin produce. "It sets new standards of excellence for the company.

In the past there has always been a slightly niggly feeling that one was paying an awful lot of money for a car of rather indifferent trim standards, in which the fabulous performance was not matched by the way the car was put together. Not so any more - the car is a delight, whether to drive, to travel in, or simply to look at."

This Aston Martin V8 Oscar India is one of the extremely rare examples equipped from new with the desirable ZF five-speed manual gearbox. This is a genuine factory manual car and not a later conversion. Finished in Brewster Green with cream leather interior, it retains original matching numbers and comes with a Heritage certificate. In addition to the manual gearbox, '12039' left the factory with optional rear fog lamps, Cibie headlights in grille, Weber carburettors, Avon tyres, Pioneer stereo, and beige Onslow carpets.

An older restoration in very good condition throughout, the Aston has belonged to the current vendor for the last five years and before that formed part of the billionaire car dealer the late Arnold Clark's private collection. The car comes with a large history file dating back to the early 1980s containing the original stamped service book, owner's manual, warranty card, old MoTs, V5C registration document, and numerous invoices. One of the rarest of all Aston Martin V8 variants, with only 12 produced with manual transmission, this Oscar India represents a wonderful opportunity for the Aston Martin collector.

**£120,000 - 150,000**  
**€130,000 - 160,000**

679

## 1961 MERCEDES-BENZ 190 SL CONVERTIBLE WITH HARDTOP

Registration no. SEE 943  
Chassis no. 1210420018486

- One of only some 1,200 right-hand drive examples
- Stored since the 1970s
- Offered for restoration
- Original buff logbook available



For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - 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. Mounted on a detachable subframe 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 carburettors, the M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 60mph in 13 seconds and on to a top speed of 107 miles per hour. The fact that the 190's ride was more boulevard than sporting, and that many contemporary sports cars could out-perform it while costing a good deal less, did nothing to deter sales. 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 'barn find' 190 SL is one of the rare 1,200 or so right-hand drive cars. 'SEE 943' was registered on 7th February 1961 to the first owner, then sold privately later on to his friend in the RAF. Having never been advertised for sale, the Mercedes was rediscovered four years ago having been stored since the 1970s. The original specification recorded on factory data cards is bright red with a black mohair soft-top and beige interior. This 190 SL also has a factory-supplied hardtop in gloss black, and it even retains the original glove box clock, these usually having been replaced with later ones. The car has been repainted in the Mercedes-Benz silver blue colour that became all the rage in the late 1960s and early 1970s, though there is still evidence of the original red paint around the boot lock,

It comes with the original buff logbook, an old-style continuation logbook, an old-style V5, and some old tax discs and MoTs dating back to the early 1970s. Also present are the original owner's manuals and a boot full of genuine parts. Complete and offered for restoration, this is an exciting and potentially most worthwhile project.

**£70,000 - 80,000**  
**€76,000 - 86,000**

680

## 1959 ALVIS TD21 DROPHEAD COUPÉ

Coachwork by Park Ward Ltd

Registration no. not registered

Chassis no. 26245

- *Styled by Carrosserie Graber*
- *Delivered new in the UK*
- *Formerly in the USA*
- *Local import duties paid*
- *Offered for re-commissioning*



The first production Alvis to be styled by the Swiss *Carrosserie Graber* appeared at the Paris Motor Show in October 1955. 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: "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."

A desirable manual transmission model, this TD21 Drophead Coupé was signed off on 31st December 1959 and delivered to Alvis dealer DH & AH Bloomer of Grimsby in February 1960. The first owner was The Ross Group, which still exists today as Ross Foods. Alvis Owners' Club records show two member-owners up until 1976 when the car was exported to the USA. It did not resurface again until 1988 and did not change hands again until 2005. After this the trail goes cold until the Alvis was acquired, out of storage, by the vendor and repatriated to the UK in 2019. Re-commissioning and possibly more extensive works will be required before returning the car to the road.

The factory specification included wire wheels and Reutter reclining front seats, which the car retains. The seats have been reupholstered in black leather and the wire wheels are now new chrome items, shod with new Vredestein tyres. The car is offered complete with an owner's manual, copy of the factory build card, Alvis OC key ring and baseball cap, an Alvis waterproof jacket, and a substantial quantity of bills and correspondence relating to its early life in the UK. There are various spares with the car, including a windscreen and an original, black enamel valve cover.

**£35,000 - 45,000**  
**£38,000 - 49,000**

681

## 1958 JAGUAR XK150SE 3.4-LITRE COUPÉ

Registration no. not registered

Chassis no. S835781BW

- *Delivered new to the USA*
- *Left-hand drive*
- *Automatic transmission*
- *Local import duties paid*
- *Requires re-commissioning*



What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine, and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen. A higher front wing line and broader radiator grille were other obvious differences, but the new model's main talking point was its Dunlop disc brakes: at last the XK had stopping power to match its prodigious straight-line speed.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140 so performance was little changed. SE and S versions came with 210 and 250bhp respectively. Manual gearbox with overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice.

A sought after Special Equipment model, this car is one of only 674 3.4-litre XK150 fixed-head coupés built with automatic transmission. The motor car comes complete with a JDHT Certificate, showing that it left the Browns Lane factory on 27th October 1958 on its way to Jaguar Cars, New York, USA. Believed originally supplied to its first owner in Nevada or Arizona, the XK was recently purchased in Antioch, California. The car is in extremely original condition and starts 'on the button'. It was purchased out of long term storage so will require re-commissioning, but nevertheless appears very sound with all electrics working (wipers, gauges, rev counter, heater fan, etc).

Originally finished in Mist Grey with red leather trim, the car is now painted white but retains its original upholstery, carpets, and boot mat. It comes complete with full original tool kit (in a new tool roll) and an owner's maintenance manual. It is hoped that a UK Registration certificate will have been obtained before the auction, but if not the car will come with all required documents, duty paid and complete with the NOVA letter.

**£32,000 - 40,000**  
**€35,000 - 43,000**

682

## 1965 FORD MUSTANG FASTBACK COUPÉ

Registration no. ABW 996D

Chassis no. 6T09T128774

- 289ci (4.7-litre) V8 engine
- Manual transmission
- Restored in 2018
- Numerous desirable enhancements



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 the late 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.

A 1st Generation Mustang Fastback, this car is equipped with the 289ci (4.7-litre) V8 engine with 'Fast Road' camshaft, and has the optional four-speed manual transmission. Most unusually, for a manual Mustang, this example is equipped with power steering. This car also features power brakes, rear anti-roll bar, GT exhaust tips and rear valance, duo-tone luxury interior, fold-down rear seat, and a long-load trunk hatch. We are advised by the vendor that this Mustang was restored in 2018 using a sound bodyshell as a starting point.

Since arriving in the UK, the Mustang has been further equipped with a new six-dial dashboard, MotoLita wood-rim steering wheel and boss, chrome Monte Carlo bar and front shock absorber mounts, new GT front coil springs (fitted after the car was photographed), and brand new Legendary Wheel Co Magnum 500 7"x15" alloy wheels shod with 185x65x15 tyres. The car is offered complete with the original door tag and two new tags, showing the original specification and current specification respectively. Offered with a V5C Registration Certificate.  
**£25,000 - 35,000**  
**€27,000 - 38,000**

683

## 1986 ASTON MARTIN LAGONDA SERIES 3 SALOON

Registration no. D25 YRF

Chassis no. 13501

- *One of only 638 made*
- *Extensive ongoing restoration 2008-2014*
- *No expense spared*
- *Numerous bills (perusal recommended)*



Aston Martin's periodic revival of the Lagonda name saw it applied to a stretched, four-door AM V8 in the mid-1970s, a mere handful of these 'Series 1' cars being constructed. When the concept re-emerged as an entirely new product type, it was the sensation of the 1976 London Motor Show. Clothed in striking 'razor edge' bodywork designed by William Towns - the man responsible for the DBS - the new Lagonda saloon, designated 'Series 2', used the same long-wheelbase V8 chassis as its immediate predecessor, while breaking new ground in terms of digital LCD instrumentation and touch-button switch gear. Problems with this advanced concept would delay production until April 1978, by which time a simplified arrangement had been adopted. The interior though, was every bit as luxurious as the exterior was futuristic, featuring selected Connolly hides, Wilton carpeting and walnut veneer, all hand-finished by skilled craftsmen in the best Aston Martin tradition.

In the Lagonda, Aston's well-proven 5.3-litre V8 employed a quartet of twin-choke Weber 42DCNF carburetors and produced a maximum of 280bhp at 5,000rpm with 320lb/ft of torque available lower down the range. A Chrysler Torqueflite automatic gearbox was the standard transmission. More than 17' long, 6' wide and weighing two tons, the Lagonda was an imposing sight from any angle, yet despite its bulk proved capable of racing to 60mph in 7.9 seconds on its way to a top speed of 145mph.

Production got into its stride towards the end of 1978, with one car per week being completed at the Newport Pagnell factory. The Lagonda was face-lifted in 1987 as the Series 4, acquiring a slightly softer, less hard-edged look and continued in production until May 1990 by which time a total of 638 had been built. Even today, almost 30 years after its sensational debut, there are few cars that can match the visual presence of the Aston Martin Lagonda.

This Lagonda's late owner died recently in a helicopter accident and since his passing it has only been possible to locate limited information concerning the car. Accompanying paperwork consists almost entirely of numerous bills for extensive ongoing restoration - including a full bodywork renovation, bare-metal repaint, and conversion of the instrumentation to modern LCD - issued by David Marks Garages during the period 2008 to 2014. These bills are proof of a no-expense-spared approach to the Lagonda's refurbishment and maintenance, and perusal is strongly recommended. The car also comes with a copy V5C and MoT Certificate, the latter expiring in July 2020.

**£40,000 - 60,000**  
**€43,000 - 65,000**

684

## 1982 ROLLS-ROYCE CORNICHE COUPÉ

Registration no. TRN 963X

Chassis no. CRH0050550

- Imported from Hollywood, California, USA
- Left-hand drive
- Believed genuine circa 34,00 miles from new
- Recent works to the brakes and suspension



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

Recalling its glamorous Grandes Routières of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder Mulliner, Park Ward - were limited to just two, a two-door fixed-head coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hide, and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the coupé and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow's.

Nevertheless, demand for these more glamorous alternatives to the much more numerous Silver Shadow was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971. The Corniche proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995.

This left-hand drive Corniche Coupé has been owned since the 1980s by a lady resident on Hollywood, California, followed by her daughter. The low recorded mileage figure of *circa* 34,000 is believed genuine, being supported by invoices on file. According to the vendor, the car is in generally very good shape and drives really well. Having resided in California almost all of its life, this Corniche appears to be virtually rust free. Recent maintenance has included works to the brakes and suspension. We are advised by the vendor that local duties have been paid and that the car comes with a valid MoT.

**£30,000 - 40,000**

**€32,000 - 43,000**



685

*Property of a deceased's estate*

### **C.1967 JAGUAR 340 AUTOMATIC SPORTS SALOON**

Registration no. TME 674F

Chassis no. 1J51077BW

Introduced in September 1967, the 2.4-litre 240 and 3.4-litre 340 were the ultimate developments of the immensely successful Jaguar Mk2 sports saloon, which had set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Intended as new base models, the pair were barely distinguishable from each other and differed from the final Mk2s by virtue of their Ambla upholstery (leather was now an option), slimmer bumpers, and the absence of built-in fog lamps. Only the 240 differed significantly from its 2.4-litre Mk2 predecessor, gaining a more-powerful version of the classic six-cylinder XK engine. The latter was fitted with a 4.2-litre-type straight-port cylinder head, twin SU carburettors, and a dual exhaust system. The result was an increase in maximum power from 120 to 133bhp and a big improvement in performance. Tested by Autosport magazine in 1968, an overdrive-equipped Jaguar 340 reached 124mph, a figure only bettered marginally by the deleted 3.8-litre Mk2. Although the 240 lasted - briefly - into the XJ6 era, the 340 was axed on the latter's introduction in September 1968 and is thus one of the rarest of the Jaguar Mk2 family. Offered for restoration, this 'barn find' 340 has been stored for circa 30 years and is sold strictly as viewed. There are no documents with this Lot.

**£4,000 - 6,000**

**€4,300 - 6,500**

**No Reserve**



686

### **1950 STUDEBAKER LAND CRUISER**

Registration no. 221 UXG

Chassis no. 17A 75532

Offered here is an example of the sensational 'Bullet Nose' Studebakers, a landmark of automotive styling clearly influenced by the coming of the 'Jet Age', which had been designed by Raymond Loewy and Virgil Exner. Introduced for 1950, the 'Bullet Nose' Studebaker Land Cruiser sat at the very top of the company's more expensive Commander line up. It was powered by the 245.6ci (4,026cc) 102bhp sidevalve six-cylinder engine and had a three-speed column-shift manual transmission. This example of a Classic American rarely seen in the UK was sold new in August 1950 to its first owner, who used the car to travel to and from his place of work at the Naval Ordnance Test Station at China Lake in the Western Mojave Desert, California. Second owner Edward Haines purchased the Studebaker in 1973 and owned the car for some 30 years in both California and Utah. He then sold it to a friend in the UK, David Loewy of Sussex. The current (fourth) owner purchased the car in 2014. Recent works carried out include a strip down and re-spray (2017); overhauling the gearbox and overdrive (2019); fitting electronic ignition; replacing the centre prop-shaft bearing and rubbers; overhauling the carburettor, generator, and starter motor; and fitting a bypass (manual) choke. The electrics had already been rewired by Mr Loewy. Offered with bills and a V5C document.

**£10,000 - 15,000**

**€11,000 - 16,000**



687

### 1988 MERCEDES-BENZ 300 SL CONVERTIBLE

Registration no. F231 NMO  
Chassis no. WDB1070412A076742

Mercedes-Benz revived one of its most famous model designations of all time when it introduced the new 300 SL in 1985. However, on this occasion the newcomer was not a thinly disguised sports racer but the latest in a noble line of six-cylinder luxury Gran Turismos stretching back to the 230 SL of 1963. When the original Type 113 bodyshell finally bowed out on the 280 SL in 1971, it was replaced by the V8-engined Type 107, and there would not be a six-cylinder model in the range for a further nine years, an omission rectified in 1980 with the launch of the new 280 SL. The latter used the same twin-overhead-camshaft unit as the other '280' models, and with 185bhp on tap was good for a top speed of 127mph. When the 300 SL took over in 1985 it came with a single-cam engine that produced a mere 3 horsepower more at the top end, the main gains over the superseded smaller motor being a useful increase in torque and a marked reduction in fuel consumption. This 300 SL Convertible is finished in cream with beige leather interior and has the automatic transmission option. Accompanying history consists of a file containing bills, receipts, and expired MoTs, testifying to regular maintenance throughout the car's life. Described by the vendor as in generally good condition, this desirable Mercedes-Benz soft-top is currently MoT'd and comes with a V5C Registration Certificate and its highly desirable hard top.

£7,000 - 10,000  
€7,600 - 11,000



688

### 1994 JAGUAR XJS 4.0-LITRE 2+2 CONVERTIBLE

Registration no. to be advised  
Chassis no. SAJNX2746SC197815

An automatic transmission model, this XJS Convertible was delivered new to the USA finished in stunning Rose Bronze livery with contrasting cream leather interior. Imported from the USA's West Coast, the vendor having bought the car in Seattle, it was brought back to the UK in 2015. On arrival the car was checked over and passed the MoT test with no advisories. Additionally, the oils were changed and a tear in the driver's seat repaired with new covering to the seat back. The car was then put into storage in a dedicated car storage facility. In July 2019 the Jaguar was brought out of storage, had a set of four new tyres fitted and new battery, and again passed the MoT test with no advisories. Having been a US West Coast car, this XJS's body and chassis are in excellent condition; indeed, the vendor's Jaguar mechanic has told him that this is the best-sorted XJS he has come across. When the vendor bought the car he intended to use it for touring on the Continent but has reluctantly decided to part with it as he has to reduce his Jaguar collection and prefers to retain in its place his left-hand drive XK150SE Convertible. MoT'd to July 2020, this gorgeous XJS is offered with a Jaguar Heritage Trust Certificate and a V5C Registration Certificate.

£9,000 - 11,000  
€9,700 - 12,000



689

## 1953 MERCEDES-BENZ 300 SALOON

Registration no. OBK 781

Chassis no. 300R186.0110 1707/53

- Rare right-hand drive example
- Exported new to Australia
- Professional restoration completed in July 2013
- Present ownership since November 2013



This rare, right-hand drive Mercedes-Benz 300 saloon was exported new to Australia. In 2003 the 'Adenauer' was purchased by its first UK owner, who registered it with a cherished number ('OBK 781') that it still carries today. Although the car had been repainted and some refurbishment carried out, the engine and electrical system both required attention. After obtaining a quotation in the region of £6,000 for a rewire, the owner decided to dispose of the car, which was consigned to auction, reaching a new home in the North West of England, possibly during 2007.

The necessary remedial work appeared not to have progressed to any appreciable extent when the immediately preceding owner came across the car in 2009. He struck a deal with the owner and after a 'false start' with another specialist, the vehicle was transferred to Martyn Marrocco of Malton, a respected Mercedes-Benz restorer. A complete rewire had already been carried out to an excellent standard, and Marrocco revisited all the previous mechanical and cosmetic work, stripping the engine for a second time to check it and rectify anything not up to his standards.

The chassis and bodywork was checked and, although mostly sound and in good condition structurally, was repaired where necessary and then completely repainted. Brightwork was re-chromed and the woodwork refinished. New tyres were sourced from USA. Seat belts were installed front and rear, which entailed strengthening the 'B' posts and reinforcing the mounting points for the rears. A Becker radio was fitted, complete with iPod input, while other upgrades include a brake booster, windscreen wash/wipe, rear view mirrors, and a leather interior.

Completed in July 2013, the restoration is recorded on a CD-ROM of photographs contained within the accompanying documents file together with numerous receipts for parts, restoration, rewiring, etc (close inspection recommended). The current vendor purchased the Mercedes at Bonhams' Harrogate sale in November 2013 (Lot 451). A wonderful opportunity to acquire a rare right-hand drive example of Mercedes-Benz's much sought after 1950s flagship at a most affordable price.

**£40,000 - 60,000**  
**€43,000 - 65,000**

690

## 1969 MERCEDES-BENZ 280 SE CONVERTIBLE

Registration no. ABW 146G  
Chassis no. 111025-20-002789

- *One of only 33 right-hand drive 280 SE Convertibles*
- *Rare manual transmission model*
- *One owner from new*
- *Used sparingly*
- *Serviced annually*



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

The 2,778cc overhead-camshaft six-cylinder Type M130 engine though, was all new. In fuel-injected 'SE' form the seven-bearing M130 produced 160bhp at 5,500rpm, an output sufficient to propel the manual transmission model to 118mph with the automatic not far behind. Just as important in an age when automobile induced atmospheric pollution was becoming a hot political issue, was the fact that the M130 brought with it improved fuel economy and more efficient emissions control. The suspension was essentially the same as that of the equivalent saloon model, albeit reconfigured for a lower ride height, with braking courtesy of discs all round. Plush and well appointed, the interiors featured a leather-covered dashboard, (usually) leather upholstery, Becker radio, and round speedometer and rev counter flanking vertically stacked gauges.

The thickly padded convertible top was manually operated, while air conditioning, electric windows, central locking, and power assisted steering were among the several options listed. Production of the 280 SE Coupé and Convertible totalled a little over 5,000 units between 1968 and 1972 when production ceased, and today these timelessly elegant Grand Tourers are keenly sought after by connoisseurs of fine automobiles.

A rare manual transmission model, the example offered here is one of only 33 of these luxuriously appointed Mercedes-Benz 280 SE Convertibles produced in right-hand drive configuration. Purchased new by the current vendor, the Mercedes was taken to Germany and Namibia when the owner was working abroad before returning to the UK in 1992. It has been used sparingly, typically covering fewer than 5,000 miles per year, and has been serviced annually, though few records exist. We are advised that the seats have been reupholstered and a more modern (1980s) radio fitted, though the original is available. Described by the private vendor as running well, the car is offered with the original service booklet (stamped up to 1990), a V5 registration document, and MoT to July 2020.

**£60,000 - 80,000**  
**€65,000 - 86,000**

691

**1958 JAGUAR XK150S 3.4-LITRE ROADSTER**

Registration no. XSV 794

Chassis no. T831234DN

- *An early XK150S roadster*
- *Long term ownership*
- *Delivered new to the USA*
- *Enthusiastically campaigned*





Produced on Friday 29th August 1958, the Jaguar XK150S 3.4-litre roadster offered here is an early example of the "S" variant triple-carburettor model, and only the fourth known to exist with a chassis number starting with the letter "T".

This stunning car is finished in Carmen Red with black leather interior and black hood. The accompanying Jaguar Heritage Certificate confirms that chassis number 'T831234DN' was despatched to Continental Motors, New Jersey, USA in September 1958, though little is known of the car's life in the USA.

Re-imported into the UK in July 1991, the XK underwent a 'chassis upwards' rebuild with right-hand drive conversion during 1992-1993 (photographic record available). The car was purchased by its latest owner in May 1997 and has been used frequently for both pleasure and numerous rallies, including four MSA Euroclassics, two Prix des Alps, many other touring and club events, and holidays throughout the UK.

A further engine rebuild was carried out in 1997 by Les Trafford of Trafford Competition Engines in Tewksbury, and between June 1997 and March 2000 the car was fitted with many mechanical upgrades to improve its driveability for regular use.

These included a Getrag five-speed gearbox (with ratios almost identical to the original overdrive 'box'), up-rated disc brakes, power steering, and a Kenlowe electric fan, while the limited-slip differential was rebuilt. Interested parties should note that importantly the car is supplied with its original gearbox should the new owner wish to return it to its original specification.

This car is fitted with chrome wire wheels and driver and passenger door mirrors. The original painted wire wheels, knock-off 'spinners', gearbox, and radiator are included in the sale together with a huge file of papers and photographs recording all works carried out over the last 20 years. Earlier this year the Jaguar underwent a no-expense-spared 'health check' in preparation for this season's events.

The car presents extremely well and has great patination only developed over the passage of time and is ready to be used and enjoyed for any touring events or shows. As was stated at the outset, this is a wonderful opportunity to acquire an early XK150S, an actively used example that has completed many excursions, rallies, and shows. They seldom come more honest and authentic than this.

**£125,000 - 150,000**  
**€130,000 - 160,000**

692

**1973 JAGUAR E-TYPE SERIES III V12 ROADSTER**

Registration no. FWW 577L

Chassis no. 1S1772BW

- *Known ownership history*
- *In a private collection 1986-2005*
- *Present ownership since 2012*





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.'

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

Other mechanical changes beneath the Series 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.

First registered in 1973, 'FWW 577L' has traceable ownership history from new and has remained in the UK throughout its life with only four owners in total. From 1986 to 2005 the Jaguar formed part of a major private collection in the Northwest of England; owned by the vendor since 2012, it has been kept in mint condition, covering minimal mileage annually. Finished in red with black leather interior, 'FWW 577L' is said to be in good to condition throughout and is offered with a large file of sundry bills, an old-style logbook, and current MoT.

**£60,000 - 80,000**  
**€65,000 - 87,000**

693

## 1965 FORD MUSTANG CONVERTIBLE

Registration no. KY 498C

Chassis no. 5F08C291145

- Dating from the first year of production
- Imported into the UK in 2008
- Restored by Bill Sheppard Mustang
- Numerous desirable upgrades



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 the late Lee Iacocca, 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.

Dating from the first year of production, this Ford Mustang Convertible was registered on 27th August 1965 to a Mr Ronald D Cichocki of Milwaukee, Wisconsin. The car was specified with an automatic gearbox and the larger 289ci (4.7-litre) V8 engine. The original Registered Owner's Manual and a period brochure come with the car together with a comprehensive history file detailing all recent work and expenditure.

In 2008 the car was imported into the UK by Bill Sheppard Mustang and restored to a very high standard. The interior remains in original condition, while the exterior colour was changed to a Candy Apple Red as an alternative to the original solid red. Purchased by the current owner in 2015, the car has undergone further sympathetic improvement to make it more useable in modern-day traffic without compromising the originality or making it ineligible for historic events. In addition to cosmetic improvements the following work has been carried out:

Addition of 'period look' inertia-reel seatbelts to front and rear

Stiffening and strengthening of the chassis

Shock absorbers replaced all round

Front brakes upgraded from original drums to GT-specification discs

Addition of electronic ignition

'KY 498C' has been very lightly used during its current ownership, participating in period events and rallies, and has always been maintained regardless of cost. Being a first-year model manufactured in 1965 this Mustang is eligible for a range of historic rallies and is welcome at the Goodwood Revival meeting where it can be parked in the forward parking area for historic vehicles.

£18,000 - 24,000

£19,000 - 26,000

694

## 1964 MORRIS MINI COOPER 970 S 'TAURUS' SPORTS SALOON

Registration no. COY 4D  
Chassis no. KA2S4 550737

- Numerous in-period Taurus Engineering tuning modifications
- Upgraded 999cc block and Mk2 Cooper S all-synchromesh transmission
- Numerous other upgrades
- Restoration completed in 2012 and sparsely used since



According to its British Motor Industry Heritage Trust Certificate, this Morris Mini Cooper 970 S was built in October 1964 and first registered as 'GPD 727C'. This made it one of 397 similar Morris Mini Coopers built for the home market out of a total run of 963 cars, built specifically to homologate the model for circuit racing by BMC for the under 1000cc class.

The car was purchased by the current vendor in 1994 and restored over the course of the next several years, including a full body restoration using the finest-quality panels supplied by Mini Machine. All other components were either refurbished or replaced as circumstances dictated; the sub-frames powder-coated; the underside Waxoyled; and a new electrical wiring loom installed. With the exception of the carpets, the interior is believed to be original.

This car incorporates various modifications made by Taurus Engineering, which in its day was in direct competition with Mini tuners such as Downton and Speedwell. In November 1964 *Autosport* magazine test-drove a Taurus-tuned Mini Cooper S and described the car as "having few equals".

Fitted prior to the vendor's ownership, and almost certainly in the late 1960s, the Taurus modifications included the installation of a modified transmission from a Mk2 Cooper S as well as an upgraded engine block. This has the advantages of a four-speed all-synchromesh gearbox and a more robust cylinder head casting. Other Taurus modifications include improvements to the cylinder head and inlet manifold; 1½" SU H4 carburetors; cylinder block bored out to 999cc; Salisbury limited-slip differential; and an extractor exhaust manifold. Other notable upgrades include a Benelite grille with spotlights, a Taurus Contour driver's seat, and Rosepetal wheels with Dunlop SP Sport Tyres. A full list of the Taurus (and other) modifications is available on file.

According to the vendor, this Cooper S would certainly not be described as a 'shopping car' as there is relatively little pulling power below 3,000 revs. However, on twisty roads on a Sunday morning with the rev counter nearing the 9,500 mark, this car's 80bhp (up from the stock 55bhp) really makes its presence felt. This exciting 'pocket rocket' is sold with the cherished registration 'COY 4D' and comes with a V5C document and heritage report.

£32,000 - 38,000  
€34,000 - 41,000

695

*Property of a deceased's estate*

## **1934 LAGONDA RAPIER COUPÉ**

Coachwork by Abbott

Registration no. WS 776

Chassis no. D10634

- Sold from the estate of Lagonda expert, the late John Batt
- One of approximately 470 Rapiers produced by Lagonda between 1934 and 1935
- Restored in the early 1980s
- Numerous improvements



An early example of the Rapier, 'WS 776' was delivered to Lagonda's Glasgow distributors Burton & Tweedy on 12th June 1934 and registered in Edinburgh 13 days later. The Abbott fixed-head coupé body was finished in black and chrome, while an ENV pre-selector gearbox was specified. After passing through the hands of a number of Scottish owners, 'WS 776' was purchased in 1963 for £45 by Alan Leyburn, an ex-Lagonda and Rapier Cars Ltd employee and later motor industry executive, who is credited with having designed the supercharger modification for the Rapier while he was at the company. Alan carried out a comprehensive restoration, which involved totally dismantling the car and the construction of a new ash body frame, while preserving what could be retained. Several discreet refinements were incorporated, including an efficient heater, thermostatic radiator fan, and extensive soundproofing of the engine compartment. The Rapier was also repainted an attractive caramel colour, complementing its tan hide interior.

The rebuild was completed in time for the 1984 Rapier Golden Jubilee celebration at Great Fosters, and 'WS 776' was awarded the Baily Trophy for the best car at the Register AGM in 1986 and again in 1992.

The car also featured in Bernie Jacobson's 75th Anniversary book 'Ever Keen'. After the death of Alan Leyburn in 1994, the Rapier spent two years on display at the Midland Motor Museum in Bridgnorth, Shropshire before being acquired by well-known enthusiasts Robin and Mairwen Colquhoun, who used the car regularly before selling it in 2011 to another well-known Lagonda and Rapier enthusiast, John Batt. The Rapier is being sold from John's estate following his passing away earlier this year. It is believed that of the production run of Rapiers under Lagonda's stewardship some 470 left the factory, with only 3 Abbott Coupé bodied cars surviving.

Under John Batt's stewardship 'WS 776' was repainted in 2013, keeping the caramel colour but changing the wings to black to be more in line with sales material from the period. The car has also been lovingly enhanced with a number of engineering improvements and is presented in generally very good condition. Running and driving very well as one would expect the coupé affords the fortunate new owner an exceptionally rare motor car ideal for touring and Vintage Sports-Car Club events. Offered with a V5 registration document and a good history file.

**£30,000 - 40,000**  
**£32,000 - 43,000**

696

## 1927 ROLLS-ROYCE 20HP SIX-LIGHT SALOON

Coachwork by H J Mulliner (see text)

Registration no. YF 5161

Chassis no. GHJ68

- Fully restored in the late 1980s/early 1990s
- Rewired electrics
- Present ownership since 2007
- Complete with luggage trunk and 'town' radiator cap



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

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

Sold new to The Car Mart Ltd, this standard-wheelbase example of Rolls-Royce's successful smaller companion to the Silver Ghost has the four-wheel, servo-assisted brakes and right-hand change, four-speed gearbox introduced on the 20hp model in 1925.

Chassis number 'GHJ68' wears six-light saloon coachwork - believed by the H J Mulliner - and was sold to its first private owner, one J F Davis of Sutton Coldfield, with guarantee effective from 6th May 1927.

Accompanying copy chassis cards record subsequent owners in the Midlands during the 1930s, while the final one listed therein is C L Bowley Esq of Redhill, Surrey, who owned the car in 1946.

'GHJ68' is known to have spent some time in Canada before being purchased by the immediately preceding owner from Chequers Garage (David Baldock) in Goudhurst, Kent in May 1989. Commencing in 1989, the bodywork and interior were restored by Joseph Cowlin while the engine was overhauled, including a re-bore and new pistons, by Hofmann's of Henley, the total cost of these works amounting to approximately £33,000 (see file). Following completion in 1995 the car was kept garaged, and in June 2007 was offered for sale at Bonhams' auction at the R-REC's annual rally at Rockingham Castle (Lot 303).

We are advised by the vendor that the car is in generally good condition, benefiting from rewired electrics, and that the engine runs smoothly with good oil pressure. The engine will be freshly detailed immediately prior to sale. The car is offered with an old-style logbook, sundry restoration invoices, and a comprehensive set of (copy) chassis cards and build sheets, and comes complete with luggage trunk, 'Spirit of Ecstasy', and 'town' radiator cap.

**£17,000 - 23,000**

**€18,000 - 25,000**

697 \* N

**1951 JAGUAR MARK V 3½-LITRE  
DROPHHEAD COUPÉ**

Registration no. not UK registered  
Chassis no. 647349

- *One of 1,005 dropheads produced*
- *Left-hand drive*
- *Three-position convertible hood*
- *Purchased by the Key Collection in 2012*
- *Restored since acquisition*





'Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction. Its engine is as docile in city streets as it is fast on the open road... I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride.' – Courtenay Edwards, writing about the new Jaguar Mark V in the *Daily Mail*.

Jaguar Cars - as William Lyons' SS concern had been re-named in 1945 - commenced post-war production with a range of essentially pre-war designs while at the same time developing what would become known as the Mark V. A considerable improvement on what had gone before, the Mark V saloon's cruciform-braced chassis featured torsion bar independent front suspension, designed pre-war by the company's Chief Engineer William Heynes, and all-round hydraulic brakes. Jaguar's existing Standard-based, six-cylinder, overhead-valve engine was continued in both 2½- and 3½-litre forms in the Mark V, whose bodywork likewise maintained the pre-war tradition, though with minor up-dating in the form of faired-in headlamps, deeper bumpers, and rear wheel spats.

Like its immediate predecessor, the Mark V was available in saloon or drophead coupé versions and featured the kind of luxuriously appointed interior that had become a Jaguar hallmark. The announcement of Jaguar's first new generation post-war saloon - the Mark VII - at the 1950 Motor show signalled the end for the Mark V, production ceasing in June 1951 after slightly fewer than 10,500 had been built, only 1,005 of which were dropheads like that offered here.

Little is known about this left-hand drive 3½-litre Mark V but it is recorded that it was owned by one Frank Weigel in 1981 and had been, prior to the preceding owner's acquisition, with the same keeper for the previous 15 years. The Key Collection purchased the car at Bonhams' Scottsdale Sale in January 2012 (Lot 345), since when it has been restored by them. Mark V dropheads have been gaining in popularity recently and for good reason, as these beautiful cars epitomise Jaguar's traditional virtues of grace, space and pace.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

**£80,000 - 100,000**  
**€86,000 - 110,000**

698 \* N

## 1915 TRUMBULL 15B CYCLECAR

Registration no. not UK registered

Chassis no. 637

- Rare American high-quality cyclecar
- An older restoration
- Previously part of the Gerald Sichel Collection
- Present ownership since 2010



'The Trumbull was a honey of a cyclecar. Had more cyclecars been as well made, this type of vehicle might have enjoyed more success in America.' – *'Standard Catalog of American Cars 1805-1942.'*

Although conceived by Harry J Stoops, the car took its name from its financial backers, brothers Alexander H and Isacc B Trumbull, who had acquired the rights to the design when they bought the American Cyclecar Company. Built in Bridgeport, Connecticut, the Trumbull was powered by a four-cylinder 14/18hp engine, designed by K L Hermann of the Hermann Engineering Company, and featured shaft drive and (in 1915) a three-speed sliding-gear transmission (1914 cars had a friction transmission). It was nothing if not compact, its vital statistics being a wheelbase of 80", a track of 44", and a weight of only 950lbs. A top speed of 50mph was claimed. Roadster and coupé models were offered.

Most of the Trumbull's home-grown competitors left much to be desired in terms of practicality and reliability, tarnishing the cyclecar's reputation and leading to sluggish sales. The result was that most of Trumbull's output was exported, some 1,500 of the 2,000 produced finding customers in Europe and Australia. On 7th May 1915, a consignment of 20 Trumbulls, together with Isaac Trumbull, was aboard the liner Lusitania when it was torpedoed by a German U-Boat. Isaac had been on his way to the UK to clinch an order for 300 cars, and his tragic death brought an end to the Trumbull Motor Car Company.

An older restoration, this Trumbull 15B cyclecar previously formed part of the Gerald Sichel Collection and was purchased by the Key Collection when a selection of the Sichel cars was auctioned at Hershey in 2010. A rare example of the American cyclecar, this charming little Trumbull should provide the fortunate next owner with years of enjoyment.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

**£15,000 - 25,000**

**€16,000 - 27,000**

699 \* N

## 1930 FORD MODEL A DELUXE ROADSTER

Registration no. not UK registered  
Chassis no. A 4654610

- Formerly part of the Gerald Sichel Collection
- An older restoration
- Purchased in the USA in 2010



'The gift of being able to sugar the "pill" of utility with an attractive coating has always been a notable facet of the Ford Motor Company... Ford could make a utility car still look like a "car", low purchase price often being accompanied by a lively performance and good fuel economy...' - Bruce Hudson, *British Light Cars 1930-1939*.

Hudson's words are particularly apposite when one considers the Ford Model A. Replacement for the ubiquitous Model T, the Model A went on sale in December 1927. A more complex car than its predecessor, the 'A' was also more powerful, its four-cylinder sidevalve engine producing 40bhp - double the output of the T - which was good enough for a top speed of 65mph. A three-speed sliding gear transmission replaced the T's planetary gears, there was coil-and-battery instead of magneto ignition, and at last there was a brake for each wheel.

The T's ungainly styling was abandoned, and the eagerly awaited Model A's up-to-the-minute looks, choice of colours and, needless to say, competitive pricing, helped ensure its success. Ford priced the new Model A at just \$450 and would go to build 4.8 million over the next four years despite the prevailing economic gloom. Ford outsold Chevrolet 2-to-1 in 1929/30 when more than 1.4 million were sold - the Model A's best year - and production continued until the V8's arrival in 1932 saw Ford's four-cylinder car renamed 'Model B'.

A very correct older restoration, this 1930 Deluxe Roadster retains its original body and wings. Noteworthy features include dual side-mount spares, driving lights, dual tail lamps, whitewall tyres, radiator stone guard, and the popular 'quail' radiator cap. Previously forming part of the Gerald Sichel Collection where it was professionally maintained, this Model A was purchased by the Key Collection when a selection of the Sichel cars was auctioned at Hershey in 2010.

Should the vehicle remain in the UK, local import taxes of 5% will be added to the hammer price.

**£15,000 - 18,000**

**€16,000 - 19,000**

700

## 1928 ROLLS-ROYCE 20HP LIMOUSINE

Coachwork by Windovers Ltd

Registration no. YV 9249

Chassis no. GWL22

- Reputedly in storage from 1939 to circa 2012
- Un-restored
- Outstandingly original
- Wonderful patina
- Running and driving very well



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

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

This example of Rolls-Royce's successful smaller companion to the Silver Ghost has the four-wheel, servo-assisted brakes and right-hand change, four-speed gearbox introduced on the 20hp model in 1925. Chassis number 'GWL22' wears limousine coachwork by the highly respected firm of Windovers.

Founded in 1856 in Huntingdon but from 1924 based in North West London, Windovers diversified into the manufacture of motor bodies in the early 1900s, concentrating on quality marques – chiefly Daimler and Rolls-Royce at first – before adding the likes of Alvis, Armstrong-Siddeley, Lagonda, Lanchester, Mercedes-Benz, and Bentley to its portfolio in the 1930s. Understood to have been supplied new to a Miss Robinson, the Rolls-Royce is said to have been placed in dry storage at the beginning of WW2, remaining off the road until circa 2012. By the time the car was offered for sale at a UK auction in March 2018, it had been returned to running and driving condition.

In the present ownership for the last 18 months, 'YV 9249' has only been driven in good weather since acquisition. The Autovac and carburettor have been overhauled, and the car is described by the private vendor as running very well and ready to drive anywhere. Vehicles of this age that have survived in unmolested original condition are great rarities, and as such this exceptional 20hp Rolls-Royce is guaranteed to receive more attention than any restored example.

**£16,000 - 22,000**  
**€17,000 - 24,000**

701

Fully Restored

## 1922 MATHIS 8/15CV COACH

wRegistration no. SV 8080

Chassis no. 15973

- Rare early French light car
- Right-hand drive
- Recent extensive restoration by Thornley Kelham
- Over £100,000 spent on the rebuild
- Modern gearbox (original with car)



Founded in Strasbourg in 1898, Mathis built only a handful of prototypes in its early years, subsequently manufacturing Ettore Bugatti's Hermes designs around 1904-1905 before introducing its first 'own-design' production car in 1910. The latter was a conventional 2-litre, four-cylinder sidevalve but Emile Mathis' reputation would be founded on a range of much smaller cars, commencing with the 1,132cc Babylette and 1,300cc Baby. Mathis continued to introduce larger models after WWI but it was the success of his light cars that enabled the company to claim fourth place among French manufacturers by the mid-1920s behind Renault, Citroën, and Peugeot.

One of the earliest embodiments of the currently fashionable 'microcar' concept, this charming two-seater 'coach' is powered by a 1,132cc four-cylinder sidevalve engine and - like all Mathis products - has a four-speed gearbox. The car formed part of an important Swiss private collection for many years before being re-commissioned and acquired by celebrated collector, the late Terry Cohn, in May 1999. (The Beaulieu Encyclopedia of the Automobile (Volume 2, page 972) contains a picture of an apparently identical Mathis 8/15, which may be this actual car).

While in Terry Cohn's ownership, the car was mechanically restored by RAS Services, Fleet and Malcolm Collinson, Farnham. Terry Cohn sold the Mathis to a Mr M Bell in the Isle of Man who then sold it via Sussex Sports cars to the current owner, VSCC stalwart and highly respected motoring journalist, Ronald 'Steady' Barker. Having purchased it in August 2010, 'Steady' used the car infrequently, a solitary light car rally being the only significant outing. The Mathis was then sold to a Mrs Mary Morris, who commissioned recognised specialists Thornley Kelham to undertake a comprehensive 'last nut and bolt' restoration with no expense spared. For improved ease of use, a more modern gearbox was installed during the rebuild (original with car). Completed in 2015, the restoration cost over £100,000 (bills on file).

Purchased by the current vendor in 2018, the car has seen little use in the last year and is reported as running very well and easy to drive (although the brakes leave a little to be desired). Always the centre of attention when taken out, this lovely little Mathis is offered with a substantial history file containing a comprehensive photographic record of Thornley Kelham's restoration work, assorted correspondence, a quantity of marque-related literature, expired MoTs, SORN paperwork, and a current V5C document. Rare and charismatic, this delightful French miniature would be the perfect companion on events run by the VSCC's Light Car and Edwardian Section.

**£18,000 - 20,000**  
**£19,000 - 22,000**

702

## 1966 BRISTOL 408 SPORTS SALOON

Registration no. FTL 423D

Chassis no. to be advised

- One of only 83 made
- 5.1-litre Chrysler V8 engine
- Automatic transmission
- Subject of a 'ground upwards' professional restoration



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

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

With 250bhp (more than double the 406's output) available from its 5.1 litres and a top speed of 125mph, the 407 re-established the Bristol as a true high-performance car but one which nevertheless retained all the refinement and luxury associated with the marque. The 406's four-wheel disc brakes were, naturally, retained for its successor, which came with Chrysler's Torqueflite automatic transmission as standard equipment and coil-spring front suspension in place of the previous transverse-leaf set-up. The chassis was updated and the styling revised periodically throughout the 1960s, the process culminating in the 411 of 1969.

The car offered here is an example of the restyled 408 model, only 83 of which were produced between 1963 and 1965. 'FTL 423D' was first registered on 12th January 1966. The car has the 5.1-litre Chrysler V8 engine and three-speed automatic transmission, and has been the subject of a 'ground upwards' professional restoration. Described by the vendor as in superb condition, this rare and desirable Anglo-American Grande Routière is offered with a V5 registration document.

**£25,000 - 35,000**  
**€27,000 - 38,000**

703 †

Sold on behalf of a British Army charity

## 1942 DUKW 6X6 AMPHIBIOUS UTILITY

Registration no. not registered

Chassis no. 3535039

- Iconic WW2 amphibious vehicle
- Left-hand drive
- Military service record 1966-1981 available
- Requires re-commissioning



One of the most instantly recognisable military vehicles to emerge from WW2, the amphibious DUKW was developed in the USA by the National Defense Research Committee and the Office of Scientific Research and Development. The DUKW prototype was based on a GMC truck chassis, to which was added a watertight hull and propeller. After initial rejection by the US military, the DUKW entered production at General Motors' GMC subsidiary in 1942. Powered by a GMC 270ci (4.4-litre) inline six-cylinder engine, the 6½-ton DUKW had a top speed of 50mph on the road and 5½ knots (6.3mph) on water. A noteworthy feature was the means to vary tyre pressures from within the cab, this being the first use of such technology.

The DUKW was not an armoured fighting vehicle, although some carried Browning machine guns; rather, it was used for ferrying supplies to invasion beachheads and evacuating the wounded. It was first deployed in the Pacific Theatre, while its first use in Europe was during the invasion of Sicily. Many DUKWs saw service on the Normandy beaches following D-Day. A little over 21,000 had been made by the war's end.

After WW2, DUKWs remained in service with military formations around the world, including with the UK's Royal Marines. This example comes with its Vehicle Data Card for the period 1966 to 1981 showing that it was last actively used, by the RAF, as a training aid. Cosmetically restored in 2010, the vehicle last ran circa 10 years ago and has always been stored indoors. We are advised by the vendor that it remains in generally very good condition, and is a very complete and original vehicle, although the engine has been drained of coolant and is thus a non-runner (the crankshaft rotates freely and the gears select).

A unique opportunity, this DUKW is the dream acquisition for the military vehicle collector, as well as being a potential promotional tool - there simply is no cooler vehicle from which to disembark at a riverside pub! Sold strictly as viewed.

Please note 20% VAT will be added to the hammer price if remaining in the EU.

**£35,000 - 55,000**

**€38,000 - 60,000**

704

## 1903 STANLEY 6½HP MODEL A STEAM RUNABOUT

Registration no. BS 8248

Chassis no. 520

- *Iconic American steam-powered passenger car*
- *Engine completely remanufactured (2008)*
- *Axle overhauled (2011)*
- *VCC Dating Report*



During motoring's pioneer period, while battery electrics were successful as a short-range town carriage and even shorter-range speed record breakers, steam and petrol cars seemed roughly equal in the duel to achieve commercial dominance. The steam engine's ability to develop maximum torque at minimum revolutions meant steam cars did not require the demanding and noisy gear change systems vital with a petrol engine. Neither did it demand those two most unreliable items - a carburettor and an ignition system. Because of its low-speed torque a steam engine could be geared to run at a speed below which vibration might intrude. It was quiet and clean, and early on for every rural engineer who understood petrol engines there would be a hundred who knew steam...

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 built 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 steam-car market and continued to do so until 1927 when steamer production ceased. Stanley's sole UK agent was F Wilkinson of Manchester.

This Stanley's late owner died recently in a helicopter accident and since his passing it has only been possible to locate limited information concerning the car. Accompanying documentation consists of a photocopy of the V5C; a copy of the Veteran Car Company Limited's Dating Advisory Committee Report (November 2012); and bills from J R Goold Vintage Steam Restorations Ltd for a complete remanufacture of the engine (2008) and overhaul of the axle (2011). It should be noted that the V5C records the date of first UK registration as 1st November 1996 and incorrectly states that this vehicle is powered by a 6,500cc petrol engine.

**£30,000 - 40,000**

**€32,000 - 43,000**

705

## 1917 STANLEY THREE-SEAT STEAM ROADSTER

Registration no. EL 1004

Chassis no. 16703

- *Iconic American steam-powered passenger car*
- *New burner installed (2008)*
- *Boiler inspection report (December 2018)*



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This Stanley's late owner died recently in a helicopter accident and since his passing it has only been possible to locate limited information concerning the car. Accompanying documentation consists of a copy of the V5C Registration Certificate; a bill for a new burner installation and other works by J R Goold Steam Restorations Ltd (2008); and an SPF Inspection and Consultancy report on the condition of the boiler dated 18th December 2018. It is stated therein that the next Thorough Examination must be carried out by 27th January 2020. It should also be noted that the V5C records the date of first UK registration as 1st February 1980 and incorrectly states that this vehicle is powered by a 2,000cc petrol engine.

**£40,000 - 50,000**

**€43,000 - 54,000**

706

Originally the property of Maharajah Judda Shamsher  
Jang Bahadur Rana

## 1929/30 CROSSLEY 20.9HP TYPE IL CANBERRA LANDAULETTE

Registration no. DS 8082  
Chassis no. 41504

- Believed the only surviving 20.9hp Canberra landaulette
- Known ownership history
- Restored in the late 1980s/early 1990s
- Little used either before or after restoration
- Present ownership since 2001



Crossley Brothers of Manchester built their first motor car in 1904. A favourite of British and foreign royalty, Crossley went on to produce well-engineered cars of high quality throughout the early part of the 20th Century. In 1926, 17 of Crossley's new 18/50hp cars were shipped to the Antipodes for the Royal Tour of the Duke and Duchess of York (later King George VI and Queen Elizabeth). These included limousine and landaulette models, and the latter's style of coachwork became known as the 'Canberra'.

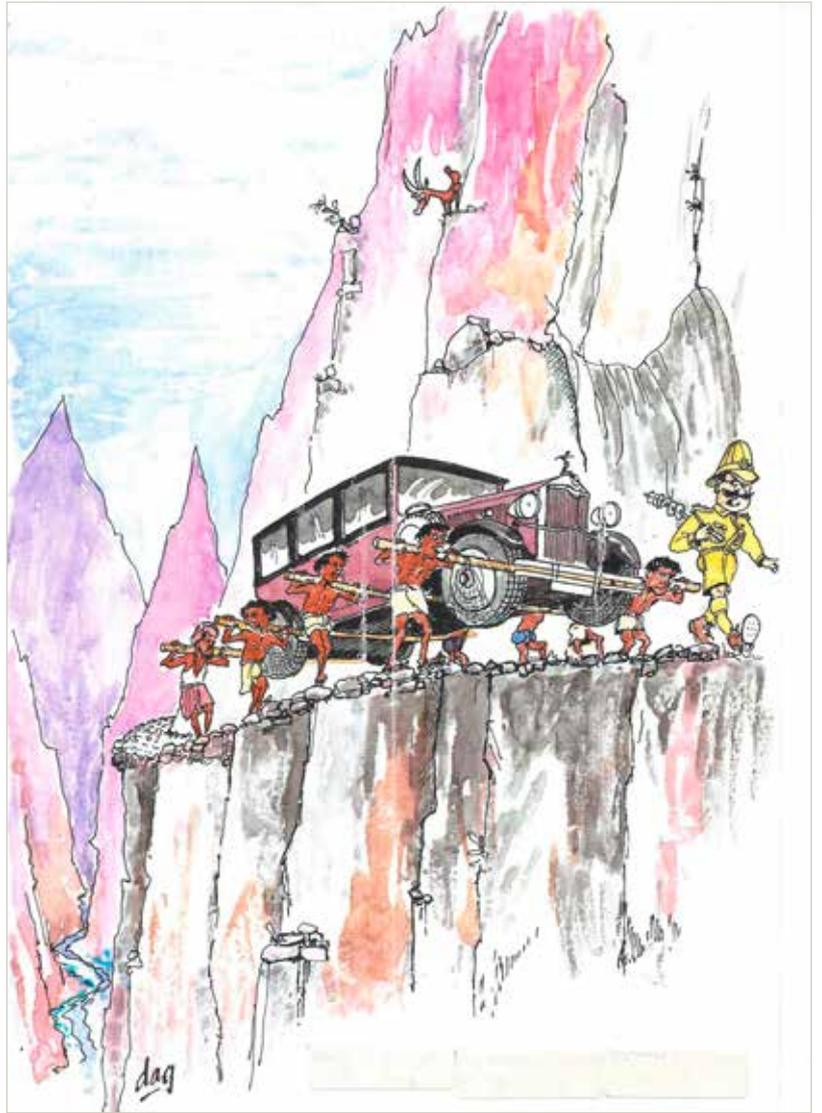
In 1927 the engine was stretched to 3.2 litres for the broadly similar 20.9hp model, as seen here. This car is believed to be the only surviving 20.9hp Canberra landaulette, and has a remarkable history. Its first owner was Maharajah Judda Shamsher Jang Bahadur Rana, whose family styled themselves as 'hereditary Prime Ministers of Nepal'. In those days there were no roads into Nepal and, after shipment to Calcutta and transport by rail, this car was carried by porters to Katmandu, (presumably partly disassembled), over several hundred miles of hilly terrain. At Katmandu there were only two-or-so miles of road on which it could be driven. It was used by successive Rana family rulers, who pursued an isolationist policy and allowed no foreigners into Nepal.

This car remained in Nepal until 1968 when it was found by a visiting American, Norman Bramble, at which time the mileage was a little over 2,000. It was taken to Salt Lake City and used only very occasionally in local parades.

Crossley enthusiast, the late Richard de la Rue, acquired the car in 1988 and shipped it to England, its mileage then being 2,259. Shortly after its arrival the car featured in *The Automobile* magazine's May 1989 issue. The Crossley was sympathetically restored to the highest possible standards over the next couple of years, and was then put on display in the Manchester Museum of Science and Technology.

The present owner purchased the car at Bonhams' sale at the RAF Museum, Hendon in April 2001 (Lot 439). Little used either before or since restoration (the current odometer reading is only 2,829 miles), it is superbly presented in its original burgundy over black livery. The interior is especially worthy of note, with its folding and swivelling occasional seats to the rear, superb original maroon upholstery, chauffeur's speaking tube, magazine nets, and interior lighting. A rare and stately Crossley with a remarkable history, the car comes with sundry restoration invoices and a V5C Registration Certificate. The original tyres and Nepalese number plates are included in the sale.

**£30,000 - 40,000**  
**€32,000 - 43,000**





707

### 1911 ROVER 12HP TOURER

Registration no. CC 593  
Chassis no. 515

Designer Edmund Lewis was recruited from Daimler and drew up Rover's first series-production automobile, an 8hp single-cylinder car with aluminium backbone frame, an adventurous design that despite its shortcomings remained in production until 1912. Lewis followed up with a more conventional 6hp model, which earned itself the distinction of being Rover's first entered in any competition, in this case the Bexhill Speed Trials of 1902. Before his departure for Siddeley-Deasy, Lewis bequeathed another significant design, the 16/20hp, winner of the 1907 Isle of Man Tourist Trophy race for Rover. After an undistinguished flirtation with the Knight sleeve-valve engine, Rover hired ex-Wolseley engineer Owen Clegg, who reorganised production and put the company back on track with a conventional poppet-valve engined car, the 12hp. Powered by a 2.3-litre four featuring pumped lubrication, for the first time on a Rover, the 'Clegg Twelve' was the sole model in the range by 1912 and would remain in production into the 1920s. A 'barn find' discovered in the 1970s, this Rover Twelve is reputed to have belonged to a cavalry officer in France during WWI (writing in French was discovered beneath the dashboard during restoration) and had been laid up since 1919 (possibly because its owner had been killed) when found. Restored by the immediately preceding owner, Mr J Thomas, over a five-year period (during which a starter motor was also fitted) and completed circa 1980, it has taken part in numerous Veteran Car Club rallies, including the Prince Henry Tour, and been driven to the Spanish Pyrenees and back, performing faultlessly. In September 2006, having owned the Rover for 33 years, Mr Thomas offered the car for sale at Bonhams' Beaulieu auction (Lot 467) where it was purchased by the current vendor. Finished in blue/black with blue leather interior, this charming Edwardian Rover is offered with VCC Dating Certificate, sundry bills, and a V5C Registration Certificate, as well as two new spare tyres and inner tubes.  
**£26,000 - 32,000**  
**£28,000 - 35,000**



708

### 1935 AUSTIN SEVEN OPAL TOURER

Registration no. FD 9856  
Chassis no. 228767

Introduced in 1934, the Ruby and its companion models, known as Austin's Jewel range of cars, marked an important step in the development of Austin's ever-popular light car. The new body styles featured flowing lines, valanced wings and taller, cowled radiators; wheel size was reduced from 19" to 17" diameter, and synchromesh was now present on 2nd as well as 3rd and top gears. Alongside the two Ruby saloons in the new-for-1935 range were the Pearl Cabriolet (the most expensive model at £128), the Opal two-seater (the first £100 Austin) and the Open Road Tourer. Belonging to the 1936 model year, this Austin Seven Opal Tourer was first registered on 1st September 1935 and is one of the first A/PE cars, body number 42, being built in the summer of 1935 alongside the run out of the A/PD cars, it uniquely retains some features of the superseded AP/D model with the self-cancelling trafficators fitted forward of the door hinges, rather than flush-fitting to the rear of the door together with the new part-synchromesh gearbox. Commencing in September 2018 and finishing in May 2019, a restoration has been undertaken by the vendor, a Chartered Engineer and past owner of a 1934 Austin Seven Nippy, with assistance from various recognised specialists. Bills and full details of these most extensive works and the numerous new parts fitted are available, and the car also comes with an old-style logbook and a V5 registration document.

**£8,000 - 12,000**  
**£8,500 - 13,000**



709

*From a deceased's estate, The ex-Jeremy Thorpe*

### 1966 HUMBER IMPERIAL SALOON PROJECT

Registration no. FAF 350D  
Chassis no. B88440465BWHSO

Ultimate version of the Super Snipe, the Imperial boasted a superior equipment level and Borg-Warner automatic transmission as standard. This example of Humber's stylish luxury saloon formerly belonged to the controversial politician, the Rt Hon Jeremy Thorpe MP, member of parliament for the constituency of North Devon and leader of the Liberal Party between 1967 to 1976. Thorpe had been given the Humber by his predecessor as Liberal Party leader, the Rt Hon Jo Grimond MP. Thorpe's trial for the attempted murder of his lover, Norman Scott, and subsequent fall from grace was dramatised in BBC TV's 2018 drama series, *A Very English Scandal*, starring Hugh Grant as Jeremy Thorpe. On the occasion of Thorpe's funeral in 2014, the then North Devon MP Nick Harvey recalled: "He had a style all of his own. Brown trilby hat, waistcoat and gold watch chain, and driving around in a legendary big black Humber, still in a barn not far from Barnstaple" (press cutting on file). Jeremy Thorpe gave the Humber to the vendor's late father, a friend of the Thorpe family, around the mid-1980s, since when it has been barn stored with a seized engine. Offered for restoration and sold strictly as viewed, the car comes with old-style V5 documents recording Jeremy Thorpe as the previous owner.

£3,000 - 4,000

€3,200 - 4,300

No Reserve



710

### 1945 MG MIDGET TC ROADSTER

Registration no. LMG 901  
Chassis no. TC 0274

Offered here is a very early example of the TC Midget; the chassis numbering sequence began with '0251' making this car the 24th produced. First registered in North London in December 1945, 'LMG 901' was purchased by the current vendor in October 1984 and since acquisition has been stored in a dry garage. It appears that the car has had a replacement engine of the correct XPAG type. The names of previous owners are recorded in the old-style continuation logbook on file. 'LMG 901' appears to have been red in colour until late 1970s. There are MoT certificates on file dating from 1975, 1996, 2003, and 2012 together with SORN paperwork for the years in between, reflecting the very low mileage covered during the vendor's ownership. Although the MG has not had a 'body off' restoration, it has been the subject of 'rolling restoration' works in 1996, 2003, 2011, and 2019 including Brown & Gammons replacing the hydraulic braking system. Invoices issued by the various specialists involved are on file. The most recent works were undertaken earlier this year by David Stickley of Village Vehicles, a traditional motor engineer who carried out a general overhaul to ensure that the car is properly operational. This included repairing and resealing the fuel tank, cleaning the fuel lines and carburettors, replacing the carburettor needles, flushing the cooling and lubrication systems, replacing all four engine mounts, fitting new spark plugs and ignition points, and cleaning and checking the braking system (overhauled in 2011). In addition, a modern cartridge-type oil filter has been fitted. The walnut veneer dashboard was replaced by Brown & Gammons in 2011.

£15,000 - 20,000

€16,000 - 22,000



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



711

*From a deceased's estate*

**C.1935 ARMSTRONG SIDDELEY 12/6 SALOON**

Registration no. AVC 663

Chassis no. 91495

Armstrong-Siddeley was created in 1919 by the fusion of the mighty Armstrong Whitworth engineering combine and Coventry-based Siddeley-Deasy. Introduced in 1929, the firm's 12hp model helped start the 1930s fashion for small sixes. The sidevalve engine displaced 1,236cc at first (1,434cc from 1931) and drove via a three-speed version of the firm's characteristic, Wilson-patented, pre-selector gearbox. Mechanically the cars were conventional for the period, with semi-elliptic springs all round and mechanical brakes. In 1934, short-wheelbase coupé and sports tourer versions arrived, the former advertised as ideal for 'Daughters of Gentlemen'. A four-speed Wilson 'box and a vee-shaped front grille, behind which sat the flat radiator, were adopted that same year, while wire wheels were standard on the sports models. This Armstrong-Siddeley 12hp Saloon was first registered in 1935 but is believed to have been used as a demonstrator in 1934. 'AVC 663' was purchased circa 1970 in poor condition having been barn stored for 18 years. Restored in the mid-1970s, it was last used circa 15 years ago for a family wedding and has been dry stored since then. Reportedly running well when last used, the car will require re-commissioning and the usual safety checks before returning to the road. Offered with a V5C document.

**£3,000 - 5,000**

**€3,200 - 5,400**



712

*From a deceased's estate*

**1954 MG MIDGET TF 1250 ROADSTER**

Registration no. CEN 777

Chassis no. H0C16/3760

A rushed development programme meant that there was little, mechanically at least, difference between the TF and the outgoing TD II, the 1,250cc, 57bhp, XPAG engine of which was retained. Essentially a restyled version of the latter, the TF retained its predecessor's body centre section but featured a changed front end with a shortened, sloping, radiator grille and headlamps faired into the wings, plus an improved interior with separately adjustable seats. A stop-gap model produced pending the arrival of the MGA, the traditionally styled TF nevertheless sold well, 9,600 units being produced between October 1953 and May 1955. Manufactured in June 1954, this well-presented example of MG's last traditionally styled sports car was purchased by the lady vendor's late father in 1983. Used in the ITV production of Enid Blyton's Famous Five (1995), it was last driven in the early 2000s before being stored. Presented in relatively good order - starting and running - the car will require re-commissioning and the usual safety checks before returning to the road. Accompanying documentation consists of old/current V5/V5C documents.

**£12,000 - 15,000**

**€13,000 - 16,000**



713

**NO LOT**

714

### 1971 SAAB SONETT III 1.7-LITRE COUPÉ

Registration no. PJT 261J  
Chassis no. 71500311

Installing Ford's V4 in the previously two-stroke-powered Sonett necessitated an unsightly bonnet bulge, prompting a redesign that emerged in 1970 as the Sonett III. The latter was powered by the 1.5-litre V4 up to 1971 when the 1.7-litre unit was standardised. This SAAB Sonett III was imported in May 1994 having previously been registered in Washington State, USA. Owned at that time by the current vendor's father, the SAAB was restored during the mid/late 1990s and first registered in the UK in the year 2000. More recently (approximately 1,000 miles ago) the transmission was overhauled by a marque specialist and fitted with the correct Sonett higher final drive ratio for more relaxed cruising. Modifications include hardened valve seats (for unleaded fuel); Weber carburettor with manual choke; 4-point safety harnesses; and an additional (removable) brace to the roll cage. Used sparingly, and in good weather only, the Sonett has for the most part been stored in a heated garage. The car has been used by the vendor for some cross-country trips, never missing a beat, plus some recent commuting to ensure that it is fully serviceable. This Sonett III has been shown at national SAAB gatherings and classic car shows together with other SAABs owned by the family. Accompanying documentation consists of sundry restoration invoices and a V5C Registration Certificate.

**£10,000 - 15,000**  
**€11,000 - 16,000**



715

### 1959 MORRIS MINI SALOON

Registration no. TDL 379  
Chassis no. M-A2S4/1559

One of the most influential automobiles of all time, the Alec Issigonis-designed Mini debuted in 1959 to universal acclaim. True, there had been numerous front-wheel-drive designs before the Mini's arrival, but the transverse engine layout allowed Issigonis to create a trend-setting masterpiece of automotive packaging. The first Mini prototypes were running by November 1957 and in April 1959 the first pre-production examples were hand-assembled at Austin's Longbridge factory. This very early Mini was built on 16-18th September 1959, despatched from the factory on 24th September '59, only a month or so after the car's official launch, and was delivered to Fowler's showroom on the Isle of Wight. The car was later fitted with a factory-replacement engine. 'TDL 379' had had two owners prior to its acquisition by the current vendor (a Mrs Dorey and a Mr Brading, both on the Isle of Wight) and was last taxed for the road to the end of May 1981. We are advised that the engine still turns freely. A prime candidate for sympathetic restoration, this car represents an exciting opportunity to own one of the very first examples of this 20th Century motoring icon.

**£3,000 - 6,000**  
**€3,200 - 6,500**  
**No Reserve**





716

*From a deceased's estate*

**1921 CALCOTT 11.9HP TWO-SEATER PLUS DICKEY PROJECT**

Registration no. T 8016

Chassis no. 2116

Originally founded in 1886 as Calcott Bros & West, Calcott started out making bicycles and related components in the city of Coventry and by 1905 had begun experimenting with motorcycles. By 1912 Calcott had begun making motor cars and within two years motorcycle production had ceased. Introduced for 1913, Calcott's first four-wheeler was a 10½hp (1½-litre) four-cylinder light car designed by Arthur Alderson, formerly with Singer. It was made up to 1917 and revived after the war's end as the 11.9hp, re-emerging in its original 10½hp form in 1922. Bodies were supplied by various independent coachbuilders, Calcott lacking body-making facilities of its own. Although the company existed only briefly and is long gone, Calcott's imposing works still stands in Coventry and is now a listed building. It is believed that only three or four Calcott motorcycles still exist together with around 20 cars. First registered in 1921 but possibly of earlier date, this rare survivor was purchased in 1964 by the lady vendor's late husband, a died-in-the-wool Calcott enthusiast. 'T 8016' was purchased as a project for restoration, which was commenced in the late 1960s and had not been completed when the owner died in 2015. Offered for completion, the car comes with a substantial history file containing correspondence, bills, photographs, marque-related literature, an old-style continuation logbook (issued 1971) and an old-style V5.

**£5,000 - 7,000**

**€5,400 - 7,600**



717

**LOTUS ELEVEN RECREATION**

Registration no. not registered

Chassis no. no chassis number

Restoration expert Bill Needham was entrusted with the restoration of Lotus Eleven, car #219 which was driven by Innes Ireland. Part of the work involved building a new chassis for the car. Bill took the opportunity to create a second identical chassis from the patterns and plans available. This is a true replica of car #219 built over 30-years. The attention to detail includes the fitting of some original Lotus parts salvaged over the years and some newly built parts to original specification. A Coventry Climax engine was sourced, and the head modified with enlarged valve ports. A Sprite series 2 gearbox is fitted with the correct tail shaft. Replica works dampers are used. Many other correct new or restored parts are fitted. The bodywork is completed so far as the scuttle is made to original specification and new fibreglass front and rear panels sourced. Unfortunately, at this point the build stalled and the car is now offered for sale for the new owner to complete. The engine runs and the car has been driven. Historic Lotus Register registrar Vic Thomas has advised that the club are aware of the car and remembers is attending a club event at Silverstone. He has provided a report of the car which concludes: 'Overall the car so far is a good example of an Eleven Replica'. A full copy of the report is available. There are no documents with the car. Sold strictly as viewed

**£10,000 - 15,000**

**€11,000 - 16,000**

**No Reserve**



718

### VANDEN PLAS OPEN FOUR-SEATER TOURER COACHWORK

Coachwork by Vanden Plas

Body number: 1582

As confirmed by Vanden Plas coachwork records, body number 1582 was fitted to a Bentley Speed Six, registration number GU 3070, chassis number LB 2350. Original specification for the body is listed as a 3-door, four-seater sports, with spare wheels and cycle type front wings. Following an accident in 1937, Clare Hay's authoritative work on vintage Bentleys records that GU3070 was presumably scrapped. Little is known of the history of this coachwork which has at some time been restored with replacement fabric body covering and woodwork repair. The seat frames appear original but unnumbered, and are well upholstered in red leather. The body carries number 1582 which is stamped in the correct places. A good fitted hood and sidescreens are also fitted, in addition to running boards and rear wings. The vendors late father had planned to fit this coachwork to his vintage Bentley which never happened. A fantastic opportunity to purchase an original Vanden Plas body.

**£4,000 - 6,000**

**€4,400 - 6,500**

**No Reserve**



719

### 1955 AUSTIN A90 WESTMINSTER SALOON

Registration no. TOD 57

Chassis no. BS414198

Introduced in 1954, the A90 Westminster was one of the first new models produced by the nascent British Motor Corporation, created by the merger of Austin and Morris, and bore a strong family resemblance to the smaller A50 Cambridge. Engines, gearboxes and running gear were shared with the equivalent Morris models. Bodies, though, were not shared, the unitary construction shell of the A90 Westminster being unique to that model. Its power unit was the new 2.6-litre overhead-valve C-Series six, which drove via a four-speed column-change gearbox with optional Borg-Warner overdrive. Suspension was independent at the front and by live axle at the rear. This A90's original old-style logbook shows that it was supplied via Austin agents Krille Garage in Ilfracombe, Devon (original bill of sale on file). 'TOD 57' has had only three owners, all members of the same family, and has belonged to the current vendor since 1988. Sympathetically restored between 1988 and 1992, the car has covered only some 42,000 miles in the last 27 years. Used sparingly of late, it runs well and would respond to sympathetic tidying. Offered with a V5C Registration Certificate.

**£3,000 - 5,000**

**€3,200 - 5,400**



720

## 1924 CADILLAC V-63 LIMOUSINE

Registration no. BF 8446

Chassis no. 63E296

- Imported from California, USA
- 80 horsepower V8 engine
- Four-wheel brakes



Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, and the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first speciality - soon established it as the foremost builder of quality cars in the USA. Always innovators in automobile technology, the company continues to produce cars recognised everywhere as symbols of wealth and prestige.

In 1901, Olds Motor Works had contracted for the supply of Leland-built engines and when unforeseen circumstances frustrated the plan, Leland and Faulconer formed their own company using funds supplied by two of Henry Ford's ex-backers, taking its name from the great French 17th Century explorer who had founded Detroit in 1701.

Cadillac's first automobile was simple runabout powered by single-cylinder engine - known as 'Little Hercules' - that was an exemplary performer by the standards of its day. From these humble beginnings Cadillac rapidly expanded its range, adding a large four-cylinder luxury car at the opposite end of the scale yet within a few years was heading for bankruptcy. Faced with decreasing demand for both its main products in the wake of a nationwide economic slump, Cadillac responded with a new medium-priced car - the Model 30 - which was introduced in December 1908 and succeeded in reviving the company's fortunes.

Cadillac was among the pioneers of the V8 engine, introducing its first such power plant - a 314ci (5,147cc) 90° L-head unit - for the 1915 model year. Within a decade, Cadillac's V8 had undergone a number of improvements, gaining detachable cylinder heads in 1918 and an inherently balanced 'cross-plane' crankshaft for 1924, before undergoing wholesale revision in its detail design for 1927 and enlargement to 341ci (5.6 litres) the following year. The chassis too had seen considerable change, four-wheel brakes being standardised in 1924.

This Cadillac V-63 limousine was imported from California and first registered in the UK on 1st October 2017. Noteworthy features include a folding windshield, wooden wheels (in good condition), full-length running boards, blue velour upholstery, and pull down blinds. All lights, gauges, horn, etc are in working order, and the interior and its woodwork are in good condition, steering wheel included. The vendor advises us that the car runs and drives very well. Offered with a V5C Registration Certificate and old US title.

**£15,000 - 20,000**

**€16,000 - 22,000**

721

## 1912 MORS 2½-LITRE DÉCAPOTABLE PROJECT

Registration no. BF 8576

Chassis no. 12124

- Pioneering French make
- Right-hand drive
- Unfinished project
- Offered for completion



"They were sold in England by Malcolm Campbell who raced one at Brooklands, but despite front-wheel brakes from 1921, a handsome vee-radiator and wire wheels, they did not find many buyers in either England or France." – *The Beaulieu Encyclopedia of the Automobile*.

Mors, founded at the end of the 19th Century by Émile Mors, was one of France's most prominent makes of the Edwardian era, having forged its reputation in the heat of competition. Mors was a firm believer in racing's technological and promotional benefits, and the company participated in many events in its early years. In 1901 Henri Fournier won both the prestigious Paris-Berlin and Paris-Bordeaux long-distance races driving a 10-litre 60 horsepower V4-cylinder Mors, which by then had been equipped with pneumatic shock absorbers. The company survived near bankruptcy in 1908 and began to prosper again under the management of André Citroën, who had been brought in to sort out the mess.

Under Citroën's leadership sales doubled between 1909 and 1910 thanks to the introduction of smaller and less expensive models, which gradually supplanted the chain-driven leviathans for which Mors is best remembered.

Knight-type sleeve-valve engines, supplied by Minerva (which had a financial stake in Mors) were adopted from 1913 and would power all Mors motor cars after The Great War. Sadly, by the early 1920s Mors' star was fading fast and in 1925 the company went into liquidation, its factory in Paris being taken over by Citroën.

This rare example of one of Mors smaller pre-WWI models was purchased from a Belgian specialist dealer in December 2015 by the late David Meredith Price, who commenced a full restoration but sadly passed away before its completion. The car's mechanical condition is not known and thus it is sold strictly as viewed. An exciting opportunity for the dedicated enthusiast.

**£18,000 - 22,000**

**€19,000 - 24,000**

722

## 1938 MG MIDGET TA TICKFORD DROPHEAD COUPÉ

Coachwork by Salmons & Sons

Registration no. YXS 941

Chassis no. TA 2654

- *Very rare Tickford-bodied variant*
- *Restored in 2002/2003*
- *Extensively commissioned (including a full engine rebuild) in 2019*
- *Excellent condition*



Launched in 1936 as successor to the PB Midget, the TA Midget was an altogether larger and roomier car. Longer in the wheelbase at 94", the simple chassis followed established Midget practice with semi-elliptic springing all round, though the use of hydraulic dampers at the front and the adoption of Lockheed hydraulic brakes were new departures. Although styled in a manner MG enthusiasts had come to expect, the new two-seater broke with tradition by employing an overhead-valve engine instead of the previous overhead-camshaft type. The TA was introduced after Nuffield's takeover of MG and used the 10hp 1,292cc four-cylinder Wolseley engine, itself derived from that of the Morris Ten, which produced around 50bhp at 4,500rpm. Though MG purists complained about the adoption of a pushrod engine and synchromesh gearbox, the TA was faster than the PB, having a top speed of 80mph (with the folding windscreen lowered).

Now very rare, Tickford's drophead coupé was a factory-approved body style announced in August 1938, and the MGOC has reportedly said that this car was on MG's stand at that year's London Motor Show. Past owner Andrew Charlesworth of Hampshire commissioned Roger Taylor Classic Cars of Bournemouth to carry out a full body, chassis, interior, and mechanical restoration of this TA, which was completed in 2002/2003 (invoices and photographs available). The car was then placed in secure, climate-controlled storage, and upon Mr Charlesworth's death passed to his son.

The current vendor purchased the MG from Mr Charlesworth's son in November 2018 and proceeded to re-commission the car, which included a major engine rebuild: big-end and main bearings, thrust washers, camshaft bearings, piston rings, cylinder head converted to unleaded compatibility, refaced flywheel, and a new clutch assembly. In addition, the car received new wheel cylinders, brake shoes, batteries, voltage regulator, and coolant hoses, while the radiator was refurbished. Total cost of the re-commissioning was £14,000 (invoices available). Apart from a modern-type clutch drive-plate, no modifications are notified.

We are advised by the private vendor that the MG is in generally excellent condition and runs and drives very well. The engine starts on the button with no knocks, rattles or any evidence of smoke; the windscreen and roof operate smoothly; and the car has been fully serviced and is ready for the road. It should be noted that the V5 registration document still lists the original engine 'MPJG2914' (currently 'MPJG1966').

**£32,000 - 38,000**

**€34,000 - 41,000**

723

## 1964 RENAULT 8 GORDINI SPORTS SALOON

Registration no. RCA 155B

Chassis no. 501137

- One of the fastest small sports saloons of its day
- Restored in 2017
- Engine and transmission rebuilt



As Carlo Abarth was to FIAT and John Cooper to BMC, so Amédée Gordini was to Renault. Since the 1950s, Amédée Gordini, known as 'Le Sorcier' for his almost magical ability to extract high power outputs from engines (particularly of small capacity), has been synonymous with performance versions of Renault saloons. Gordini's alliance with Renault commenced in 1957, and in the late 1950s/early 1960s his competition-tuned Dauphines did exceptionally well in many forms of motor sport.

Their rallying victories were numerous, and indeed, a Dauphine was the first car ever to win outright the three most important rallies of the day: the Tulip Rally (1957), the Monte Carlo Rally (1958), and the Alpine Rally (1959) while also enjoying considerable great success on the racetrack. Things stepped up a gear on the rallying front with the introduction in 1962 of the new Renault 8, which shared the Dauphine's rear-engined layout but used a new family of more tuneable engines. Extensively modified by Gordini, they produced 95bhp (1,108cc) and 105bhp (1,255cc), the latter being used from 1966. The works rally team achieved several good results at international level, but this was the era of the Mini Cooper and outright victories proved hard to achieve, although an R8 Gordini won the Tour de Corse on its first outing.

In road trim, though, the Renault 8 Gordini was actually more powerful and faster than the 1,275cc Cooper S. A little over 12,000 Renault 8 Gordinis were produced between 1964 and 1970, and today they are among the most sought-after of post-war French performance cars.

This Renault 8 Gordini benefits from a restoration undertaken in 2017 by Autovilla Classica of Twickenham, with additional input from various other specialists, and comes with their detailed invoice for £27,150. Works carried out included a body renovation (sills, inner sills, front inner wings, and right rear wing replaced); repaint inside and out; interior re-trim (using five black leather hides); and an engine rebuild by Modern & Classic Engineers. In addition, a 5th gear has been fitted inside the original gearbox, while the interior has been up-rated with two sports-type bucket seats up front. Only recently rebuilt, both the engine and transmission will require running in. Described as in excellent condition, with concours standard bodywork and paint, this exciting French sports saloon is offered with old Norwegian registration papers, details of its owners in Norway and Sweden, and a V5C Registration Certificate.  
**£30,000 - 40,000**  
**€33,000 - 44,000**

724

## 1926 FIAT 509 ROADSTER WITH DICKEY

Registration no. SV 9449

Chassis no. to be advised

- Landmark Vintage-era FIAT
- Right-hand drive
- Extensive servicing and maintenance in 2016
- Invoice for €15,971 on file



FIAT's smallest-ever car when announced in October 1924 at the Paris Salon, the 509 was in essence a scaled down version of its larger siblings and thus not as small as many rival designs. It was however, exceptionally well specified, having an overhead-camshaft engine, 12-volt electrics and four-wheel brakes, advanced features not usually found on 'economy class' cars of the period. The 990cc four-cylinder engine produced 20bhp and drove via a four-speed gearbox, while the robustly built chassis featured semi-elliptic springing all round and torque tube transmission to the live rear axle. Like Austin and Morris in the UK, FIAT recognised the importance of extending car ownership to the masses; an in-house hire purchase facility was introduced to help encourage sales and within a year the 509 was Italy's best-selling car.

An early 509 road-tested by *The Autocar* in 1925 was described as "A silent, vibrationless engine with plenty of power, snappy without being harsh, simple and perfectly accessible; a good clutch and a deliciously sweet gearbox; well sprung and sturdy at speed; possessing good four wheel brakes; it was hard to find any points to criticise." Glowing terms indeed!

The bambina comfortably accommodated four people, cruised comfortably at 40-45mph and returned 35 miles per gallon economy. A design which presaged the revolutionary 500 Topolino of the 1930s, the 509 was an immense success despite being far from the cheapest in its class, selling 90,000 units before production ceased in 1929.

Right-hand drive, like all FIATs of this period, this charming 509 roadster comes with an invoice issued by specialists Gipimotor of Brussels, Belgium in April 2016 for extensive servicing and maintenance costing €15,971. A rare opportunity to acquire a desirable open roadster example of one of FIAT's landmark models, the car is offered with a V5 registration document.

**£18,000 - 26,000**

**€20,000 - 28,000**

725

### 1992 MAZDA RX-7 TURBO CONVERTIBLE

Registration no. J429 DYK  
Chassis no. JMZFC183200202499

Following the demise of NSU's Ro80, Mazda was left as the only major automobile manufacturer persevering with the Wankel rotary engine. An entire range of rotary-engined models was developed during the 1970s, but by the decade's end the RX-7 sports car was the only one of its type selling in significant numbers outside Japan. Powered by a twin-rotor Wankel of nominally 2.3-litres displacement, the pretty RX-7 coupé had debuted in 1978. Maximum power increased from 105 to 115bhp from 1981 - good enough for a top speed of 125mph, an excellent straight-line performance that the RX-7 combined with handling and grip on a par with European rivals. Restyled for 1986, the RX-7 was given a new, more powerful engine and improved rear suspension at the same time. A turbocharged variant was introduced in 1988, becoming available in convertible form the following year, and with 200bhp on tap was good for 148mph. This RX-7 Turbo Convertible has belonged to the lady vendor since November 2004. Benefiting from a new engine installed circa 10 years ago, the car has seen little use since. Last MoT'd in October 2006 at 93,614 miles, it is described by the private vendor as in generally good condition, with average interior and electrics. This increasingly collectible emerging classic is offered with a V5 registration document.

**£2,000 - 3,000**

**€2,200 - 3,300**

**No Reserve**



726

### 1991 RANGE ROVER VOGUE 4X4 ESTATE

Registration no. H854 MKV  
Chassis no. SALLHAMM3HA486378

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival 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. The V8-engined Range Rover was greeted enthusiastically by both press and public on its debut in 1970, offering comfortable cruising at 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 3.9-litre V8-engined Vogue has the manual transmission option and currently displays a total of 128,991 miles on the odometer. The vehicle is offered with a V5C Registration Certificate and is expected to be freshly MoT'd by time of sale.

**£5,000 - 7,000**

**€5,400 - 7,600**

**No Reserve**



For details of the charges payable in addition to the final Hammer Price of each Lot please refer to paragraphs 7 & 8 of the Notice to Bidders at the back of the catalogue.



727

### 1938 ROLLS-ROYCE WRAITH LIMOUSINE PROJECT

Coachwork by Park Ward

Registration no. GNA 400

Chassis no. WXA62

Development of the pre-war 'small' Rolls-Royce, which had begun in 1922 with the introduction of the 20hp, culminated in 1938 with the arrival of the Wraith. Replacement for the 25/30hp model, the Wraith retained its predecessor's engine dimensions for a capacity of 4,257cc, but almost every other aspect of its overhead-valve, six-cylinder engine was new, the most obvious difference being the adoption of a superior, cross-flow cylinder head, first seen on the 4¼-Litre Bentley, which placed the inlet and exhaust ports on opposite sides. This extensively revised power unit was mounted in an equally new chassis. Like that of its larger sibling, the Phantom III, the Wraith's frame featured cruciform bracing and independent front suspension based on a General Motors design. It need hardly be stated that the Wraith improved on its predecessor's already high standards of silence and smoothness, though the benefits of the new engine's extra horsepower were largely offset by heavier coachwork. Sadly, production was curtailed by the outbreak of WW2 after just 491 cars had been built. This example was purchased as a restoration project around eight years ago from the Real Car Co, Wales but has remained untouched in dry storage since acquisition. Offered for re-commissioning/restoration and sold strictly as viewed, the car comes with copy chassis cards, sundry bills and MoTs, and a V5 registration document.

**£16,000 - 20,000**

**€17,000 - 22,000**



728

### 1937 ROLLS-ROYCE WRAITH LIMOUSINE PROJECT

Registration no. RC 4624

Chassis no. WXA5

Development of the pre-war 'small' Rolls-Royce, which had begun in 1922 with the introduction of the 20hp, culminated in 1938 with the arrival of the Wraith. Replacement for the 25/30hp model, the Wraith retained its predecessor's engine dimensions for a capacity of 4,257cc, but almost every other aspect of its overhead-valve, six-cylinder engine was new, the most obvious difference being the adoption of a superior, cross-flow cylinder head, first seen on the 4¼-Litre Bentley. This extensively revised power unit was mounted in an equally new chassis. Like that of its larger sibling, the Phantom III, the Wraith's frame featured cruciform bracing and independent front suspension based on a General Motors design. It need hardly be stated that the Wraith improved on its predecessor's already high standards of silence and smoothness, though the benefits of the new engine's extra horsepower were largely offset by heavier coachwork. Sadly, production was curtailed by the outbreak of WW2 after just 491 cars had been built. The fifth production chassis completed which is believed to be one of just 7 in this configuration, was purchased as a restoration project around eight years ago from the Real Car Co, Wales and has remained in dry storage since acquisition. The engine has been rebuilt but the car has not been run in as the electrics need rewiring – the does however run. Offered for re-commissioning/restoration and sold strictly as viewed, the car comes with copy chassis cards, a logbook, and a Certificate of Title.

**£10,000 - 12,000**

**€11,000 - 13,000**





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1935 BUGATTI TYPE 57 ATALANTE



*In current ownership for 35 years*

1924 BUGATTI TYPE 23 'BRESCIA' OPEN TOURER



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Important Collectors'  
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*The ex-Donald Campbell and the works Demonstrator, In current ownership for 28 years*

**1961 ASTON MARTIN DB4GT  
SPORTS SALOON**

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Collectors' Motor Cars including a Private Collection of Supercars

Bonmont Golf & Country Club, Switzerland | 29 September 2019

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eurocars@bonhams.com  
[bonhams.com/bonmont](http://bonhams.com/bonmont)

### 2014 LAMBORGHINI VENENO

Chassis no. ZHWEB3ZD4FLA03007  
**No Reserve**

### 2015 KOENIGSEGG ONE:1

Chassis no. YT9LK1A38EA007111  
**No Reserve**

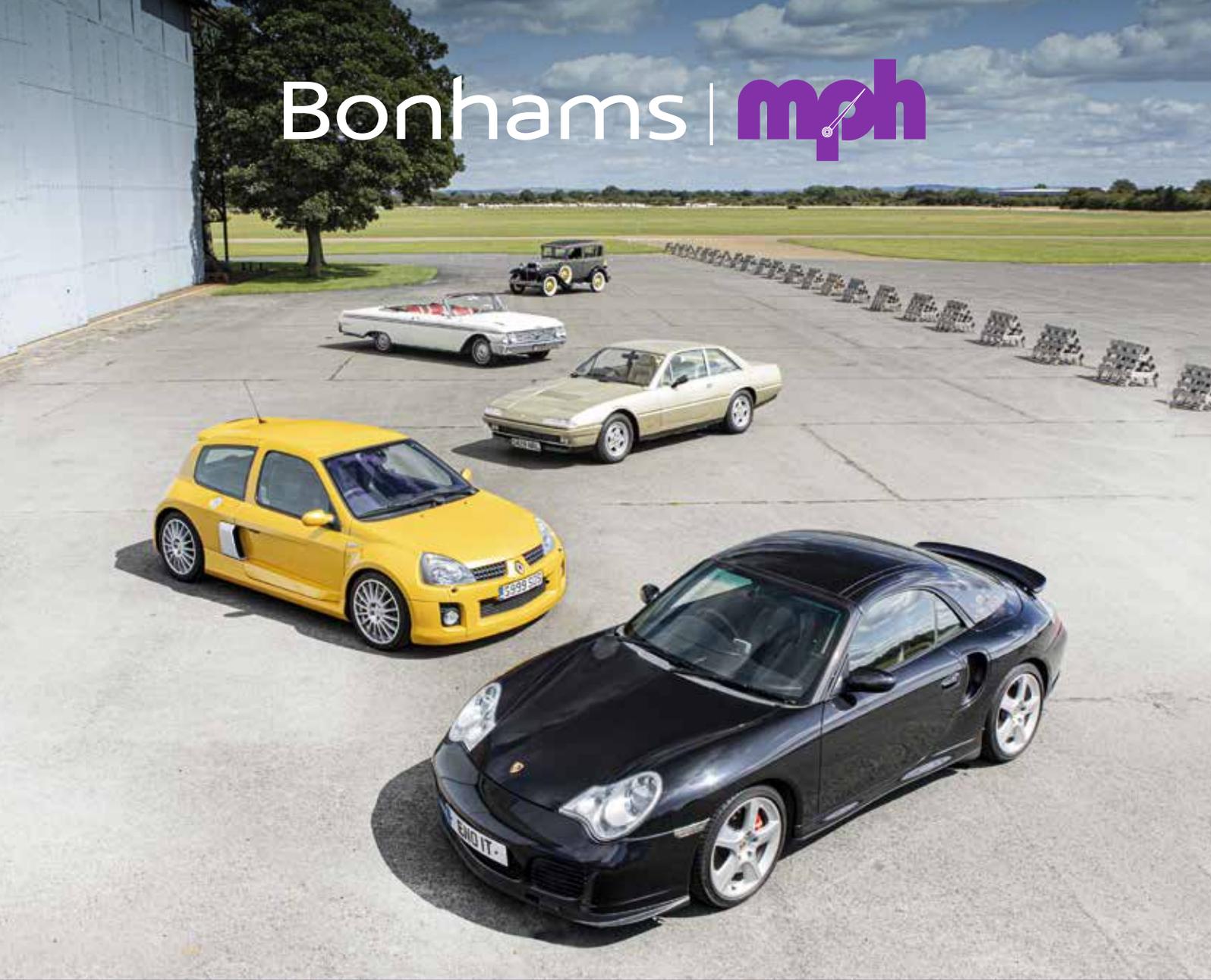
### 2015 MCLAREN P1

Chassis no. SBM12ABB5EW000056  
**No Reserve**

### 2014 BUGATTI VEYRON 16.4

Chassis no. VF9SA25C18M795208  
**No Reserve**

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### Our Team

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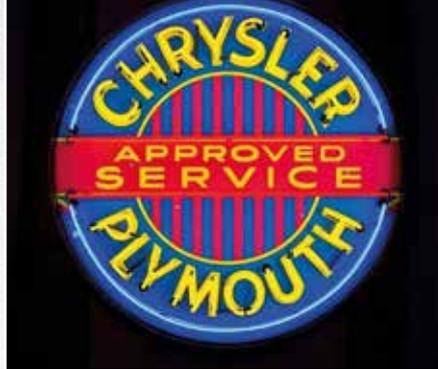
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26 September 2019, 1pm | Bicester Heritage

A Flying A Gasoline neon sign  
£250 - 300



A Chrysler Approved Service neon sign  
£400 - 500



A cut-away 4.2-litre Jaguar 6-cylinder  
dohc fuel injected engine  
£500 - 700



A Cheetah Cub "E-Type" Jaguar child's Car  
by Watsonian, late 1960  
£1,000 - 1,500



A Cheetah Cub "D-Type" Jaguar child's Car  
by Watsonian, late 1960s  
£1,000 - 1,500

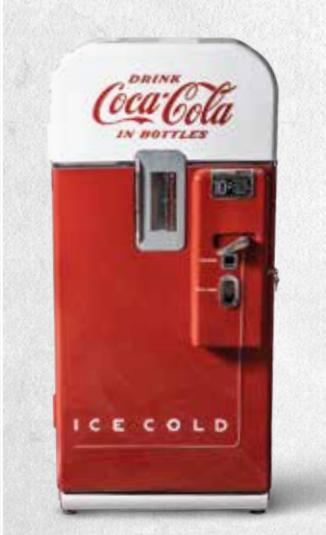
Three enamel signs (part)  
£250 - 350



A Jaguar showroom sign  
£400 - 500



A restored Vendo 39  
Coca-Cola vending machine  
£1,500 - 2,000



A Tokheim model 39  
petrol pump, 1953  
£1,000 - 1,500



Andrew Kitson: Four Formula 1 paintings (part)  
£600 - 1,000



Bonhams MPH  
The Guard House  
Bicester Heritage  
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Philadelphia, Pennsylvania | October 7, 2019

### INQUIRIES

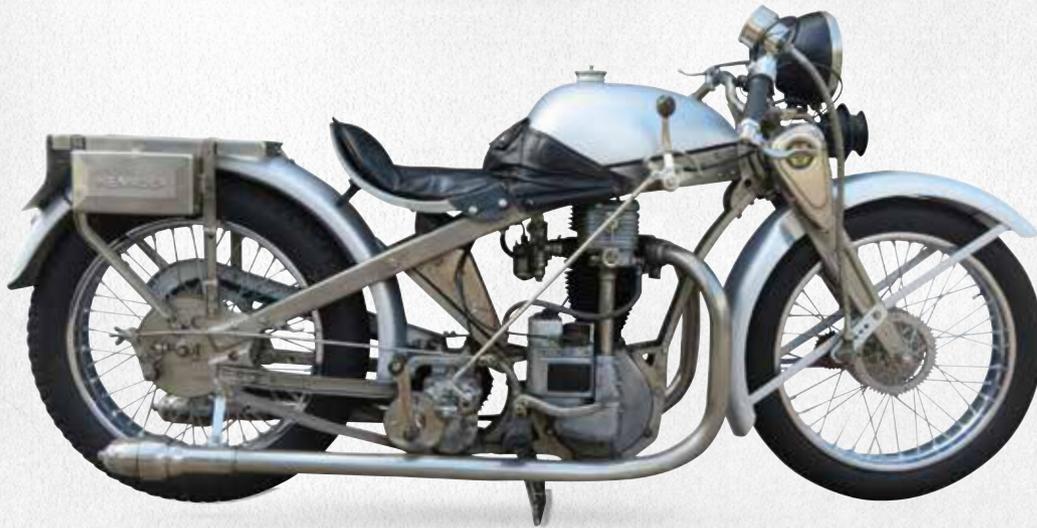
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*Impeccable restored, fast, and  
charismatic brass era Speedster*  
**1913 MARMON MODEL 48  
SPEEDSTER**

# Bonhams

AUCTIONEERS SINCE 1793

Final call to Consign



## The Autumn Stafford Sale

Important Collectors' Motorcycles and Spares

The 26th Carole Nash Classic Motorcycle Mechanics Show, Stafford | 19 & 20 October 2019

### COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors' motorcycles at auction, please contact the London office or visit [bonhams.com/motorcycles](http://bonhams.com/motorcycles) to submit a complimentary auction appraisal request.

### ENQUIRIES

+44 (0) 20 8963 2817  
[ukmotorcycles@bonhams.com](mailto:ukmotorcycles@bonhams.com)  
[bonhams.com/autumnstafford](http://bonhams.com/autumnstafford)

### 1927 BROUGH SUPERIOR OVERHEAD 680

£60,000 - 80,000 \*

### 1928 NEANDER K500SS

£30,000 - 40,000 \*

# Bonhams

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The car on the 1927 London to Brighton Run,  
one of more than 60 completed  
© Motorsport Images



## Entries now invited

## The London to Brighton Veteran Car Run Sale

New Bond Street, London | 1 November 2019

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The annual London to Brighton Veteran Car Run Sale is set to be another exciting auction from Bonhams record breaking motoring department.

### ENQUIRIES

+44 (0) 20 7468 5801  
ukcars@bonhams.com  
[bonhams.com/motorcars](http://bonhams.com/motorcars)

*"Le Papillon Bleu" – One of the most famous of all London to Brighton Era cars, Ex-Chevalier René de Knyff, and Leslie Bucknall, present ownership for 25 years*

**1901 PANHARD-LEVIASSOR 7HP  
REAR-ENTRANCE TONNEAU**

*"Lightweight" Coachwork by Rothschild & Cie*

# Bonhams

AUCTIONEERS SINCE 1793



## Entries now invited

## The Bond Street Sale

### Exceptional Motor Cars

New Bond Street, London | 1 December 2019

With only a limited number of entries sought and several motor cars already consigned, the annual event is set to be another exciting auction from Bonhams record breaking motoring department.

#### ENQUIRIES

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

[bonhams.com/motorcars](http://bonhams.com/motorcars)

*The ex-Barbara Hutton*

**1935 AUBURN 851 SUPERCHARGED  
BOATAIL SPEEDSTER**

Coachwork by Bohman & Schwartz

# Bonhams

AUCTIONEERS SINCE 1793



## THE ZOUTE SALE®

Call to Consign

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 11 October 2019



With 50 entry slots available and several motor cars already consigned, the annual event in Knokke-Le Zoute is set to be another exciting auction from the Bonhams record breaking motoring department.

#### ENQUIRIES

Philip Kantor  
+32 (0) 476 87 94 71  
Gregory Tuytens  
+32 (0) 471 71 27 36  
eurocars@bonhams.com  
[bonhams.com/motorcars](http://bonhams.com/motorcars)

*Delivered new to Jean Blaton 'Beurlys'  
by Garage Francorchamps*

**1960 FERRARI 250 GT CABRIOLET  
PININFARINA SERIES II**

Coachwork by Pininfarina  
Chassis no. 2071 GT



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[www.straighteightlogistics.com](http://www.straighteightlogistics.com)

# Bonhams

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## Rowland Emett's Masterpiece

'A Quiet Afternoon in the Cloud Cuckoo Valley'

New Bond Street, London | 3 September 2019

### PREVIEW

12 August - 3 September  
Monday to Friday, 9am - 4.30pm

### ENQUIRIES

+44 (0) 207 393 3984  
scientific@bonhams.com  
bonhams.com/scientific

The last and largest kinetic sculpture of renowned British artist and sculptor Rowland Emett. 8.3m long x 1.2m wide x 5m high.

Estimate: Refer to department

# Bonhams

AUCTIONEERS SINCE 1793



## Fine Engineered Models

Property from the British Engineerium, Hove

Montpelier Street, London | 25 September 2019

### ENQUIRIES

+44 (0) 20 7393 3855

[laurel.kemp@bonhams.com](mailto:laurel.kemp@bonhams.com)

[bonhams.com/scientificinstruments](http://bonhams.com/scientificinstruments)

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Ferrabee of Stroud, circa 1855

£6,000 - 10,000 \*



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ENTRY FOR  
KIDS UNDER  
16!**

*'SPIRIT OF SHUTTLEWORTH SPRINT & TROPHY'*

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The smell of oil, the roar of engines, the excitement of vintage aircraft flying displays, Shuttleworth Sprint and Period paddocks. Pre-book discount for **Groups/Clubs**.

### ENTER A CAR OR MOTORCYCLE

Our **Shuttleworth Sprint** is not timed, non-competitive and open to pre-1939 racing vehicles. Or enter static exhibits in our period paddocks.

### ENJOY A FAMILY DAY OUT

Fun for all ages, ground entertainment, flying displays, live music, vintage bus rides and Swiss Garden. Just off the A1 at Biggleswade in Bedfordshire.



EVENT DETAILS & BOOK ONLINE [WWW.SHUTTLEWORTH.ORG/RACEDAY](http://WWW.SHUTTLEWORTH.ORG/RACEDAY)



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21 - 26 April 2020

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A competitive route jam-packed with test sections to challenge your driver and regularities to entertain your navigator. Breathtaking scenery, top-class venues and spectacular roads, all within a demanding yet highly sociable setting.



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## NOTICE TO BIDDERS

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

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

### 1. OUR ROLE

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

*Bonhams* does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with you as 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*, and 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. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition 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 items or parts are sold for their artistic, historic or cultural interest and 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 or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* 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 *Bonhams* for a *Condition Report* on the *Lot's* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without 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. The *Condition Report* represents *Bonhams'* reasonable opinion as to the *Lot's* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* 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.

#### **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 reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, 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 in which 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 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

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our Sales.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact.

We may also request a financial reference and/or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams'* reputation.

### Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding 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 invited 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, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and 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 offered at no additional charge 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*, once you have pre-registered to bid or have updated your existing registration details recently. 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.

*Bonhams* will not be liable for service delays, interruptions or other failures to make a bid caused by losses of internet connection, fault or failure with the website or bidding process, or malfunction of any software or system, computer or mobile device.

### Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the *Sale*. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

**You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.**

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) 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.

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* including the warranties as to your status and source of funds. 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*. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this *Sale*.

## 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 £500,000 of the *Hammer Price*  
12% from £500,001 of the *Hammer Price*

(b) Automobilia  
27.5% on the first £2,500 of the *Hammer Price*  
25% from £2,501 to £300,000 of the *Hammer Price*  
20% from £300,001 to £3,000,000 of the *Hammer Price*  
13.9% from £3,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific *Sale* Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 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, shown beside the *Lot* number, 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*. Payments made by anyone other than the registered *Buyer* will not be accepted. *Bonhams* reserves the right to vary the terms of payment at any time.

**Bonhams' preferred payment method is by bank transfer.**

You may electronically transfer funds to our *Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *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  
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.

Payment may also be made by one of the following methods:

**Sterling personal cheque drawn on a UK branch of a bank or building society:** all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

**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; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for *Lots* exceeds that sum, the balance must be paid by other means.

Credit cards issued in the name of the *Buyer* (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

**Note:** only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department.

We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any *Lot* at our discretion while we complete our investigations, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams*, or would be detrimental to *Bonhams'* reputation.

## 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

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

## 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 licensing 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 Licensing  
Floor 1, Zone 17, Temple Quay House  
2 The Square, Temple Quay  
BRISTOL BS1 6EB  
Tel: +44 (0) 117 372 8774

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any *Sale*, nor allow any delay in making full payment for the *Lot*.

## 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 11 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

On behalf of the *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 attempt to detail, as far as practicable, 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 on Bonhams' website, 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 and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* 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* or on the *Bonhams* website, 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*.

#### 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 any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* 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 *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

<b>4</b>	<b>FITNESS FOR PURPOSE AND SATISFACTORY QUALITY</b>	7.2	The <i>Seller</i> is entitled to withhold possession from you of any other <i>Lot</i> he has sold to you at the same or at any other <i>Sale</i> and whether currently in <i>Bonhams'</i> possession or not, until payment in full and in cleared funds of the <i>Purchase Price</i> and all other sums due to the <i>Seller</i> and/or <i>Bonhams</i> in respect of the <i>Lot</i> .	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;
4.1	The <i>Seller</i> 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 <i>Lot</i> or its fitness for any purpose.	7.3	You should note that <i>Bonhams</i> has reserved the right not to release the <i>Lot</i> to you until its investigations under paragraph 3.11 of the <i>Buyers' Agreement</i> set out in Appendix 2 have been completed to <i>Bonhams'</i> satisfaction.	8.1.9	to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i> ) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and
4.2	The <i>Seller</i> 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 <i>Lot</i> or its fitness for any purpose.	7.4	You will collect and remove the <i>Lot</i> at your own expense from <i>Bonhams'</i> custody and/ or control or from the <i>Storage Contractor's</i> custody in accordance with <i>Bonhams'</i> instructions or requirements.	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.
<b>5</b>	<b>RISK, PROPERTY AND TITLE</b>	7.5	You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .	8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other expenses 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.
5.1	Risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , or upon collection of the <i>Lot</i> if earlier. The <i>Seller</i> will not be responsible thereafter for the <i>Lot</i> prior to you collecting it from <i>Bonhams</i> or the <i>Storage Contractor</i> , with whom you have separate contract(s) as <i>Buyer</i> . You will indemnify the <i>Seller</i> and keep the <i>Seller</i> fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the <i>Lot</i> beyond 7 days from the day of the fall of the <i>Auctioneer's</i> hammer until you obtain full title to it.	7.6	You will be wholly responsible for any removal, storage or other charges or expenses incurred by the <i>Seller</i> if you do not remove the <i>Lot</i> in accordance with this paragraph 7 and will indemnify the <i>Seller</i> against all charges, costs, including any legal costs and fees, expenses and losses suffered by the <i>Seller</i> by reason of your failure to remove the <i>Lot</i> including any charges due under any <i>Storage Contract</i> . All such sums due to the <i>Seller</i> will be payable on demand.		
5.2	Title to the <i>Lot</i> remains in and is retained by the <i>Seller</i> until: (i) the <i>Purchase Price</i> and all other sums payable by you to <i>Bonhams</i> in relation to the <i>Lot</i> have been paid in full to and received in cleared funds by <i>Bonhams</i> , and (ii) <i>Bonhams</i> has completed its investigations pursuant to clause 3.11 of the <i>Buyer's Agreement</i> with <i>Bonhams</i> set out in Appendix 2 in the catalogue.	<b>8</b>	<b>FAILURE TO PAY FOR THE LOT</b>	8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i> , after the payment of all 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.
<b>6</b>	<b>PAYMENT</b>	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):		
6.1	Your obligation to pay the <i>Purchase Price</i> arises when the <i>Lot</i> is knocked down to you on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	8.1.1	to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;	<b>9</b>	<b>THE SELLER'S LIABILITY</b>
6.2	Time will be of the essence in relation to payment of the <i>Purchase Price</i> and all other sums payable by you to <i>Bonhams</i> . Unless agreed in writing with you by <i>Bonhams</i> on the <i>Seller's</i> behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to <i>Bonhams</i> by you in the currency in which the <i>Sale</i> was conducted by not later than 4.30pm on the second working day following the <i>Sale</i> and you must ensure that the funds are cleared by the seventh working day after the <i>Sale</i> . Payment must be made to <i>Bonhams</i> by one of the methods stated in the <i>Notice to Bidders</i> unless otherwise agreed with you in writing by <i>Bonhams</i> . If you do not pay in full any sums due in accordance with this paragraph, the <i>Seller</i> will have the rights set out in paragraph 8 below.	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;	9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .
		8.1.3	to retain possession of the <i>Lot</i> ;	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.
		8.1.4	to remove and store the <i>Lot</i> at your expense;	9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,
		8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;	9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;
		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;		
<b>7</b>	<b>COLLECTION OF THE LOT</b>	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;		
7.1	Unless otherwise agreed in writing with you by <i>Bonhams</i> , the <i>Lot</i> will be released to you or to your order only when: (i) <i>Bonhams</i> has received cleared funds to the amount of the full <i>Purchase Price</i> and all other sums owed by you to the <i>Seller</i> and to <i>Bonhams</i> and (ii) <i>Bonhams</i> has completed its investigations pursuant to clause 3.11 of the <i>Buyer's Agreement</i> with <i>Bonhams</i> set out in Appendix 2 in the catalogue.				

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.	1	<b>THE CONTRACT</b>
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.	10.6 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 and to any subsidiary of <i>Bonhams Holdings Limited</i> and to its officers, employees and agents.  10.7 The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.  10.8 In the <i>Contract for Sale</i> "including" means "including, without limitation".  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.  10.10 Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .  10.11 Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i> .  10.12 Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i> , it will also operate in favour and for the benefit of <i>Bonhams</i> , <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.	1.1 1.2	These terms govern the contract between <i>Bonhams</i> personally and the <i>Buyer</i> , being the person to whom a <i>Lot</i> has been knocked down by the <i>Auctioneer</i> .  The Definitions and Glossary contained in Appendix 3 to the <i>Catalogue</i> for the <i>Sale</i> 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 <i>Notice to Bidders</i> , printed in the <i>Catalogue</i> for the <i>Sale</i> , and where such information is referred to it is incorporated into this agreement.  Except as specified in paragraph 4 of the <i>Notice to Bidders</i> the <i>Contract for Sale</i> of the <i>Lot</i> between you and the <i>Seller</i> is made on the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> , when it is knocked down to you. At that moment a separate contract is also made between you and <i>Bonhams</i> on the terms in this <i>Buyer's Agreement</i> .  We act as agents for the <i>Seller</i> and are not answerable or personally responsible to you for any breach of contract or other default by the <i>Seller</i> , unless <i>Bonhams</i> sells the <i>Lot</i> as principal.
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.		1.3 1.4 1.5 1.5.1 1.5.2	Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:  we will, until the date and time specified in the <i>Notice to Bidders</i> or otherwise notified to you, store the <i>Lot</i> in accordance with paragraph 5;  subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, we will release the <i>Lot</i> to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the <i>Seller</i> and following completion of our enquiries pursuant to paragraph 3.11;
10	<b>MISCELLANEOUS</b>			
10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .		1.5.3	we will provide guarantees in the terms set out in paragraphs 9 and 10.
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> .		1.6	We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, <i>Guarantee</i> , warranty, representation of fact in relation to any <i>Description</i> of the <i>Lot</i> or any <i>Estimate</i> in relation to it, nor of the accuracy or completeness of any <i>Description</i> or <i>Estimate</i> which may have been made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made orally or in writing, including in the <i>Catalogue</i> or on <i>Bonhams' Website</i> , or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the <i>Sale</i> . No such <i>Description</i> or <i>Estimate</i> is incorporated into this agreement between you and us. Any such <i>Description</i> or <i>Estimate</i> , if made by us or on our behalf, was (unless <i>Bonhams</i> itself sells the <i>Lot</i> as principal) made as agent on behalf of the <i>Seller</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.			
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.			
	<b>APPENDIX 2</b>		2	<b>PERFORMANCE OF THE CONTRACT FOR SALE</b>
	<b>BUYER'S AGREEMENT WITH BONHAMS</b>			
	<b>IMPORTANT:</b> These terms may be changed in advance of the <i>Sale</i> of the <i>Lot</i> to you, by the setting out of different terms in the <i>Catalogue</i> for the <i>Sale</i> and/or by placing an insert in the <i>Catalogue</i> and/or by notices at the <i>Sale</i> venue and/or by oral announcements before and during the <i>Sale</i> at the <i>Sale</i> venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.			You undertake to us personally that you will observe and comply with all your obligations and undertakings to the <i>Seller</i> under the <i>Contract for Sale</i> in respect of the <i>Lot</i> .
			3	<b>PAYMENT AND BUYER WARRANTIES</b>
			3.1	Unless agreed in writing between you and us or as otherwise set out in the <i>Notice to Bidders</i> , you must pay to us by not later than 4.30pm on the second working day following the <i>Sale</i> :
			3.1.1	the <i>Purchase Price</i> for the <i>Lot</i> ;

3.1.2	a <i>Buyer's Premium</i> in accordance with the rates set out in the <i>Notice to Bidders</i> on each lot, and	3.10.3	funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;	4.7	You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .
3.1.3	if the <i>Lot</i> is marked [AR], an <i>Additional Premium</i> which is calculated and payable in accordance with the <i>Notice to Bidders</i> 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 <i>Sale</i> .	3.10.4	items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and	4.8	You will be wholly responsible for any removal, storage, or other charges for any <i>Lot</i> not removed in accordance with paragraph 4.2, payable at our current rates, and any <i>Expenses</i> we incur (including any charges due under the <i>Storage Contract</i> ), all of which must be paid by you on demand and in any event before any collection of the <i>Lot</i> by you or on your behalf.
3.2	You must also pay us on demand any <i>Expenses</i> payable pursuant to this agreement.	3.10.5	that you consent to <i>Bonhams</i> relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.	5	<b>STORING THE LOT</b>
3.3	All payments to us must be made in the currency in which the <i>Sale</i> was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the <i>Notice to Bidders</i> . Our invoices will only be addressed to the registered <i>Bidder</i> unless the <i>Bidder</i> 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.	3.11	We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the <i>Seller</i> , to our satisfaction at our discretion, we shall be entitled to retain <i>Lots</i> and/or proceeds of <i>Sale</i> , postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.		We agree to store the <i>Lot</i> until the earlier of your removal of the <i>Lot</i> or until the time and date set out in the <i>Notice to Bidders</i> , 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 <i>Sale</i> ) and, subject to paragraphs 3, 6 and 10, to be responsible as <i>bailee</i> to you for damage to or the loss or destruction of the <i>Lot</i> (notwithstanding that it is not your property before payment of the <i>Purchase Price</i> ). If you do not collect the <i>Lot</i> before the time and date set out in the <i>Notice to Bidders</i> (or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i> ) we may remove the <i>Lot</i> to another location, the details of which will usually be set out in the relevant section of the <i>Catalogue</i> . If you have not paid for the <i>Lot</i> in accordance with paragraph 3, and the <i>Lot</i> is moved to any third party's premises, the <i>Lot</i> will be held by such third party strictly to <i>Bonhams'</i> order and we will retain our lien over the <i>Lot</i> until we have been paid in full in accordance with paragraph 3.
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.	4	<b>COLLECTION OF THE LOT</b>	6	<b>RESPONSIBILITY FOR THE LOT</b>
3.5	We may deduct and retain for our own benefit from the monies paid by you to us the <i>Buyer's Premium</i> , the <i>Commission</i> payable by the <i>Seller</i> in respect of the <i>Lot</i> , any <i>Expenses</i> and VAT and any interest earned and/or incurred until payment to the <i>Seller</i> .	4.1	Subject to any power of the <i>Seller</i> or us to refuse to release the <i>Lot</i> to you, once you have paid to us; in cleared funds, everything due to the <i>Seller</i> and to us, and once we have completed our investigations under paragraph 3.11, we will release the <i>Lot</i> to you or as you may direct us in writing. The <i>Lot</i> will only be released on production of a buyer collection document, obtained from our cashier's office.	6.1	Title (ownership) in the <i>Lot</i> passes to you (i) on payment of the <i>Purchase Price</i> to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
3.6	Time will be of the essence in relation to any payment payable to us. If you do not pay the <i>Purchase Price</i> , or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.	4.2	You must collect and remove the <i>Lot</i> at your own expense by the date and time specified in the <i>Notice to Bidders</i> , or if no date is specified, by 4.30pm on the seventh day after the <i>Sale</i> .	6.2	Please note however, that under the <i>Contract for Sale</i> , the <b>risk in the Lot passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the Lot</b> if earlier, and you are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .
3.7	Where a number of <i>Lots</i> have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the <i>Purchase Price</i> of each <i>Lot</i> and secondly pro-rata to pay all amounts due to <i>Bonhams</i> .	4.3	For the period referred to in paragraph 4.2, the <i>Lot</i> can be collected from the address referred to in the <i>Notice to Bidders</i> for collection on the days and times specified in the <i>Notice to Bidders</i> . Thereafter, the <i>Lot</i> 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 <i>Notice to Bidders</i> .	7	<b>FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b>
3.8	You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:	4.4	If you have not collected the <i>Lot</i> by the date specified in the <i>Notice to Bidders</i> , you authorise us, acting in this instance as your agent and on your behalf, to enter into a contract (the " <i>Storage Contract</i> ") with the <i>Storage Contractor</i> for the storage of the <i>Lot</i> on the then current standard terms and conditions agreed between <i>Bonhams</i> and the <i>Storage Contractor</i> (copies of which are available on request). If the <i>Lot</i> is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per <i>Lot</i> per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our <i>Expenses</i> .	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 unless otherwise provided below), 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> ):
3.8.1	the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or	4.5	Until you have paid the <i>Purchase Price</i> and any <i>Expenses</i> in full the <i>Lot</i> will either be held by us as agent on behalf of the <i>Seller</i> or held by the <i>Storage Contractor</i> as agent on behalf of the <i>Seller</i> and ourselves on the terms contained in the <i>Storage Contract</i> .	7.1.1	to terminate this agreement immediately for your breach of contract;
3.8.2	located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.	4.6	You undertake to comply with the terms of any <i>Storage Contract</i> and in particular to pay the charges (and all costs of moving the <i>Lot</i> into storage) due under any <i>Storage Contract</i> . You acknowledge and agree that you will not be able to collect the <i>Lot</i> from the <i>Storage Contractor's</i> premises until you have paid the <i>Purchase Price</i> , any <i>Expenses</i> and all	7.1.2	to retain possession of the <i>Lot</i> ;
3.9	You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.			7.1.3	to remove, and/or store the <i>Lot</i> at your expense;
3.10	Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:			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;
3.10.1	you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;				
3.10.2	your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;				

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;	<b>8</b>	<b>CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b>	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> .
7.1.6	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	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.1	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.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i> ) until all sums due to us have been paid in full;	8.1.2	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 9 will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.3	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> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i> ) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	<b>10</b>	<b>OUR LIABILITY</b>
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2	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> .
7.1.12	having made reasonable efforts to inform you, to release your name and address to the <i>Seller</i> , so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.	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:
7.2	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.	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
7.3	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.	<b>9</b>	<b>FORGERIES</b>	10.2.2	changes in atmospheric pressure; nor will we be liable for:
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.	9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.3	damage to tension stringed musical instruments; or
		9.2	Paragraph 9 applies only if:	10.2.4	damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> 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.
		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	10.3.1	We will not be liable to you for any loss of <i>Business</i> , <i>Business</i> profits, revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , 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.
		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		
		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> .		
		9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:		
		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		
		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.		

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 BOOKS MISSING TEXT OR ILLUSTRATIONS

Where the *Lot* is made up wholly of a *Book* or *Books* and any *Book* does not contain text or illustrations (in either case referred to as a "non-conforming *Lot*"), we undertake a personal responsibility for such a non-conforming *Lot* in accordance with the terms of this paragraph, if:

the original invoice was made out by us to you in respect of the *Lot* and that invoice has been paid; and

you notify us in writing as soon as reasonably practicable after you have become aware that the *Lot* is or may be a non-conforming *Lot*, and in any event within 20 days after the *Sale* (or such longer period as we may agree in writing) that the *Lot* is a non-conforming *Lot*; and

within 20 days of the date of the relevant *Sale* (or such longer period as we may agree in writing) you return the *Lot* to us in the same condition as it was at the time of the *Sale*, accompanied by written evidence that the *Lot* is a non-conforming *Lot* and details of the *Sale* and *Lot* number sufficient to identify the *Lot*.

but not if:

the *Entry* in the *Catalogue* in respect of the *Lot* indicates that the rights given by this paragraph do not apply to it; or

the *Entry* in the *Catalogue* in respect of the *Lot* reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or

it can be established that the *Lot* is a non-conforming *Lot* only by means of a process not generally accepted for use until after the date on which the *Catalogue* was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or

the *Lot* comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or

the *Lot* was listed in the *Catalogue* under "collections" or "collections and various" or the *Lot* was stated in the *Catalogue* to comprise or contain collection, issue or *Books* which are undescribed or the missing text or illustrations are referred to or the relevant parts of the *Book* contain blanks, half titles or advertisements.

If we are reasonably satisfied that a *Lot* is a non-conforming *Lot*, we will (as principal) purchase the *Lot* from you and you will transfer the title to the *Lot* in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the *Purchase Price* and *Buyer's Premium* paid by you in respect of the *Lot*.

The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the *Lot*, all rights and benefits under this paragraph will cease.

## 12 MISCELLANEOUS

12.1 You may not assign either the benefit or burden of this agreement.

12.2 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.

12.3 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.

12.4 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.

12.5 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.

12.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.

12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.

12.8 In this agreement "including" means "including, without limitation".

12.9 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.

12.10 Reference to a numbered paragraph is to a paragraph of this agreement.

12.11 Save as expressly provided in paragraph 12.12 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.

12.12 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.

## 13 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](http://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](mailto: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

**"Account"** the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

**"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"** Any person considering, attempting or making a Bid, including those who have 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 of 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.

**"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](http://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."

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---

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+1 323 436 5443  
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Los Angeles  
Catherine Williamson  
+1 323 436 5442  
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Adam Stackhouse  
+1 415 503 3266

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+44 20 7468 8244

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John Sandon  
+44 20 7468 8244

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+1 323 436 5425  
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## European Paintings

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# 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

**Devon, Cornwall  
& Somerset**  
Jonathan Vickers  
Bonhams  
36 Lemon Street  
Truro, Cornwall  
TR1 2NR  
Tel: (01872) 250 170  
Fax: (01872) 250 179  
jonathan.vickers@  
bonhams.com

**Hampshire & Dorset**  
Michael Jackson  
West Winds  
Cupernham Lane  
Romsey, Hants  
SO51 7LE  
Tel: (01794) 518 433  
mike.jackson@  
bonhams.com

**Wiltshire, Hants, Glos,  
Berks & Somerset**  
Greg Pullen  
Lower heath Ground  
Easterton  
Devizes  
Wiltshire  
SN10 4PX  
Tel: (01380) 816 493  
greg.pullen@  
bonhams.com

**Lincs & 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  
Thurby  
Bourne  
PE10 0HZ  
Tel: 01778 426 417  
Mob: 07539 074242  
robert.hadfield@  
bonhams.com

**Midlands**  
**Motor Cars**  
Richard Hudson-Evans  
Po Box 4  
Stratford-Upon-Avon  
CV37 7YR  
Tel: (01789) 414 983  
richard.hudson-evans  
@bonhams.com

**Home Counties**  
David Hancock  
5 Roscommon,  
34 Brackendale Road,  
Camberley,  
Surrey,  
GU15 2JR  
(01276) 294 13  
david.hancock@  
bonhams.com

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

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

**Lancs, Yorks,  
N. Counties & Scotland**  
Mark Garside  
Knarr Mill  
Oldham Road  
Delph, Oldham  
OL3 5RQ  
Tel: (01457) 872 788  
Mob: 07811 899 905  
mark.garside@  
bonhams.com

**Lancs**  
Alan Whitehead  
Pool Fold Farm  
Church Road  
Bolton,  
BL1 5SA  
Tel: (01204) 491 737  
Fax: (01204) 401 799

**Shropshire, Glos  
& Wales**  
Jim Reynolds  
Childe Road  
Cleobury Mortimer  
Kidderminster  
Shropshire  
DY14 8PA  
Tel: (01299) 270 642  
jim.reynolds@  
bonhams.com

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**  
Michael Haag  
Elisabeth Str 4  
68165 Mannheim  
Tel: +49 621 412004  
Fax: +49 (0) 621 415551  
Mob: +49 171 700 4984  
michael.haag@bonhams.  
com

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  
Mob: +49 172 2088330  
hans.schede@  
bonhams.com

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

**The Netherlands**  
Koen Samson  
De Lairessestraat 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**  
Jakob Greisen  
220 San Bruno Avenue  
San Francisco,  
CA 94103  
Tel: +1 415 503 3353  
Fax: +1 415 391 4040  
motors.us@  
bonhams.com

**Los Angeles**  
Michael Caimano  
7601 Sunset Boulevard  
Los Angeles  
CA 90046  
Tel: +1 929 666 2243  
Fax: +1 323 850 5843  
michael.caimano@  
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  
Tel: +1 651 235 2776  
tim.parker@  
bonhams.com

**Northwest**  
Tom Black  
2400 N.E. Holladay  
Portland, OR 97232  
Tel: +1 503 239 0227

**Pacific Northwest**  
Mark Osborne  
5833 Stewart Glenn Ct  
Lake Oswego, OR 97035  
Tel: +1 415 518 0094  
mark.osbourne@  
bonhams.com

## Southeast

Greg Porter  
Tel: +1 336 406 6636  
Greg.Porter@  
bonhams.com

## 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

**New Zealand**  
John Kennedy  
Craighall  
Puruatanga Road  
Martinborough 5711  
New Zealand  
Tel: +64 6 306 8228  
Mob: +64 21 042 5396  
kaka943@icloud.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

# Registration and Bidding Form

(Attende / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

# Bonhams

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At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, 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 or completed. For higher value lots you may also be asked to provide a bank reference.

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I will collect the purchases myself

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Sale title: THE BEAULIEU SALE		Sale date: 7 September 2019													
Sale no. 25455		Sale venue: The National Motor Museum													
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Your signature:	Date:

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## MOTORCYCLE INDEX

Lot	Year	Model	Lot	Year	Model
521	1928	Ariel 557cc Model A Project	535	1983	Laverda 497cc Project
522	1946	Ariel 499cc VH2 Red Hunter Project	537	1984	Laverda RGS 1000 Project
518	1955	Ariel 598cc VB Project	530	1951	Nelco Solocar Electric Tricycle
519	1959	Ariel 650cc Model FH Huntmaster Project	525	1922	Ner-a-Car 2¼hp
520	1959	Ariel 650cc Model FH Huntmaster Project	524	1917	New Imperial 8hp
512	1962	BSA 646cc A10 Project	514	1957	Norton 497cc Dominator 88 SS Project
511	1969	BSA 247cc B25 Fleet Star	531	c.1957	Panther 197cc Model 10/4
517	1959	Cagiva 904cc Gran Canyon	527	1956	Royal Enfield 500cc Bullet Scrambler
532	1981	Ducati 900SS	526	1929	Scott 596cc Flying Squirrel
533	1989	Ducati Paso 906 Project	509	c.1971	Suzuki T250 Hustler Project
534	2008	Ducati Sport 1000S	506	1973	Suzuki GT250K Project
528	c.1920	FN 285cc Model 285 Single Project	510	1977	Suzuki TS250J
503	1974	Honda CB125	513	c.1959	Triton 650cc Café Racer Project
502	1975	Honda PC50 Moped	516	c.1957	Triumph Tiger Cub 199cc Trials Motorcycle
507	1979	Honda CB250N Dream	515	1961	Triumph 650cc T110
508	1981	Honda CB250N Super Dream Deluxe	529	1925	Velocette 220cc Model EL3
505	c.1979	Kawasaki Z400	523	1951	Vincent 998cc Black Shadow
536	1981	Laverda 1200 Project	504	1977	Yamaha XS750
538	1982	Laverda 497cc Project	501	1982	Yamaha SR125

## MOTOR CAR INDEX

Lot	Year	Model	Lot	Year	Model
639	1991	Alfa Romeo SZ Coupé	667	1956	Land Rover Series I 4x4 Military Vehicle
612	1937	Alvis 4.3-Litre Short Chassis Drophead Coupé	668	1961	Land Rover Series II 4x4 Safari Station Wagon
680	1959	Alvis TD21 Drophead Coupé	669	1984	Land Rover Series III 4x4 Utility
711	1935	Armstrong Siddeley 12/6 Saloon	646	1987	Land Rover Defender 110 4x4 Utility
678	1978	Aston Martin V8 'Oscar India' Sports Saloon	717		Lotus Eleven Recreation
683	1986	Aston Martin Lagonda Series 3 Saloon	651	1963	Maserati Sebring Coupé Project
626	1928	Austin 12¼ Windsor Saloon	701	1922	Mathis 8/15CV Coach
656	1928	Austin 'Heavy' 12¼ Landaulette	725	1992	Mazda RX-7 Turbo Convertible
708	1935	Austin Seven Opal Tourer	670	1935	Mercedes-Benz 200 Saloon
603	1936	Austin Seven Formula 750 Racing Car 'Sacre Bleu'	689	1953	Mercedes-Benz 300 Saloon
627	1945	Austin 16hp Saloon	679	1961	Mercedes-Benz 190 SL Convertible
719	1955	Austin A90 Westminster Saloon	690	1969	Mercedes-Benz 280 SE Convertible
611	1957	Austin-Healey 100/6 Convertible	650	1982	Mercedes-Benz 280 SL Convertible
665	1962	Austin-Healey 3000 Mark II BT7 Convertible	675	1984	Mercedes-Benz 300TD Estate Car
673	1964	Austin Mini Super-De-Luxe Saloon	687	1988	Mercedes-Benz 300 SL Convertible
633	1948	Bentley Mark VI ¼-Litre Drophead Coupé	722	1938	MG Midget TA Tickford Drophead Coupé
619	1979	Bentley T2 Saloon	710	1945	MG Midget TC Roadster
647	2001	Bentley Arnage 'Red Label' Saloon	712	1954	MG Midget TF 1250 Roadster
645	1958	BMW Isetta 300 Microcar	655	1954	MG Midget TF 1250 Roadster
637	1982	BMW 316 Sports Saloon	661	1955	MG Midget TF 1500 Roadster
660	1914	Brasier 9hp Tourer	640	1962	MGA 1600 Mark II Roadster
662	1921	Brewster Coupé	631	1903	Miniature Velox 3.5hp Two-Seater
702	1966	Bristol 408 Sports Saloon	672	1935	Morgan Super Sports
618	1929	Bugatti Type 44 Tourer	606	1938	Morgan Super Sports
653	1914	Cadillac 40/50HP Roadster	671	1947	Morgan F4 Roadster Project
720	1924	Cadillac V-63 Limousine	628	1926	Morris Oxford 13.9hp Two-Seater plus Dickey
716	1921	Calcott 11.9hp Two-Seater plus Dickey Project	715	1959	Morris Mini Saloon
634	1972	Citroën DS20 Super Saloon	638	1964	Morris Mini Sprint Convertible
617	1936	Cord Model 810 Westchester Sedan	694	1964	Morris Mini Cooper 970 S 'Taurus' Sports Saloon
706	1929/30	Crossley 20.9hp Type IL Canberra Landaulette	721	1912	Mors 2½-Litre Décapotable Project
620	1938	Delage D6-70 Coupé de Ville	664	1908	Napier 45hp Type 23 Open Drive Limousine
703	1942	DUKW 6x6 Amphibious Utility	658	1916	Packard Twin Six Typhoon Roadster
677	1978	Ferrari 308 GTS Targa Coupé	625	1922	Pierce-Arrow Model 38 Opera Coupé
609	1984	Ferrari 512 BBi Coupé Project	614	1934	Pierce-Arrow Twelve Sedan
724	1926	FIAT 509 Roadster	654	1904	Rambler 7hp Model H Tonneau
607	1959	Fiat 500N Trasformabile Saloon	726	1991	Range Rover Vogue 4x4 Estate
621	1929	Ford Model A Saloon	630	1909	Renault AX 8hp Two-Seater
699	1930	Ford Model A Deluxe Roadster	723	1964	Renault 8 Gordini Sports Saloon
616	1930	Ford Model A Station Wagon/Shooting Brake	696	1927	Rolls-Royce 20hp Six-Light Saloon
622	1934	Ford Model Fourteen Saloon de Luxe	652	1927	Rolls-Royce 40/50hp Phantom I Saloon
623	1949	Ford V8 Pilot Saloon	700	1928	Rolls-Royce 20hp Limousine
693	1965	Ford Mustang Convertible	615	1929	Rolls-Royce Phantom I Huntington Sedan de Ville
682	1965	Ford Mustang Fastback Coupé	657	1929	Rolls-Royce Phantom I Newmarket Tourer
610	1968	Ford F100 Stepside Pickup Truck	728	1937	Rolls-Royce Wraith Limousine Project
663	1926	Frazer Nash ½-Litre Super Sports	727	1938	Rolls-Royce Wraith Limousine Project
642	1950	Healey Tickford Sports Saloon	684	1982	Rolls-Royce Corniche Coupé
624	1922	Hudson Super Six Saloon	707	1911	Rover 12hp Tourer
709	1966	Humber Imperial Saloon Project	601	1952	Rover 75 Saloon
697	1951	Jaguar Mark V 3½-Litre Drophead Coupé	714	1971	SAAB Sonett III 1.7-Litre Coupé
643	1952	Jaguar XK120 4.2-Litre 'BroadSport' Coupé	629	1916	Saxon 12.1hp Two-Seater Roadster
666	1957	Jaguar XK150 3.4-Litre Coupé	632	1934	Siddeley Special Sedan Coupé
681	1958	Jaguar XK150SE 3.4-Litre Coupé	704	1903	Stanley 6½hp Model A Steam Runabout
691	1958	Jaguar XK150S 3.4-Litre Roadster	705	1917	Stanley Three-Seat Steam Roadster
604	1961	Jaguar Mark 2 3.8-Litre Saloon Project	608	1975	Steyr-Daimler-Puch Pinzgauer 710M 4x4 All-Terrain Vehicle
685	1967	Jaguar 340 Automatic Sports Saloon	686	1950	Studebaker Land Cruiser Sedan
641	1971	Jaguar E-Type Series III 2+2 Coupé	644	1965	Sunbeam Tiger MkI Roadster
692	1973	Jaguar E-Type Series III V12 Roadster	659	1922	Talbot 8/18hp Tourer
648	1986	Jaguar XJ-S HE Auto Sports Coupé	698	1915	Trumbull 15B Cyclecar
688	1994	Jaguar XJS 4.0-Litre 2+2 Convertible	718	1929	Vanden Plas Open Four-Seater Tourer Coachwork
695	1934	Lagonda Rapier Coupé	602	1959	Volkswagen Beetle 1200 Saloon
676	1961	Lamborghini DLA 35 Tractor	636	1966	Volkswagen Beetle 1300 Saloon
674	1939	Lanchester Fourteen Roadrider De Luxe Saloon	635	1977	Volkswagen Beetle 1200 Saloon
605	1959	Lancia Appia Cabriolet	649	1926	Willys-Overland Whippet 30HP Tourer





**Bonhams**  
101 New Bond Street  
London, W1S 1SR

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+44 (0) 20 7447 7447  
bonhams.com

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