

# Bonhams



## The RAF Museum Sale

Collectors' Motor Cars and Automobilia

The Royal Air Force Museum, London | 21 November 2019



# The RAF Museum Sale

## Collectors' Motor Cars and Automobilia

The Royal Air Force Museum, London | 21 November 2019



### VIEWING

Wednesday 20 November  
11:00 to 17:00  
Thursday 21 November  
from 09:30

### SALE TIMES

Thursday 21 November:  
Automobilia 11:00  
Motor Cars 14:00

### SALE NUMBER

25448

### CATALOGUE

£25.00 + p&p

### 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/25448](http://www.bonhams.com/auctions/25448) and click on the Register to bid link at the top left of the page.

### BIDS

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

Please note that bids should be submitted no later than 4pm on Wednesday 20 November. Thereafter bids should be sent directly to [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 and address when submitting bids. Failure to do so may result in your bids not being processed.

### Live online bidding is available for this sale

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

### 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**

### PLEASE NOTE

**Properties included in the auction do not form part of The Royal Air Force Museum's Collection**

### ENQUIRIES

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

Automobilia  
+44 (0) 20 8963 2840  
+44 (0) 20 8963 2842  
[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)

### CUSTOMER SERVICES

Monday to Friday 08.30 to 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 243, 244 & 245  
Back cover: Lot 251

### Bonhams 1793 Limited

Registered No. 4326560  
Registered Office: Montpellier Galleries  
Montpellier Street, London SW7 1HH

+44 (0) 20 7393 3900  
+44 (0) 20 7393 3905 fax

# 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 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 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 arrange an agent to undertake the NOVA Declaration on the purchaser's behalf, providing them with both a NOVA reference number and C88 form.
- If the Lot is purchased by a trade buyer / company, 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:

† VAT at 20% on hammer price.

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.

## Vintage Sports-Car Club Eligibility Documents

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

## The Veteran Car Club of Great Britain Dating Plates and Certificates

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

## 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. 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 and address. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

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

## How fast will the auctioneer go?

The auctioneer will aim to sell +/- 100 lots of automobilia per hour and circa 30 vehicles per hour.

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

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

## Are there any warranties offered with the vehicles?

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

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

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

## 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.

## 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.

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### PLEASE NOTE FROM THE 1 SEPTEMBER 2018:

**For Motor Cars 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 the auction and immediately after the auction. Generally, vehicles remain at the sale venue until 12 noon the following day. Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out under collection and transport on our general information page.

## Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - 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.

# 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 Papiro  
+44 (0) 20 8963 2840  
adrian.papiro@bonhams.com

### Automobilia Administrator

James Garguilo  
+44 (0) 1483 445 496  
james.garguilo@bonhams.com

### Press Office

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

### Bonhams | MPH

Rob Hubbard  
+44 (0) 1869 229 471  
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

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

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 collected from the sale venue by 12noon the next day. 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

Uncollected lots will be available for collection **by appointment only** from Tuesday 26 November

To arrange collection please contact the Automobilia Department  
020 8963 2840 or [automobilia@bonhams.com](mailto:automobilia@bonhams.com)

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

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

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

All lots marked with a ◊◊◊ 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

Vehicles must be collected from the sale venue by 12 noon on 22 November, at which point all remaining unpaid lots will be uplifted by Straight Eight Logistics to their storage facility.

Buyers should satisfy themselves that they have collected all relevant log books, documents and keys relating to their Lot(s) at time of collection.

**If not collected 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.

### Vehicle Removal charges

£260 + VAT per vehicle

### Vehicle Storage charges

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

### Thereafter

£10 + VAT per motor car per day

## 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  
2G & H Marchwood Industrial Park  
North Road, Marchwood  
Southampton SO40 4BL  
020 3540 4929  
[transport@straighteightlogistics.com](mailto:transport@straighteightlogistics.com)  
[www.straighteightlogistics.com](http://www.straighteightlogistics.com)

## Insurance

Representatives of Hagerty International Limited will be present at the sale and will be pleased to advise Buyers on Insurance. For further details, please contact:

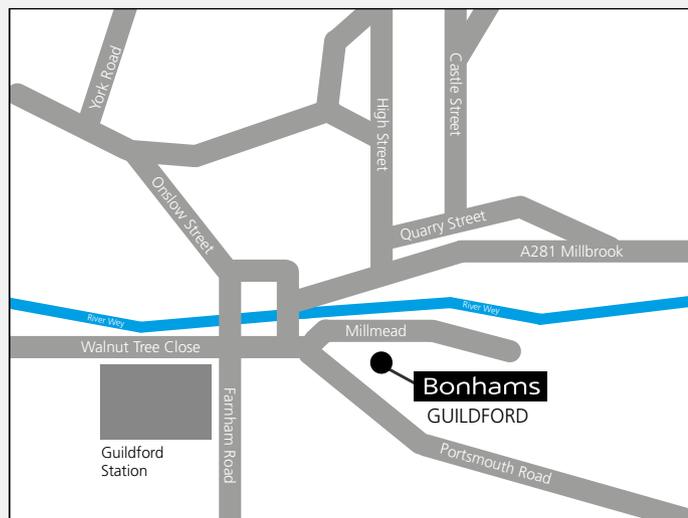
Hagerty International Limited  
The Arch Barn, Pury Hill Farm  
Towcester, Northants, NN12 7TB  
Telephone 0333 323 0989  
or email [enquiries@hagertyinsurance.co.uk](mailto:enquiries@hagertyinsurance.co.uk)

## Motor Car Presentation

Chris Bailey, Showcase SVS  
+44 (0) 7889 722 333  
[www.showcasesvs.co.uk](http://www.showcasesvs.co.uk)

## Photography

Simon Clay  
Tom Wood  
Neil Fraser  
Roger Dixon (Automobilia)



# Directions to The RAF Museum, London

## By Road

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

## The RAF Museum, Parking Charges

Charges apply from 7am - 7pm

### Cars

0-3 hours £4.50

3-6 hours £6.00

6-9 hours £9.00

### Motorcycles

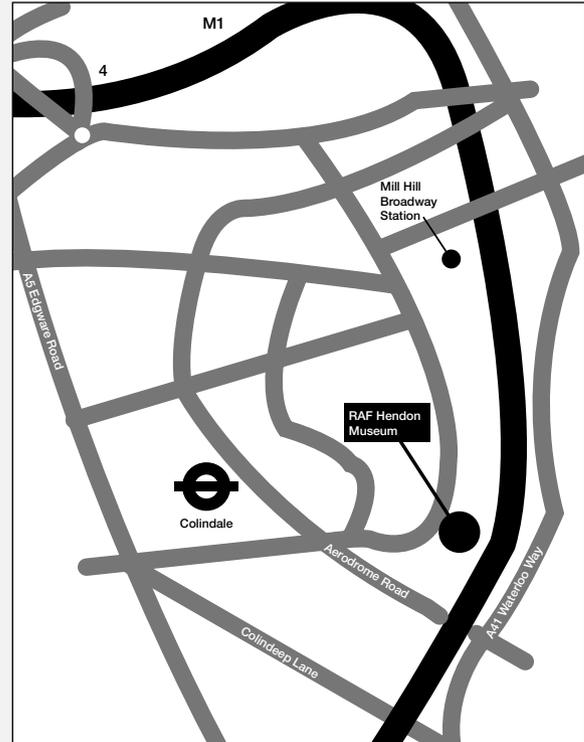
All Day £4.50

## By Underground

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

## Address

The Royal Air Force Museum London  
Grahame Park Way  
London  
NW9 5LL



# The RAF Museum, London - Site Map

## Please note

Bonhams will be holding the auction in Hangars 3, 4 and 5 of the RAF Museum.

Automobilia and Motor Cars will be on view in the Dermot Boyle Wing.

Access is via the main entrance, Hangar 1.



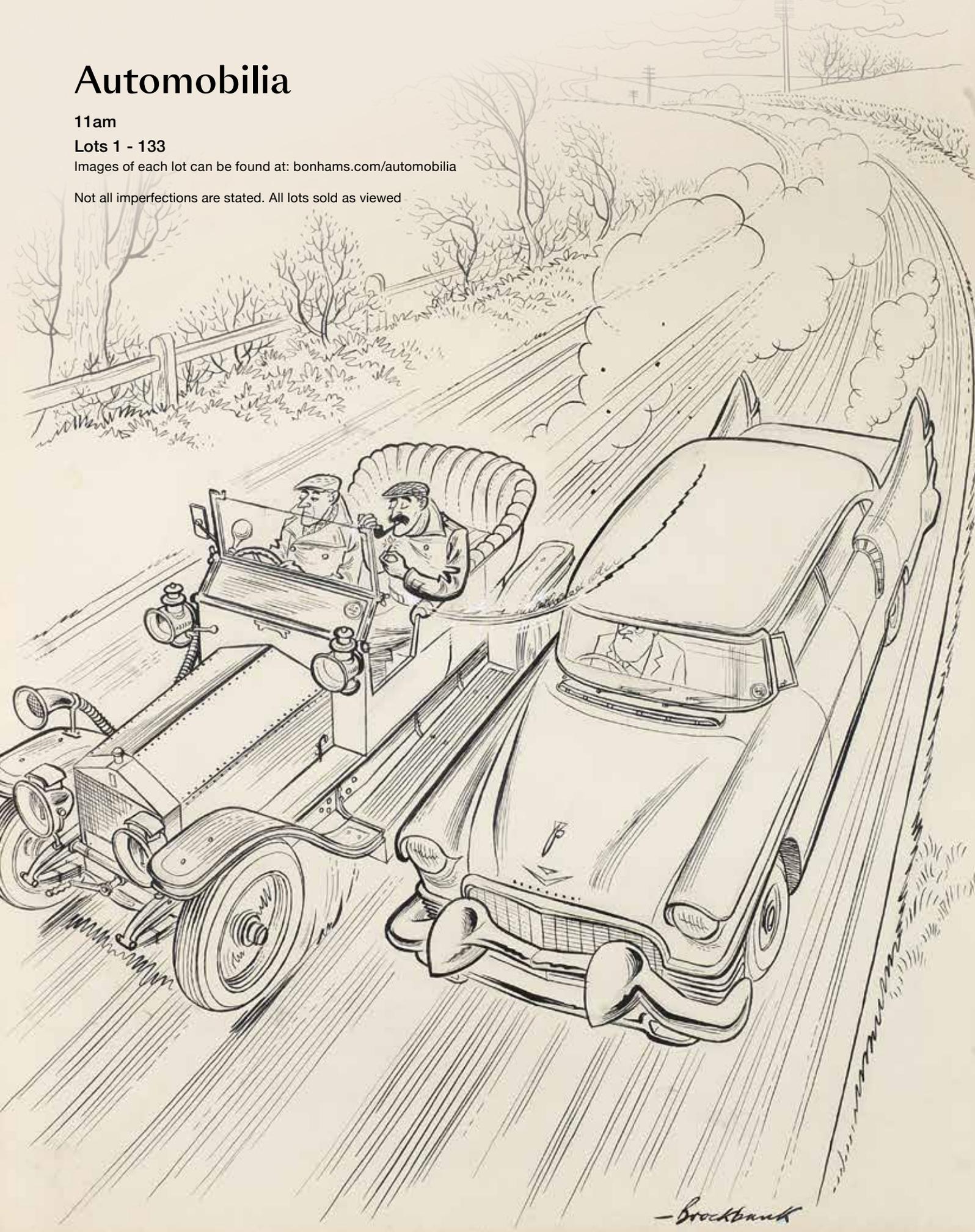
# Automobilia

11am

Lots 1 - 133

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

Not all imperfections are stated. All lots sold as viewed



- Brockbank



1



3



12



13



14



1 • **DAN NEIL: THE IMPOSSIBLE COLLECTION OF CARS; A LIMITED EDITION TITLE PUBLISHED BY ASSOULINE, 2011,**

subtitled 'The 100 Most Exceptional Automobiles of the Twentieth Century', large format title with black rubber bound hard covers, 170 pages, well illustrated with many tipped-in colour plates, contained in presentation library box.

£800 - 1,200  
€920 - 1,400

2 • **DAVIDE BASSOLI: THREE ROLLS-ROYCE AND BENTLEY RELATED TITLES PUBLISHED BY NUBES ARGENTEA,**

comprising Continental Journeys - The Definitive History of the Bentley R-Type and S-Type Continental Models from 1952 to 1965; Every Cloud has a Silver Lining - The Definitive History of the Rolls-Royce Silver Cloud and Bentley S Series including Coachbuilt and Continental Versions, limited edition (180/1,000) signed by the author; both cloth-bound editions in slipcases, and Under the Spotlight - Rolls-Royce and Bentley at the Earls Court Motor Show from 1937 to 1936, a two-volume set in slipcase, offered together with Davide Bassoli & Bernard L King: Rolls-Royce Silver Cloud I & Bentley S1 - 50 Years; and a Mulliner Park Ward Rolls-Royce Silver Cloud III handbook.

(5)  
£800 - 1,000  
€920 - 1,200

3 • ♦♦ **THE OFFICIAL FORMULA 1 OPUS: CLASSIC EDITION; PUBLISHED 2012,**

limited edition numbered 19, large format title in cloth-bound hard covers with checkered flag design front cover and black leather spine, signed by Bernie Ecclestone to title page, 845 numbered pages, well illustrated with many full colour images, contained in black cloth presentation library box (side panels loose), with original carton packing.

£1,000 - 1,500  
€1,200 - 1,700

4 • **IAN ADCOCK: BENTLEY CONTINENTAL R;**

published by Osprey Automotive 1992, blue leather hard covers in slipcase, 192 numbered pages, a good copy of this sought after title.

£800 - 1,000  
€920 - 1,200

5 • **IAN ADCOCK: BENTLEY CONTINENTAL R;**

published by Osprey Automotive 1992, green leather hard covers in slipcase, 192 numbered pages, a good copy of this sought after title.

£800 - 1,000  
€920 - 1,200

6 • **BERND HOLTHUSEN: LAGONDA, LIMITED EDITION PUBLISHED BY PALAWAN PRESS,**

number 432/500, standard English text version, 426 pages, large 4to, with library case as new in unopened shrink-wrap and original packing box.

£600 - 800  
€690 - 920

7 • ♦♦ **A GOOD COLLECTION OF MOTORING BOOKS,**

including Herbert J Butler: Motor Bodywork, 1924; Charles E Oliver: Motor Car and Coach Painting; John W Thornley: Maintaining the Breed - The Saga of MG Racing Cars; 18 motoring racing books published by Foulis, Peter Helck: The Checkered Flag, in slip-case; and other titles.

(Qty)  
£500 - 700  
€580 - 810

8 • ♦♦ **A QUANTITY OF ASSORTED MOTORING BOOKS AND PERIODICALS,**

including re-print Motor Sport Volume 5, bound; Cyril Posthumus: Land Speed Record; S C H Davis: Motor Racing; assorted race programmes, periodical and other ephemera, (a Lot).

(Qty)  
£500 - 600  
€580 - 690

9 • **A LARGE COLLECTION OF ASSORTED MOTORING AND MOTOR RACING REFERENCE BOOKS,**

including Jackie Stewart : Winning is not enough; Ted Macauley : Grand Prix Men; Rupert Prior : Motoring - The golden years; William Stobbs : Motor museums of Europe, and many other titles (Approximately 200)

(Qty)  
£250 - 350  
€290 - 400

10 • ♦

**THE MOTOR; 19 BOUND VOLUMES FOR 1934 TO 1944,**

each in publisher's green bindings, an incomplete run from Volume 65 (June 12 1934) to Volume 84 (Jan 26th 1944), majority bound with covers, adverts and indices, some wear to bindings and some with 'File Volume' labels to spine.

(19)  
£500 - 600  
€580 - 690



15



16

11 •

**FOUR ROLLS-ROYCE 40-50HP PHANTOM III SALES BROCHURES FOR 1935-1937,**

one cord-tied and three plastic ring-bound brochures, each decorative cream card covers, dated 10/35, 7/36, 2/37 and 10/37 respectively, each with tipped-in colour plates illustrating model types, one with Pass and Joyce Ltd of Pall Mall dealer's label to front cover and one with speed warning single page insert, some staining to covers in places, large 4to, together with an Abridged Catalogue for the same, a Chassis Announcement pamphlet, and an Important Announcement 2-page pamphlet for Phantom II.

(7)  
£800 - 1,000  
€920 - 1,200



18



19

12 •

**A RARE PORSCHE 901 SALES BROCHURE, SEPTEMBER 1963,**

publication number W221, four sheet fold out brochure, German text, with specifications, coachwork and cut-away diagram and three monochrome photographic illustrations of the model, 4to when folded, offered together with a Porsche Targa 911/912 brochure.

(2)  
£800 - 1,000  
€920 - 1,200

At the Internationale Automobil-Ausstellung (Motor Show) in Frankfurt in September 1963, Porsche presented its successor to the Porsche 356 as the 901. It took several more months until the cars were manufactured for sale to customers. Between 14 September and 16 November 1964, 82 cars were built and the 901 was presented in October at the 1964 Paris Auto Salon. There, French car maker Peugeot objected to Porsche using any three digit number where the middle number was 0, asserting ownership of the naming rights in key markets, and having already sold many models with that scheme. Porsche simply replaced the middle 0 with a 1, and called the car Porsche 911. Officially the 901s already constructed were used for testing and for exhibitions, and Porsche sold none to private customers. Nevertheless, several of the cars retained by Porsche at that time appear to have made it to private ownership subsequently.

13 •

**THREE FERRARI SALES BROCHURES,**

comprising combined catalogue for 250 Europa, 500 Mondial and 750 Monza, 8vo, English text with central fold out; 1953 combined catalogue for 250 Europa and 375 America, red front cover with Luigi Chinetti rubber stamp, 8vo; 410 Superamerica, 8vo.

(3)  
£500 - 700  
€580 - 810

14

**A FERRARI 250 GT/E COUPE PININFARINA 2+2 OWNER'S WALLET AND CONTENTS, MID 1960S,**

the dark brown leather wallet embossed with Ferrari prancing horse logo, opening to divided interior housing Ferrari 250 GT/E coupe pininfarina 2+2 usage et entretien (operating, maintenance and service handbook), French text and a Bulletin de Garantie booklet, French text, both in very clean condition, some very light wear to wallet.

(3)  
£2,500 - 3,500  
€2,900 - 4,000

15 •

**A FERRARI 275 GTB4 PININFARINA SPARE PARTS CATALOGUE, 1967,**

number 17 67, red and white card covers, with repair to spine, 42 printed pages, (now staple bound, back page detached), large 8vo, garage used with some smudging and discolouration to covers and pages.

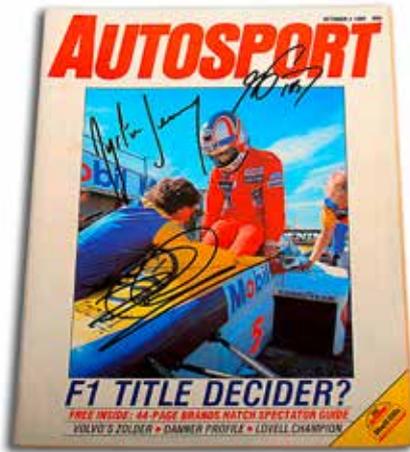
£800 - 1,000  
€920 - 1,200

16

**A FERRARI 365 GTB/4 DAYTONA LEATHER WALLET AND CONTENTS, 1969-70,**

the brown leather wallet embossed with Ferrari prancing horse logo, press stud opening to divided interior housing Ferrari operating, maintenance and service handbook, with text in English, Italian and French, a good clean example, very light wear to wallet.

(2)  
£1,000 - 1,400  
€1,200 - 1,600



20

17 •  
**A PROGRAMME FOR 'THE UNVEILING OF A STATUE TO MR F. HENRY ROYCE' AT DERBY ON 27TH JUNE 1923,**

subtitled 'America to Ireland in Sixteen Hours', dark green textured card covers, 8vo, with details of the ceremony and dinner at the Arboretum, Derby, attended by the Earl of Birkenhead, the Duke of Sutherland, Lord Wargrave (Chairman) and Directors of Rolls-Royce Ltd, and other dignitaries, at the event unveiling the bronze statue honouring the 'Living Engineer' Sir Henry Royce and with appreciation of Royce by Max Pemberton.

£800 - 1,200  
€920 - 1,400

18  
**TWO AUTOGRAPHED BRANDS HATCH MOTOR RACING PROGRAMMES, BRITISH, 1969-70,**

comprising Daily Mail Formula One Race of Champions, 16 March 1969, signed by Jackie Stewart, Denny Hulme, Jack Brabham, Bruce McLaren, Jochen Rindt, John Surtees, Jackie Oliver, Jo Siffert and Pedro Rodriguez (on back cover), small 4to, with lap chart (partially annotated): British Grand Prix, 18 July 1970, signed by Mario Andretti, John Miles, Jackie Oliver, Pedro Rodriguez, George Eaton, Jean-Pierre Beltoise, Henri Pescarolo, Ronnie Peterson, Rolf Stommelen and Andrea de Adamich, 4to, centre pages detached, with lap chart (partially annotated) and a Yardley BRM advertising card.

(Qty)  
£800 - 1,000  
€920 - 1,200

19  
**AN AUTOGRAPHED MARLBORO BRITISH GRAND PRIX PROGRAMME, SILVERSTONE SUNDAY JULY 21ST 1985,**

signed by Ayrton Senna, Niki Lauda, Martin Brundle, Nelson Piquet, Marc Surer, Elio de Angelis, Derek Warwick, Eddie Cheever and Michele Alboreto, 4to, some wear to spine and covers.

£500 - 700  
€580 - 810



22 - From the collection of the late David John Peter Watson

20  
**A 1985 ISSUE OF AUTOSPORT SIGNED BY THREE GRAND PRIX DRIVERS INCLUDING AYRTON SENNA,**

issue dated October 3rd 1985, signed to the front cover in black marker by Ayrton Senna, Alain Prost and Nigel Mansell.

£500 - 600  
€580 - 690

Believed to have been signed by the three World championship winning drivers at the 1985 European Grand Prix at Brands Hatch, were Senna qualified on pole position, and finished 2nd in the Race with Mansell finishing 1st and Prost finishing in 6th Position.

21  
**A LARGE 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)

£500 - 700  
€580 - 810

21A  
**NINE RARE COLOUR PHOTOGRAPHS BY TOM MARCH,**

depicting Racing C-Type Jaguars, 18 x 25cm, each mounted, framed and glazed.

(9)  
£500 - 600  
€580 - 690

22  
**A LARGE PHOTOGRAPH SIGNED BY JUAN MANUEL FANGIO AND OTHERS, DEPICTING DAVID WATSON IN JO BONNIER'S MASERATI TIPO 200SI AT CRYSTAL PALACE 1969,**

monochrome, 40 x 50.5cm, signed J M Fangio with named dedication, dated 5/10/70, the other signatures of Nello Ugolini Maserati Team Manager and Count Volpi of Scuderia Serenissima, some loss to surface of photograph, together with David Watson's copy of the "Fangio" script, a cropped black and white photograph of Watson and Fangio together in Monaco and a copy of Fangio, edited by Denis Jenkinson, the book based upon the film 'Fangio' by Hugh Hudson and Giovanni Volpi.

(4)  
£800 - 1,000  
€920 - 1,200



23  
**THREE PHOTOGRAPH ALBUMS DEPICTING LATE 1960'S BRITISH MOTOR RACING EVENTS,**

including Reims, 1966 French Grand Prix, Silverstone Martini Trophy 1966, Brands Hatch 1966 British Grand Prix, 1967 Crystal Palace Whit Monday meeting, Silverstone 1967 British Grand Prix, 1967 Brands Hatch August meeting, Brands Hatch Race of Champions 1968, Brands Hatch BOAC 500 1968, Crystal Palace F2 races June 1968, Brands Hatch 1968 British Grand Prix, Monza 1968 Italian Grand Prix, Brands Hatch 1969 Race of Champions, Silverstone 1969 Daily Express meeting, Thruxton 1969 Easter Monday meeting, Brands Hatch 1969 BOAC 500, 1969 Targa Florio and Silverstone 1969 British Grand Prix; including candid shots of drivers, cars in the paddock, on track and other general scenes, pasted to pages, each with hand-written description of image and event, sold with copyright.

(3)  
£800 - 1,000  
€920 - 1,200

24  
**ASSORTED POST-WAR JAGUAR RACE PHOTOGRAPHS,**

monochrome, various sizes, including two signed photographs of Duncan Hamilton, three signed photographs of Ivor Bueb, and other assorted unsigned driver images including Tony Rolt, Stirling Moss, and race images including D-Type, other sports car race events featuring Jaguar, some multiple images, and later road car publicity images.

(Qty)  
£500 - 600  
€580 - 690

25  
**ASSORTED PHOTOGRAPHS, PHOTO ALBUMS AND PRESS CUTTINGS,**

including a photographic archive of trophies presented to Rudolf Caracciola, assorted sepia-tone images of pre-War racing including Brooklands (loose), a leatherette-bound photo album with multiple pictures of racing and motoring in the 1930s, each photograph with written description in white ink, a photograph album containing autographed images and others at Brooklands, hill-climbs, and other race meetings, signatories include Pat Driscoll, Whitney Straight, Elsie Wisdom, and T.A.S.O Mathieson, assorted scrapbook pages including press cuttings and articles, and some further autographs.

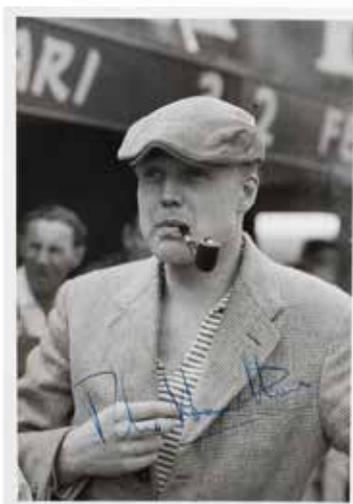
(Qty)  
£500 - 600  
€580 - 690



24



26



25



27

**SEVEN DRIVER SIGNED PHOTOGRAPHS,** each monochrome, portrait and race scenes including Jaguar D-Type, comprising six 6" x 4" images, depicting Mike Hawthorn, Duncan Hamilton, Paul Frere, Jack Fairman, Ivor Bueb, and Desmond Titterton, and a 6" x 8" portrait photograph of Norman Dewis, each signed by the respective driver in blue ink.

(7)  
£800 - 1,000  
€920 - 1,200

**TWO SIGNED PHOTOGRAPHS OF MIKE HAWTHORN,** both monochrome, 6" x 4", comprising a race image of Hawthorn in the Jaguar D-Type 'OKV 3', circa 1955, and a portrait image of the driver, both signed by Hawthorn in blue ink.

(2)  
£500 - 700  
€580 - 810

28 Ω  
**A 'V CARRERA PANAMERICANA 1954' POSTER, MEXICAN, 1954**  
printed in full colour on paper, artwork after J Aquilar, 88 x 58cm, unmounted.  
£600 - 800  
€690 - 920

29 Ω  
**A 'V CARRERA PANAMERICANA 1954, \$1,465,000 EN PREMIOS' POSTER, MEXICAN, 1954,**  
printed in full colour on paper, artwork after J Aquilar, 94 x 69cm, unmounted, left margin wrinkled and yellowed.  
£800 - 1,200  
€920 - 1,400

30  
**A RARE 1951 'XVIII 1000 MIGLIA COPPA FRANCO MAZZOTTI' RACE POSTER, ITALIAN,**  
colour lithographic poster on paper, dated March 1951, featuring a circuit map of the course, for the event organised by the Automobile Club Brescia held on 28th-29th April and won by Luigi 'Gigi' Villorosi and Piero Cassani in the Scuderia Ferrari 340 America Berlinetta Vignale, 99.5 x 70cm.  
£1,800 - 2,400  
€2,100 - 2,800



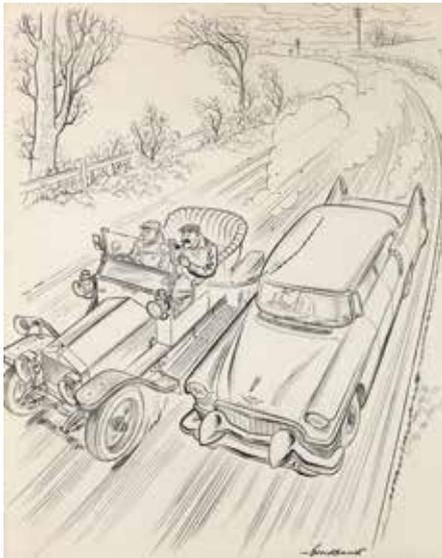
28



29



30



31

31  
**RUSSELL BROCKBANK (BRITISH/CANADIAN 1913-1979), 'ROLLS-ROYCE SILVER GHOST...STRIKE A LIGHT!' A HUMOUROUS MOTORING CARTOON FOR PUNCH MAGAZINE,** signed 'Brockbank' lower right, pen and ink on artists' board, humorous cartoon illustration depicting the nonchalant passenger of a Rolls-Royce Silver Ghost striking a match on the roof of a 1950s Cadillac type car as he passes in order to light his pipe, 35 x 28cm, two very slight droplet stains to upper left and some minor whitened corrections in places, mounted, framed and glazed.  
**£800 - 1,200**  
**€920 - 1,400**

This cartoon illustration appeared in the 15th February 1956 issue of Punch magazine, and in publications relating to his work including "On the Lighter Side" and "Up The Straight".



32



33

32  
**NICHOLAS WATTS, (BRITISH, 1947-), 'ARCHIE AND THE LISTER JAGUAR',** signed lower left, acrylic on board, depicting Archie Scott-Brown in the Lister Jaguar 'VPP 9' leading Tony Brooks in the Aston Martin DBR2, Masten Gregory in the Ecurie Ecosse Lister Jaguar and Roy Salvadori in the Aston Martin DBR2 on his way to victory in the over 1100cc Sports Car event at the 1958 Aintree 200 Meeting, his last major title, 73 x 98cm, framed.  
**£1,500 - 2,000**  
**€1,700 - 2,300**

33 AR  
**ALAN FEARNLEY (BRITISH, 1942-), '1932 PACKARD VICTORIA VS CANADIAN PACIFIC',** signed to lower right, oil on canvas, dusk scene depicting the Packard Prototype racing a Canadian Pacific locomotive, 50 x 75, framed, 75 x 101cm.  
**£800 - 1,000**  
**€920 - 1,200**



34 † AR

**CHARLES ROBINSON SYKES (BRITISH 1875-1950); AN INTERESTING COLLECTION OF ORIGINAL FIGURAL DESIGN SKETCHES, TWO PLASTER MAQUETTES AND SYKES' PERSONAL 'SPIRIT OF ECSTASY' DESK MASCOT,**

including a self-portrait plaster maquette of Sykes in standing pose wearing dressing gown, stained green colouring, 24cm high, a plaster erotic figural group of a male with three 18th century women in various states of undress, 36cm high, and 13 leaves of preliminary studio sketches by Sykes, nine on tracing paper (15 x 11cm) and four on paper or card (various sizes), majority in pen and ink and two with sepia wash, unsigned but with annotations, for various proposed sculptural designs including the aforementioned figural group, a Rolls-Royce 'Spirit of Ecstasy' plaster maquette design for the mascot, and other preparatory sketches for various works, one drawn to the reverse of a 1940 Fifth Summer Exhibition invitation at the Royal Institute galleries, some possibly mascot designs including a 'Diana' Archer and an 'Apollo Sun God', and a signed handwritten letter from Sykes to a Mr Avery, dated '27-6-41' with humorous pen and ink line drawing to reverse of Sykes' gardener 'Eric the Composter', and a 1953 postmarked envelope to 'Mr Sam Avery Esq' of Southall, handwritten 'Sykes Drawings', and offered together with Sykes's personal 'Spirit of Ecstasy'



mascot, 'cire perdue' cast nickel-plated, of the iconic Rolls-Royce mascot, marked 'R.R.Ltd. 6.2.11' and 'Charles Sykes' around the base, with 'Reg.US.Pat.Off.' and 'Trade Mark Reg.' markings under the wings, with original patina, 16cm high and mounted on a turned wooden base, specially produced as a desk-piece for Sykes and reportedly displayed on his desk. (Qty)

**£8,000 - 10,000**  
**€9,200 - 12,000**

**Provenance**

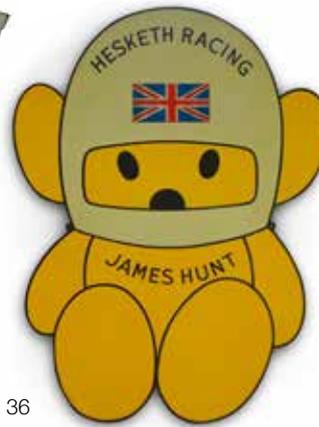
According to information supplied by the vendor, it is understood that this collection was amassed by Mr Samuel L.M. Avery, a master builder and acquaintance and avid collector of the Martin Brothers' Southall based Martin Ware pottery mainly between 1890-1911, and a personal friend, long time client and collector of Charles Sykes' works. This collection was kept within the Avery family and passed down by descent, and only recently re-discovered by his grandchildren.



35



35



36



36



38



39

35♦♦

**A HAND-PAINTED 'NIGEL MANSELL - WILLIAMS RENAULT FW14B 1992' CELEBRATORY ROUNDEL,**

modern, for garage display, painted wooden circular panel with fibre-glass raised laurel leaf surround, celebrating Mansell's 1992 World Championship victory for the Williams Renault Team, 100cm diameter, offered together with a hand-painted cut-out wooden panel featuring the Esso 'Mr Drip' character waving a checkered flag, 150cm high.

(2)  
£500 - 700  
€580 - 810

36♦♦

**A HAND-PAINTED 'JAMES HUNT - WORLD CHAMPION 1976' CELEBRATORY ROUNDEL,**

modern, for garage display, painted wooden circular panel with fibre-glass raised laurel leaf surround, celebrating Hunt's success with the Marlboro McLaren M23 car, offered together with a hand-painted cut-out wooden panel depicting James Hunt's Hesketh Racing 'Teddy Bear' mascot, 120cm high.

(2)  
£500 - 700  
€580 - 810

37

**A CICCIA 'TENOR' 12 VOLT FOUR TRUMPET AIR-HORN, FRENCH, 1920S-30S,** number 1201, for restoration, lacking brush caps but report by the vendor to be in working order, 58cm long overall.

£500 - 700  
€580 - 810

38

**AN UNUSED BOXED SET OF 'ROAD-MASTER' 12 VOLT ELECTRO-PNEUMATIC HORNS BY FIAMM FOR FERRARI, CIRCA 1970,**

type MTA/5F, in remains of original box with compressor, instructions dated 1968, fixing bolts, switches and other parts, small and medium horn mounted on same bracket, larger horn with bracket ready for mounting. (Qty)

£500 - 700  
€580 - 810

To fit Ferrari 275GTB and other 1960s-70s Ferraris.

39

**BUGATTI TYPE 46 CLUTCH COMPONENTS,**

comprising clutch release assembly, clutch plates, flywheel, flywheel/clutch assembly rod, and other assorted components including rivets and fixing bolts, used, some parts assembled. (Qty)

£1,000 - 1,500  
€1,200 - 1,700

40▲

**A FERRARI 250 STEERING WHEEL, ITALIAN, 1960S**

three spoke slotted metal frame, shaped and varnished wooden rim 40cm diameter, central hub with Ferrari horn push.

£1,500 - 2,500  
€1,700 - 2,900

41

**A FERRARI STEERING WHEEL, ITALIAN, 1960S**

three spoked 'Nardi' type to suit Ferrari 275 series, engine turned decoration, riveted shaped dark wooden rim with ebonised central banding, Cavallino decorated horn push, 40cm diameter, used.

£2,000 - 3,000  
€2,300 - 3,500



40



42



51



46



41



43



44

42  
**AN 'AUTOMOBILE CLUB OF PALESTINE' MEMBER'S BADGE, 1930S,**  
 cast brass with design in relief of a camel and a steering wheel, 11.5cm high, numbered 72 to reverse, with drilled holes to centre and in two places from rear of title plate and fitted with mounting bolts.  
**£800 - 1,000**  
**€920 - 1,200**

43 †  
**A 'LUCIFER GOLFING SOCIETY' CAR MASCOT, BRITISH, 1921,**  
 unsigned, nickelled bronze, depicting a pipe-smoking devil in plus-fours with golf club over his shoulder and bag of clubs at his feet, engraved 'Lucifer Golfing Society' around the base, 11cm high, mounted on a turned wooden display base.  
**£800 - 1,200**  
**€920 - 1,400**

In 1921 Sir Hedley le Bas and friends founded the Society, an exclusive private gentleman's club in London, limited to only 60 members rising to a limit of 100 in 1925. Members included Charles Sykes, Edward VII, George V, Edward VIII and the Duke of Edinburgh. In 1936 Charles Sykes became the Society's Captain.

44  
**AN UNUSUAL 'NODDING BUDDHA' CAST BRASS FIGURE, BRITISH, CIRCA 1900,**  
 marked 'CHU' and with indistinct Registered Design mark to rear, hollow-cast brass figure of a seated Buddha with interior weighted mechanisms operating noddling head, wagging tongue and moving hands, adaptable as a car mascot, 11cm high, mounted on a turned wooden display base.  
**£600 - 800**  
**€690 - 920**

45  
**A 'FROG DRAGGING SHELL' MASCOT BY LOUCHET, FRENCH, CIRCA 1920,**  
 stamped 'Louchet' to rear of shell, nickel-plated bronze, 11cm long, mounted on a Bakelite period radiator cap above a turned wooden display base.  
**£1,500 - 2,000**  
**€1,700 - 2,300**

46  
**A SPIRIT OF TRIUMPH MASCOT BY FENTONS OF ISLINGTON AFTER F. BAZIN, 1930S,**  
 stamped with artist's name to base, chrome plated, 14.5cm high, on a shaped wooden base.  
**£500 - 700**  
**€580 - 810**

47  
**A REPLICA 'WHISPER' MASCOT AFTER AN ORIGINAL DESIGN BY CHARLES SYKES,**  
 marked 'Charles Sykes' to base, nickel plated, some wear to plating in places, 16cm high, mounted on a marble base.  
**£800 - 1,200**  
**€920 - 1,400**

48 †  
**A 'DRAPED SPEED NYMPH' MASCOT BY A E LEJEUNE, BRITISH, 1920S,**  
 stamped 'REG ED AEL' to rear of base, after an original design by L V Aronson, nickel-plated bronze mascot depicting a graceful female nude, standing 17cm high, mounted on a turned wooden display base.  
**£800 - 1,000**  
**€920 - 1,200**



45



47



49



50

49  
**A RARE 'OURAGAN' (GORGON MEDUSA) MASCOT BY GEORGE POITVIN FOR HERMES OF PARIS, 1920S,** signed 'G.Poitvin' and with 'Syndicate des Fabricators de Bronzes' foundry mark and stamped numbers to rear of base, believed silver-plated bronze mascot depicting the mythical figure with flowing drapery, 11cm high, mounted on a black marble display base.  
**£800 - 1,200**  
**€920 - 1,400**

50 †  
**A 'FOX' MASCOT BY A E LEJUENE, BRITISH, CIRCA 1920,** stamped 'A.E.L.' to rear of base, finely detailed, 10.5cm long, mounted on a turned wooden display base.  
**£800 - 1,000**  
**€920 - 1,200**

51  
**A BOXING BIBENDUM MASCOT FOR MICHELIN, FRENCH, 1930S,** chrome plated bronze, marked underneath 'Made in France', 11.5cm high, mounted on a Beech base.  
**£800 - 1,200**  
**€920 - 1,400**

Produced by the The Michelin Tyre Company. It is thought that this particular mascot was modelled on the famous 1920s French boxer, Georges Carpentier.



52

52 †  
**A 'CADDY BOY' MASCOT, BRITISH, REGISTERED DESIGN 1924,**  
 unsigned, marked with Registered Design No.708392 to front of base, nickel-plated bronze, in the form of a young boy in shorts, blazer, cap and scarf with a bag of golf clubs over his shoulder, 12.5cm high, mounted on a black Bakelite radiator cap above a turned wooden display base.  
**£800 - 1,200**  
**€920 - 1,400**



53



55

55 †  
**A RARE 'MERCURY' MASCOT, CIRCA 1910,**  
 unsigned, nickel-plate bronze, depicting the mythical Roman figure Mercury seated and lacing his winged sandals, 12cm high, mounted on an early radiator cap on a turned wooden display base.  
**£900 - 1,200**  
**€1,000 - 1,400**



54

53 †  
**A 'SATYR PIPE-PLAYER' MASCOT BY MIC, FRENCH, 1920S,**  
 signed to base, nickel-plated, 16cm high, mounted on a period radiator cap above a turned wooden display base.  
**£800 - 1,200**  
**€920 - 1,400**

54 †  
**AN 'ALSATIAN DOG' MASCOT BY E ILINSKY, FRENCH, 1920S,**  
 signed and with Fumiere Et Cie foundry marking to base, nickelled bronze mascot in the form of a seated Alsatian dog, complete with chain, 16cm high, mounted on a turned wooden display base.  
**£900 - 1,200**  
**€1,000 - 1,400**



56

56 †  
**AN ART DECO 'PELICAN' MASCOT BY L. ARTUS (MAX LE VERRIER), FRENCH, 1920S,**  
 signed 'L Artus' to right side of base, nickel-plated mascot in the form of a sitting pelican in Art Deco styling, 10.5cm high, mounted on a turned wooden display base.  
**£1,000 - 1,500**  
**€1,200 - 1,700**



57 †  
**AN ART DECO 'MARABOUT' MASCOT BY ARTUS (MAX LE VERRIER), FRENCH, CIRCA 1930,**  
 signed 'Artus' to front of base, plated alloy, in the form of a standing Marabou Stork with Art Deco styling, 16.5cm high, mounted on a turned wooden display base.  
**£1,000 - 1,500**  
**€1,200 - 1,700**



58 †  
**A 'COILED SERPENT' MASCOT BY DESMO, BRITISH, CIRCA 1930,**  
 marked 'Desmo' to front of base and 'Copyright' to rear, nickel-plated bronze, in the form of a snake with head raised ready to strike, with glass eyes, 19cm high, mounted on a radiator cap above a turned wooden display base.  
**£1,500 - 2,000**  
**€1,700 - 2,300**



59 †  
**A RARE 'SPIRIT OF THE WIND' MASCOT BY CHORUS BRAND OF 30 EUSTON ROAD, LONDON, CIRCA 1920,**  
 maker's marks under the base, nickel-plated bronze mascot in the form of a winged female nude riding a winged spoked wheel, 17cm high, mounted on a period radiator cap above a turned wooden display base.  
**£2,000 - 3,000**  
**€2,300 - 3,500**



60

60 †  
**SEVEN LEAPING JAGUAR MASCOTS,  
 1938-1949,**

comprising two examples by Desmo on different shaped bases, another chromed 'Airline' example, and four examples after the design by Frederick Gordon Crosby, each mounted on wooden display bases.

(7)  
 £2,000 - 3,000  
 €2,300 - 3,500

61 †  
**AN 'OWL' MASCOT BY VARNIER,  
 FRENCH, CIRCA 1910,**

signed, nickel-plated bronze, finely detailed, 8cm high, mounted on an early radiator cap above a turned wooden display base.

£2,000 - 3,000  
 €2,300 - 3,500

62 †  
**A 'TAMBOURINE DANCER' MASCOT BY  
 M PICCIOLA, CIRCA 1920,**

signed to base and with stamped number '150' to rear of base, nickel-plated bronze, in the form of a semi-nude female holding a tambourine and castanet, 20cm high, mounted on a period radiator cap.

£3,000 - 4,000  
 €3,500 - 4,600



61



62



63

63 †  
**A RARE 'LEAPING HARE' MASCOT  
 BY J.MARTEL, FRENCH, 1920S,**

inscribed 'J.Martel' to side of base, nickel-plated bronze mascot of a leaping hare with strong Futurist styling, 20cm long, mounted on a turned wooden display base.

£3,000 - 4,000  
 €3,500 - 4,600

64 †  
**THE 'BIRD OF PREY' PROTOTYPE  
 MASCOT DESIGNED FOR CRUELLA DE  
 VILLE'S PANTHER DE VILLE CAR IN THE  
 1996 DISNEY FILM '101 DALMATIANS',**

'cire-perdue' hollow-cast mascot in chrome-plated steel, in the form of a large bird of prey in 'ready to strike' pose and with strong Art Deco inspired styling, the Master Prototype example designed for the "Panther De Ville", a heavily modified neo-classic luxury vehicle by British car manufacturer Panther Westwinds from 1974-1985, and driven by Cruella De Ville (played by actress Glen Close), appearing extensively in various scenes in Stephen Herek's 1996 live action comedy film produced by Disney and based upon Dodie Smith's 1956 novel. An impressively large mascot measuring 29cm long, and weighing approximately 3.2Kg (7lbs) with four threaded mounting holes to underside and offered together with Certificate of Authenticity from The Prop Store.

£3,000 - 4,000  
 €3,500 - 4,600



64

According to information supplied by the vendor, this one-off Master Prototype mascot was used during production of the film as a basis for resin versions of the mascot that eventually appeared on screen including during filming on location in central London driving scenes, as due to the time and effort used to produce this cast steel example, simpler resin versions were used so as not to delay production, with this original version on stand-by as a back up on set.

The "Panther De Ville" car used in the film was one of about 60 Panther Westwinds models, originally conceived by Robert Jankel with styling reminiscent of the famed Bugatti Royale and designed to appeal to customers with luxury tastes, with some styling modifications and replacement V8 engine for filming, and with distinctive white and black livery and is on display at the Walt Disney Studios Park in Disneyland Paris.



65 †  
**A RARE 'BACCHANTE FUYANTE'  
MASCOT BY JOE DESCOMPS  
(JOSEPH EMMANUEL CORMIER)  
FOR ETLING, FRENCH, CIRCA 1920,**  
signed 'Joe Descomps' and marked 'Étling  
Paris' to left side of base, nickelled bronze,  
in the form of a female nude running against  
the wind, 18cm high, mounted on a period  
radiator cap on a turned wooden display base.  
**£4,000 - 5,000**  
**€4,600 - 5,800**

66 †

**A FINE AND RARE 'LA GLOIRE' MASCOT BY VICTOR ROSSI,  
FRENCH, CIRCA 1920,**

signed 'V Rossi' to rear of base, one of a series of allegorical mascots produced by 'L'Art Allégorique, 17 rue Le Marois, Paris, nickel plated bronze, depicting a kneeling draped female nude with flowing hair and arms outstretched forward in flight, 17cm long, mounted above a period radiator cap above a turned wooden display base.

£4,000 - 5,000

€4,600 - 5,800



67 †

**A RARE 'HARE WITH CAMERA' MASCOT BY A E LEJUENE  
AFTER RENEVEY, BRITISH, CIRCA 1920,**

signed 'Renevey' to base and stamped 'R/D A.E.L.' to rear of base,  
'cire perdue' hollow-cast mascot in bronze depicting a hare holding a  
bellows-type camera, produced by Lejeuene after the original design  
by Renevey, 12cm high, mounted on a turned wooden display base.

£4,000 - 5,000

€4,600 - 5,800



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.



68



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72

68  
**AN ETLING 'TROPICAL FISH' GLASS MASCOT, FRENCH, 1930S,**  
 unsigned, believed distributed by Maison Lancel of Paris, in clear glass with pale green tint, two internal bubbles and minor chip to rear of base, 14.5cm high.  
**£600 - 800**  
**€690 - 920**

69  
**A 'COMETE' GLASS MASCOT BY DAVID GUERON AND EDOUARD CAZAUX, FRENCH, CIRCA 1928,**  
 with relief moulded signature 'Gueron' to lower point, in the form of a six-pointed shooting star of simple geometric form with subtle frosted effect to stylised tail, above a textured glass base, possibly a special commission for a wealthy patron, 15cm high.  
**£700 - 900**  
**€810 - 1,000**

70  
**A 'TETE DE COQ' GLASS MASCOT BY RENE LALIQUE, FRENCH, INTRODUCED 3RD FEBRUARY 1928,**  
 with impressed mark 'Lalique France' with double-tailed 'Q' to right side of the neck, in clear and frosted glass, small chip to tip of beak and comb ground down in places, 16cm high, offered together with a post-War 'Tete d'Aigle' glass mascot by Cristal Lalique, engraved 'Lalique (R) France' and with black felt pads under base, 11cm high.  
 (2)  
**£800 - 1,000**  
**€920 - 1,200**

71  
**TWO OPALESCENT GLASS MASCOTS BY SABINO, PARIS, 1930S,**  
 comprising Gazelle and Dragonfly, each inscribed 'Sabino Paris' under base, the Dragonfly with moulded mark 'Sabino Paris' under tail, 15cm high, the Gazelle inscribed under the abdomen, 15.5cm long.  
 (2)  
**£800 - 1,000**  
**€920 - 1,200**

72 †  
**AN ART DECO 'DRAPED NUDE' MASCOT IN OPALESCENT GLASS BY LUCILE SEVIN FOR ETLING OF PARIS, FRENCH, CIRCA 1932,**  
 moulded 'Etling France 50' to edge of base, depicting a graceful female nude holding her dress out, one internal bubble to left edge of drapery, 20 cm high, together with a stepped metal base.  
**£1,000 - 1,500**  
**€1,200 - 1,700**



73



74



75



76

73  
**A FERRARI 308/246GT DINO TOOL ROLL**, black vinyl tool roll with pop-stud fastening, bearing Ferrari paper label numbered 127736, containing eight Ferrari branded Chrom Vanadium Kravm C-spanners of various sizes, four brown plastic handled Ferrari screwdrivers, a pair of Ferrari red-plastic handled pliers, a small Stanley screwdriver and a tow-hitch.  
**£1,400 - 2,000**  
**€1,600 - 2,300**

74 ♦♦  
**A RARE FERRARI 250 GT TOOL ROLL FOR POST-1960 'OUTSIDE PLUG' CARS**, comprising black tool bag with tan leather straps housing, 7 Beta Wrenches N.55, 190mm pliers, Carello oil filter wrench, Weber carburettor key, 2 wooden handled screwdrivers, steel 500g hammer, lead knock-off wheel spinner mallet, grease gun with detachable extension nozzle, with long T-handle spark plug wrench, the large side pocket housing M. Riganti pillar jack, hub puller and Pirelli fan belt in cardboard sleeve; used.  
**£5,000 - 7,000**  
**€5,800 - 8,100**

75  
**A BELIEVED PORSCHE 356 ORIGINAL TOOL ROLL WITH TOOLS**, black vinyl roll with catches, containing four C-spanners, two red plastic-handled screwdrivers, one flat-head and one cross-head, adjustable wrench, spark plug spanner, wheel nut spanner, pliers, and a Messko tyre pressure gauge in plastic wallet, used condition.  
**£600 - 800**  
**€690 - 920**

76 ♦♦  
**A WOODEN-CASED NO.15 'OVERSEAS TOURING SPARES KIT' FOR ROLLS-ROYCE AND BENTLEY, CIRCA 1961**, to suit Bentley S2, S2 LWB, S2 Continental, and Rolls-Royce Silver Cloud SII, LWB and Phantom V models, the wooden case with hinged lid, opening to interior with two compartments and lift-out wooden panel, containing various sundry spares and replacement parts for touring on the continent including various boxed bulbs, gaskets, windscreen wiper blades, oil filter element, distributor cap, spark plug (3 missing), cigarette lighter, drive belts, washers, rings, and other parts for lighting, hydraulic, oil, electrical, steering, fuel and engine systems, complete with list of parts, the case measuring 71cm wide, some light wear in places and one catch partially missing to lid, completeness unchecked, offered together with 1965 'Service in Europe' and 1966 Service booklets for Rolls-Royce and Bentley.  
**(3)**  
**£1,000 - 1,500**  
**€1,200 - 1,700**

77 ♦♦♦  
**AN AVERY HARDOLL MODEL CH1 ONE GALLON HAND-CRANKED PETROL PUMP**, restored in black, with "Clevecol Special" brand plate, 1/4d price flag, together with a "Cleveland The Alcohol Fuel" transfer on the pumping cylinder, hose and nozzle, approximately 180cm high overall.  
**£800 - 1,200**  
**€920 - 1,400**

78 ♦♦♦  
**AN EARLY ONE GALLON PETROL PUMP MANUFACTURED BY WAYNE TANK & PUMP CO LTD** restored in red, green and yellow, fitted with a Pratt's Motor Spirit brand plate and 1/3d price flag plate together with a Pratt's Guaranteed transfer on the cylinder, with hose and nozzle, approximately 200cm high overall.  
**£800 - 1,200**  
**€920 - 1,400**

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82



83

79 ◊◊◊

**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.

£2,400 - 2,800  
€2,800 - 3,200

80 ◊◊◊

**AN AVERY HARDOLL MODEL CH1 ONE GALLON HAND-CRANKED PETROL PUMP**

restored in red, black and yellow with Russian Oil Products brand plate, ROP "Zip" 1/6d price flag plate, together with a ROP Zip Spirit transfer on the pumping cylinder, with hose and nozzle, 178cm high overall.

£800 - 1,200  
€920 - 1,400

81 ◊◊◊

**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.

£2,400 - 2,800  
€2,800 - 3,200

82 ◊

**A SCARCE 'MOTHER PENN ALL PENNSYLVANIA MOTOR OIL' ENAMEL SIGN, 1930S,**

single-sided, in brown and black on white die-cut shape for Dryer Clark & Dryer Oil Company, 61 x 91cm, some chips and loss to enamel.

£800 - 1,200  
€920 - 1,400

83 ◊

**A RARE 'SUNSET GASOLINE' ENAMEL SIGN FOR THE SUNSET PACIFIC OIL COMPANY, CALIFORNIA, 1928-1934,**

circular in four colours, single-sided, depicting a setting sun over the ocean, with cameos of a car and an aeroplane, 76cm diameter, some chips and loss.

£800 - 1,200  
€920 - 1,400



85



84

84  
**A MASERATI SUITCASE,**  
 tan leather with stitched grille pattern and Maserati Trident badge to lid, zip opening to reveal Maserati patterned material lined interior with internal suit carrier, the case with fixed handle, 56 x 63 x 14cm overall, hardly used with very light wear.  
 (2)  
 £500 - 700  
 €580 - 810

85 ♦♦  
**A SIX-PIECE LEATHER LUGGAGE SET FOR FERRARI TESTAROSSA, BY SCHEDONI, ITALIAN,**  
 each in brown leather with tan lining, comprising lady's and gent's suit-bags, a holdall with front pouch, two vanity cases, and a briefcase with combination locks, each with luggage tags and three with key-sets, each impressed with Prancing Horse and 'Testarossa' logos, some light dappling in places to leather and some flaking to lining of handle clasps to three pieces, in otherwise good general order showing little sign of use and with accompanying cloth draw-string bags.  
 (12)  
 £2,500 - 3,000  
 €2,900 - 3,500

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87

86  
**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, with outer protective bag.  
 (2)  
 £600 - 800  
 €690 - 920

87 †  
**A LEATHER-CASED TRAVELLING COCKTAIL SET FOR SIX PERSONS BY JAMES DIXON & SONS, BRITISH, CIRCA 1910,**  
 tan pig-skin cylindrical case with handle to lid, opening to interior fitted with central electroplated cocktail shaker containing a set of six stacking drinking tots, and a glass bitters bottle, and surrounded by set of three Electro Plated Britannia Metal curved 7oz hip-flasks for 'Gin', 'Italian' and 'French', the case measuring 20cm high overall.  
 £800 - 1,200  
 €920 - 1,400



88



89



90



91

88 †  
**A TRAVELLING COCKTAIL SHAKER SET FOR FOUR PERSONS, 1930S,**  
 plated metal cocktail shaker containing three glass spirit flasks, incorporating lemon squeezer, with set of four stacked gilt-lined drinking tots contained in the lid, main case and cap both stamped '559', standing 29cm high overall.  
**£800 - 1,200**  
**€920 - 1,400**

89 †  
**A CASED COCKTAIL SET FOR SIX PERSONS BY WALKER & HALL OF SHEFFIELD, 1936,**  
 blue textured leather-cloth case, with hinged lid opening to interior fitted with central EPNS cocktail shaker with maker's markings to underside, six cut-glass drinking tots and six sterling silver cocktail sticks surmounted with miniature cockerel emblems, hallmarked Walker & Hall, Birmingham, 1936, the case measuring 31cm wide.  
**£800 - 1,200**  
**€920 - 1,400**

90 †  
**A LEATHER-CASED TRAVELLING COCKTAIL SET FOR FOUR PERSONS, FOR BROOKS BROS OF NEW YORK, BRITISH, CIRCA 1910,**  
 of English manufacture for retail at the famed New York store, tan leather case with handle, brass locks and catches, the lid opening to brown suede interior fitted with plated cocktail shaker containing glass drinks bottle with stopper, two large and two smaller drinks bottles, set of four James Dixon & Sons stacked plated drinking tots, and a small container, with long-handled stirrer housed in the lid, the case with some staining, scuffs and wear, measuring 38cm wide.  
**£800 - 1,200**  
**€920 - 1,400**



92



93



94

91 †

**A LEATHER-CASED PICNIC/DRINKS SET FOR FOUR PERSONS, 1920S,**

brown leather case with handle, opening to interior with wooden compartments fitted with Thermos flask, wicker-covered drinks bottle, a smaller glass bottle, a Coracle brand ceramic-based food box, four Bisto china tea-cups and four gilt-lined drinking tots, with cutlery and four ceramic serving plates housed behind leather straps in the lid, the case 36cm wide and with embossed initials 'D.M.A.' to lid, and complete with brown canvas outer cover, similarly initialled 'D.M.A.'

£800 - 1,200  
€920 - 1,400

92 †

**A LEATHER-CASED TEA-SET FOR THREE PERSONS BY FINNIGANS OF NEW BOND ST, PRESENTED TO MR & MRS HUGHES MACKLIN 1916,**

honey leather case with handle, nickelled lock and catch, with lid and fall front opening to blue cloth-lined interior, fitted with wicker-handled kettle with burner, glass milk bottle, set of three gilt-handled bone china tea-cups with saucers, food tin and three tea-spoons, the inside of the lid with gilt lettering 'From the members of the Carl Rosa Coy., to Mr. & Mrs. Hughes Macklin, 20/10/16', the case with embossed initials 'H.M.' to lid and measuring 29 x 15 x 17cm overall.

£800 - 1,200  
€920 - 1,400

Hughes Macklin (1886-1936) was a Welsh actor and tenor, who entertained members of the British forces on stage in Liverpool during the Great War.

93 †

**A CHRISTOPHER DRESSER DESIGN CASED TEA-SET FOR TWO PERSONS, RETAILED BY JAMES DIXON & SONS, RETAILED BY H J LINTON OF PARIS,**

Registered Design No.85275 for 1888, black leather-cloth case with handle, with double doors opening to grey suede-lined two-tiered interior, the upper level fitted with wicker-handled Britannia Metal kettle, with oil flask and folding stand, and wicker-handled teapot containing milk jug and sugar bowl, the lower level fitted with burner and a pair of Royal Worcester bone china teacups on suede pads with accompanying saucers, with spoons and sugar tongs housed in the double doors, the case measuring 30cm wide.

£800 - 1,200  
€920 - 1,400

94 †

**A CASED PICNIC SET FOR FOUR PERSONS BY G W SCOTT & SONS, 1920S,**

black leather-cloth case with handle, nickelled locks and catches, the lid opening to wicker-framework interior fitted with large wicker-covered glass bottle, two Coracle brand ceramic-based food containers, ceramic Butter and Preserve jars, four glass tumblers stacked in wicker frames, and condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, offered with two keys, the case measuring 43 x 33 x 16cm.

£1,000 - 1,500  
€1,200 - 1,700

95 †

**A LEATHER-CASED TEA-SET FOR FOUR PERSONS BY ASPREY, CIRCA 1905,**

honey leather case with handle, with nickelled catch, the lid and fall-front opening to reveal wooden interior with maker's plaque, fitted with wicker-handled kettle with burner, spirit flask, glass milk bottle, two storage tins, and a set of four gilt-handled bone china tea-cups held in metal frame, with set of four saucers, tea-spoons and Vesta case housed behind straps in the fall-front, the case measuring 32 x 20 x 20cm.

£2,000 - 3,000  
€2,300 - 3,500



95



96



97

96 † ◊

**A CASED 'CORACLE' PICNIC SET FOR FOUR PERSONS, BY G W SCOTT & SONS, CIRCA 1909,** black leather-cloth case with brass handles, lock and catches, the lid opening to reveal interior with wicker framework, fitted with wicker-handled kettle with burner, large wicker-covered glass bottle, a smaller glass milk bottle, a Coracle brand ceramic based food box, two other food tins, a set of four gilt-handled bone china tea-cups with accompanying saucers, ceramic Butter jar, four glass tumblers in wicker cases, and condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 56 x 33 x 18cm.  
**£3,000 - 4,000**  
**€3,500 - 4,600**

97 †

**A CASED 'EN ROUTE' PICNIC SET FOR FOUR PERSONS BY DREW & SONS, CIRCA 1909,** black leather-cloth case with geometric design, nickelled handles, locks and catches, the lid with nickelled plate to lid and maker's Ivorine plaque to edge of lid, with fall-front opening to interior with wicker framework fitted with wicker-handled kettle with ornate burner, two large and three smaller food tins with maker's markings, three glass drinks bottles with nickelled tumblers with maker's markings to underside, a smaller milk bottle, four ceramic tea-cups with saucers, seven rectangular enamel plates, four spoons and three condiments jars, with cutlery housed behind leather straps in the lid, the case measuring 53 x 28 x 28cm.  
**£4,000 - 5,000**  
**€4,600 - 5,800**

98 † ◊

**A FINE CASED PICNIC SET FOR FOUR PERSONS BY ASPREY OF NEW BOND ST, CIRCA 1905,**

black leather-cloth case with brown leather edged trim, brass lock, catches and handles with leather covering, the lid opening to reveal wooden compartmentalised interior fitted with wicker-handled copper kettle and burner, wicker-covered glass bottle, two smaller glass bottles, two ceramic based, food boxes, another food tin, a set of four stacked nickelled tumblers, four ceramic tea cups, ceramic Butter jar, and other picnic accessories, with plates, saucers and cutlery housed behind leather straps in the lid, the case measuring 58 x 39 x 21cm overall.

£5,000 - 6,000

€5,800 - 6,900

99 † ◊

**A FINE CASED PICNIC SET FOR SIX PERSONS BY G W SCOTT & SONS, CIRCA 1909,**

black leather-cloth case with brass handles, lock and catch, the lid with brass plate, opening to interior with wicker-framework, fitted with wicker-handled copper kettle with burner, two large and one smaller wicker-covered glass drinks bottles, two Coracle brand ceramic based food boxes, another food tin, a set of six Bisto bone china tea-cups with accompanying saucers, ceramic Butter and Preserve jars, glass tumblers stacked in wicker cases, and condiments jars, with rectangular enamel plates and cutlery housed behind leather straps in the lid, the case measuring 71 x 39 x 20cm overall.

£8,000 - 10,000

€9,200 - 12,000

100

**A VINTAGE HALF-MOON TAITTINGER CHAMPAGNE COOLER,**

pewter with Perspex inner support to fit Magnum and 75cl Champagne bottle sizes, 30 x 47.5 x 16.5cm, used.

£500 - 700

€580 - 810

101 ◊ ◊

**A CASED LE MANS PIT SIGNALLING KIT, 1970S-80S,**

plywood case bearing various Le Mans and racing team stickers including Agusta Racing, de Cadenet Le Mans Team, Bastos, BBL Team Michel De Deyne Racing, Mazdaspeed, Ligier Gitanes J.Laffite, and for Australian drivers P(Peter) Brock and L(Larry) Perkins, the lid (2 of 3 hinges loose) opening to interior with compartments containing many upper case letter and numeral signs in black on transparent acetate, each 20cm high, used to signal pit instructions to drivers, with various common instructions including 'Lap', 'Pits', 'Lights', 'Pits', 'Radio', 'Fuel', 'Oil', 'Pump', 'Go' and others, the case worn and weathered consistent with pit use and measuring 86 x 40 x 28cm.

£500 - 600

€580 - 690

According to information supplied by the vendor, this signalling kit was gifted to him by race team owner Roy Baker and has been in his continued ownership for 20 years.

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104



102



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102  
**A DECORATIVE STATUETTE MODELLED ON THE SPIRIT OF ECSTASY AFTER CHARLES SYKES,**

unsigned, cast alloy with nickelled finish, on turned marble base, 36cm high overall.  
**£500 - 700**  
**€580 - 810**

103  
**MEMORABILIA RELATING TO B.R.M. AND O.R.M.A. RACING,**

including an O.R.M.A. Associate Member alloy car badge, two pin badges, a lapel badge and a key-fob, a 'The B.R.M. Design' booklet, a 1967 BRM Type 115 promotional card, photographs and photographic cards depicting BRM and ORMA race cars including P57, an edition of V.16 The Story of the B.R.M. Engine, published 1954; Louis T Stanley: The B.R.M. Story; Raymond Mays: Split Seconds - My Racing Years, a 1959 O.R.M.A Motor Racing Diary and rules booklet, and other O.R.M.A. bulletins, typed letterheads, and other related ephemera. (Qty)  
**£500 - 600**  
**€580 - 690**

104  
**A '24 HEURES DU MANS' SCARF, MID-1950S,**

white cotton scarf decorated with race scene artworks after Geo Ham, one small stain to upper right corner, folded, 78 x 74cm.  
**£500 - 700**  
**€580 - 810**



105



107



106



108



109

105 ♦  
**A COLLECTION OF EIGHT 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 label badge.  
 (11)  
 £500 - 600  
 €580 - 690

106  
**A CASED SET OF 36 STERLING SILVER COMMEMORATIVE MOTORING INGOTS BY JOHN PINCHES, 1970S,**  
 36 ingots, produced in the mid-1970s for the Beaulieu National Motor Museum, each hallmarked London and struck with image of veteran, vintage or pre-War road or race car including Alfa Romeo, Bentley, Bugatti, Hispano-Suiza, Mercedes-Benz, and others, each ingot 52mm wide and weighing approximately 68gms, all contained within a fitted wooden case 42cm wide, some surface scratches, complete with key and a near complete set of 35 corresponding information cards (1 missing).  
 (Qty)  
 £800 - 1,200  
 €920 - 1,400

107  
**A FERRARI 275 LONG NOSE DESKPIECE BY DAUM OF PARIS,**  
 moulded crystal half profile, engraved 'Daum France' to side of base, 23cm long.  
 £800 - 1,200  
 €920 - 1,400



112



110

108  
**A HELMET SIGNED BY MANY RACING DRIVERS AND MOTORSPORT PERSONALITIES, OBTAINED AT THE GOODWOOD FESTIVAL OF SPEED 2015, PROCEEDS TO BE DONATED TO THE BRAIN TUMOUR CHARITY,**

the modern full-face helmet in white by Leopard, with visor and in unused condition, signed in black, red and green permanent marker by various race drivers, motorcycle riders, and other celebrities including, Stirling Moss, John Surtees, Felipe Massa, Jochen Mass, Tiff Needell, Jodie Kidd, Ricky Wilson (Kaiser Chiefs), John McGuinness, Johnny Herbert, Phil Read, Jackie Stewart, Casey Stoner, Damon Hill, Derek Bell, Freddie Spencer, Kenny Roberts, Richard Petty, Emanuele Pirro, Maria Costello, Ryan Farquhar, Richard Attwood, Anthony Davidson, Stuart Graham, Troy Corser, Hans Herrmann, Mike Whiddett, and others, all obtained in person by the vendor at the 2015 Goodwood Festival of Speed event, with draw-string protective outer bag, and original carton box.

£800 - 1,000  
 €920 - 1,200

The Brain Tumour Charity is committed to saving and improving lives, moving further, and faster to help every single person affected by a brain tumour, set on finding new treatments, offering the highest level of support and driving urgent change.

Registered Charity 1150054 (England & Wales),  
 SCO45081 (Scotland)  
[www.thebraintumourcharity.org](http://www.thebraintumourcharity.org)



111

109  
**A WOODEN CASED SET OF BENTLEY COLOUR SAMPLE CARDS,** polished burr walnut veneer box with hinged lid, with compartments with tabbed dividers, containing multiple paint and veneer samples in various colours and interior trim options, with placement guide card and two keys, the case 37cm wide, offered together with two polished wood veneer boxes with lids, one in burr walnut, the other birdseye maple, each 25cm wide.

(3)  
 £800 - 1,200  
 €920 - 1,400

110 †  
**A CASED SET OF 'BADGES OF THE WORLD'S GREAT MOTOR CARS', BY DANBURY MINT,** comprising 25 motor car silver-plated and gold-plated enamelled emblems for the National Motor Museum at Beaulieu, including Alfa-Romeo, Aston Martin Lagonda, Bentley, Bugatti, Ferrari, Maserati, Mercedes-Benz, Rolls-Royce and other marques, each finely detailed cloisonne enamel badge, displayed in fitted wooden case with protective Perspex 'title' panel, with accompanying Certificate of Authenticity, the case measuring 39 x 30cm.

(2)  
 £800 - 1,000  
 €920 - 1,200

111  
**A BENTLEY WINGED 'B' ASHTRAY, FORMERLY THE PROPERTY OF THE LATE SIR DAVID TANG,** polished white metal, the underside with car pictorial stamp, mounted on white leather covered washer above 18cm diameter metal tray, seated in highly polished wooden base.

£500 - 700  
 €580 - 810

112 †  
**A 'GOODYEAR TROPHY' PRESENTED BY THE GOODYEAR TYRE & RUBBER CO. OF WOLVERHAMPTON, CIRCA 1920,** nickelled bronze stylised figure of a winged female nude taking to flight holding aloft a victory wreath, mounted on a black marble pedestal bearing plaque engraved 'The Goodyear Trophy - Presented by The Goodyear Tyre & Rubber Co. Wolverhampton - to The Midland Region Amateur Winemakers Federation for Annual Competition', the trophy standing 42.5cm high, contained in original black painted wooden case.

(2)  
 £800 - 1,000  
 €920 - 1,200



113

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.

113 † ◊

**A 'TOYMAKER' SHOP DISPLAY  
AUTOMATON BY DAVID ALDRIDGE  
ANIMATIONS, 1960S,**

the mechanical figure dressed in period style 'workshop' costume, with moving arms and holding a tin-plate toy of a motor-car, some wear consistent with age, mounted to a base with miniature table, in working order at time of cataloguing, with wiring, standing 81cm high.

£800 - 1,000

€920 - 1,200



114

114

**A RARE "SO-CAL STREAMLINER" PYLON  
RACING CAR BY CHARLES AND STUART  
HAMILL, CALIFORNIA CIRCA 1990S**

machined Duralumin chassis number 11, with streamlined alloy coachwork in upper and lower halves, held together with stainless steel screws, Hammilcar #11 was never completed or fitted with an engine, the usual choice being a Super Tiger 40, but a Dooling 29 was chosen for display purposes (loose fitted to interior), Boston 2-1 gears, McCoy wheels, 47cm long overall, together with detached tether arm and 2 small gears.

(4)

£500 - 700

€580 - 810



115

Chassis # 11 of approximately 20 built in the 1990's by Charles and Stuart Hamill of California. The car is modeled on the So-Cal Streamliner, which was the first Flathead powered Hotrod to achieve 200 + mph at Bonneville in 1950. An elegant and fine example of model engineering. The Hamills have built several stunning Pylon (Tether) cars over the years and are still active in the miniature car racing world.

115 † ◊

**A 1:8 SCALE MODEL OF A 1936  
MERCEDES-BENZ 540K CABRIOLET  
SPECIAL BY POCHER OF ITALY,**

detailed kit-built model constructed from plastic and metal parts, in cream and white livery with detailed interior with brown upholstery, with opening doors and bonnet revealing engine compartment, 64cm long, nicely presented on green baize base under wood-framed glazed display case (one glass panel loose), with engraved title plaque, the case measuring 79 x 36 x 25cm overall.

£800 - 1,000

€920 - 1,200



116

116 ◊

**A 1:8 SCALE MODEL OF KIMI  
RÄIKKÖNEN'S 2007 CHAMPIONSHIP  
WINNING FERRARI F1 CAR BY AMALGAM,**

finely detailed hand-built model, resin body with aluminium parts and rubber tyres, finished in Rosso Corsa race livery with Shell, Bridgestone and other sponsors' logos and wearing race number 6, depicting the Ferrari F2007 car as driven by Räikkönen to the 2007 F1 Championship title, 55cm long, mounted on a display base measuring 66cm overall, lacking Perspex display case.

£1,400 - 1,800

€1,600 - 2,100



117

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.



120



120



121



119

117  
**A RARE '007 JAMES BOND' SLOT-CAR RACING SET BY SCALEXTRIC, CIRCA 1967,**

produced by Minimodels Ltd of Havant, Hants, under licence from Eon Film Productions, in original box featuring Aston Martin and Mercedes car chase action scene artwork to lid, containing 23 track sections including one crossing, short skid chicane, narrow railed track pieces and long curved chicane sections to construct the track, complete with the C97 'Special 007' Aston Martin GT slot-car in white with 'ejector seat' mechanism and James Bond figure, and the C73 black Mercedes-Benz 190SL 'villain' slot-car with roll-bar and flip mechanism, two A256 throttle controllers with instructions, banking wedges, a 'villain' figure, and other diorama parts all fitted into inlay card tray, with original instructions for both cars, a Triang magazine club subscription form, a Scalextric Servicing Scheme and Stockists booklet and a copy of 101 Circuits by Scalextric, some wear and creasing to box, the box 70cm wide.

(Qty)  
**£1,300 - 1,500**  
**€1,500 - 1,700**



118 ♦♦♦  
**A CHILD'S CAR MODELLED AS 'SKIFF-BODIED' 1922 ROLLS-ROYCE SILVER GHOST,**

modern, capable of approx 8mph variable speeds with both forward and reverse gears via lever stick, dual braking system with disc brakes to front wheels, supported by an 'eye' section beam axle with coil and leaf springs, steel box section chassis with rack and pinion steering, electric 24volt motor/transaxle is powered by 2 new Lucas 34AH gel batteries and is controlled by an intelligent 4QD brain, coachwork polished aluminium bonnet, nickel plated radiator grille with 'Spirit of Ecstasy' mascot, wooden ribbed boat-tail body clad with ply slats, carvel finish in dark mahogany, with stringing type light decking, gloss varnished, interior deep buttoned maroon leather-cloth, two-seater with front and rear compartments, Birdseye Maple veneered dashboard with dummy gauges, Aero screens, opening near side door. Featuring working side and head lamps, adjustable pedal length for differing drivers from children to average adult size, 2 spare tyres in steel front wings, 300 x 12 pneumatic on wire spoked wheels. Overall length 2400 x width 900 x height 900.

**£5,500 - 7,500**  
**€6,400 - 8,700**



122

119

**AN 'AVRO LANCASTER B1' COMMEMORATIVE PRINT AFTER KEITH BROOMFIELD, SIGNED BY RAF PILOTS AND PERSONNEL,**

limited edition of 1,000, a profile of the bomber of 467 Squadron of the Royal Australian Air Force, signed by pilots, crew and engineers of the 'Dambusters' of 617 Squadron including Group Captain Leonard Cheshire, Marshall Arthur 'Bomber' Harris, and others, some signatures faded, 25 x 50cm, with photocopy of certificate of authenticity numbered 350/1,000, offered together with a 'Vickers Wellington II of 150 Squadron' print after Broomfield, signed to lower right corner by Barnes Wallis and dated 1977 (faded), 24 x 44cm, each mounted, framed and glazed.

(3)

£500 - 700

€580 - 810

120

**TWO WORLD WAR II COMMEMORATIVE LIMITED EDITION AVIATION PRINTS SIGNED BY MANY BATTLE OF BRITAIN PILOTS,**

the first titled 'Piece of Cake' after Michael Turner, numbered 1167/1494, depicting RAF Spitfires over the English countryside, signed by many pilots in pencil to the margins, including Geoffrey Wellum, Ginger Lacey, Brian Kingcome, and many others, 50 x 68cm, the second titled 'Battle Attack' after David Pritchard, numbered 150/150, signed by 15 Battle of Britain pilots and two Fairey Battle pilots, 56 x 69cm, each mounted framed and glazed.

(2)

£500 - 700

€580 - 810

121 AR

**GRAHAM COTON (BRITISH 1926-2003), 'SPITFIRE VS SPITFIRE - ARAB ISRAELI WAR 1948',**

signed, gouache on board, depicting a dogfight between an Israeli Air Force Supermarine Spitfire LF Mk.IXE and either an RAF or Royal Egyptian Air Force Spitfire LF Mk.XVI over the Sinai, 49 x 80cm, framed.

£500 - 600

€580 - 690



123

122 AR

**DION PEARS (BRITISH 1929-1985), 'LANCASTER OVER THE THAMES',**

signed lower right, acrylic on canvas, depicting the bomber, possibly from 622 or 625 Squadron, flying home over the moonlit Thames Estuary, 60 x 91cm.

£500 - 700

€580 - 810

123

**A 'HAWKER HURRICANE I OF RAF 257 SQUADRON' BATTLE OF BRITAIN COMMEMORATIVE PRINT AFTER KEITH BROOMFIELD, SIGNED BY RAF BATTLE OF BRITAIN PILOTS,**

limited edition of 1,000, a profile of the Mk 1 Merlin engined fighter, signed by over 30 Hurricane pilots including Group Captain Sir Douglas Bader (faded), Harold Bird-Wilson, Denis Crowley-Milling, 'Bob' Stanford Tuck, and others, some signatures faded, 26 x 46cm, mounted, framed and glazed, offered with certificate of authenticity.

(2)

£500 - 700

€580 - 810

124

**A 'HAWKER HURRICANE BATTLE OF BRITAIN' 40TH ANNIVERSARY COMMEMORATIVE PRINT AFTER KEITH BLUEMEL SIGNED BY RAF BATTLE OF BRITAIN PILOTS,**

limited edition, a profile of the Mk 1 fighter of 257 Squadron, signed by 30 Hurricane pilots including Group Captain Sir Douglas Bader, Harold Bird-Wilson, Denis Crowley-Milling, 'Bob' Stanford Tuck, and others, the print sunbleached and many signatures faded, 37 x 55cm, framed and glazed, with certificate of authenticity numbered 322/1000.

(2)

£500 - 700

€580 - 810

125

**A 'DAM BUSTERS OF 617 SQUADRON' COMMEMORATIVE PRINT AFTER KEITH BROOMFIELD, SIGNED BY RAF PILOTS AND PERSONNEL,**

a limited edition, depicting a profile of the famed Avro Lancaster Bomber, signed by 16 wartime surviving RAF members, including Arthur 'Bomber' Harris, Leonard Cheshire, Len Sumpter, Douglas Webb, David Shannon, and others, 30 x 51cm, mounted, framed and glazed.

£800 - 1,000

€920 - 1,200



124



126



126

126

**TWO FRAMED BATTLE OF BRITAIN PRINTS SIGNED BY RAF PILOTS AND PERSONNEL,**

the first depicting a profile view of a Supermarine Spitfire, signed by Battle of Britain fighter pilots including Douglas Bader, Paddy Barthrop, Brian Kingcome, Geoffrey Page, Jeffrey Quill, Christopher Foxley-Norris, Bob Stanford-Tuck, Johnnie Johnson, John Cunningham, Al Deere and three others, 39 x 68cm, mounted, framed and glazed, the second titled 'R6644 - The Invisible Thread' after Mark Postlethwaite, limited edition 6/100, signed to the lower margin by 26 signatories including Johnnie Johnson, Raymond Baxter, Dicky Bird, and others, 43 x 61cm, framed and glazed.

(2)

£800 - 1,000

€920 - 1,200



127

127  
**GREGORY PERCIVAL (BRITISH 1964-), 'BLITZ', A BRONZE SCULPTURE IN TRIBUTE TO HANS JOACHIM VON HIPPEL AND THE ALBATROS D.VA,**  
 a limited edition numbered 011 of 50 examples, individually numbered and signed and completed in 2019, 'lost wax' cast bronze sculpture, second sculpture from the artist's 'Knights of the Sky' series, depicting von Hippel in the cockpit section of his Albatross D.Va 'Blitz' in flight, the fuselage bearing his 'Lightning Bolt' emblem, 20cm long, 17cm high, 12cm wide, mounted on a stone base, offered together with a Certificate of Issue from the artist.  
 (2)  
**£1,000 - 1,500**  
**€1,200 - 1,700**

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

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



128

128  
**GREGORY PERCIVAL (BRITISH 1964-), 'ENDEAVOUR', A BRONZE SCULPTURE IN TRIBUTE TO BATTLE OF BRITAIN PILOT SQUADRON LEADER GEOFFREY WELLMUM DFC,**  
 a limited edition numbered 021 of 25 examples, completed in 2019, 'lost wax' cast bronze sculpture from the artist's 'Knights of the Sky' sculpture series, depicting Wellum in the cockpit section of his MkIIa Spitfire in flight, the fuselage bearing his Squadron Code 'Q J', each part signed and numbered, measuring 30cm long, mounted to a bronze stem above a stepped slate display base, 40cm high overall, offered together with a Certificate of Issue from the artist.  
 (2)  
**£1,500 - 2,500**  
**€1,700 - 2,900**



129

129◊  
**A SUPERMARINE SPITFIRE SPINNER MOUNTED ON A WOODEN STAND FOR USE AS A CHRISTENING BOWL, 1940,** spun alloy, 47cm diameter, mounted on a later constructed wooden stand with circular wooden cover, 75cm high overall, for use as a Christening bowl by a former owner, sold together with press cuttings, letters, typed transcripts of letters and other ephemera. (Qty)  
**£800 - 1,200**  
**€920 - 1,400**

The nose cone is, by repute and documentation (sold with the lot), from the Spitfire crash landed at RAF Hawkinge by Sailor Malan during the Battle of Britain (although no record can be found of this event), it is more likely that this nose-cone is from the Spitfire crash landed near Hawkinge by Squadron-Leader John Mungo-Park a year later.

On 16 June 1941 while on a sweep ("Circus 14") over the Channel he shot down two Messerschmitt Bf 109s, but in the fight his plane was damaged. He turned for home but his engine seized as he crossed the coast. Nonetheless, Mungo-Park managed to stay airborne, gliding his Spitfire back to RAF Hawkinge. For this display of skill, as well as his continued leadership and growing tally of kills, he was told he was to receive a Bar to his DFC.

His citation for a DFC reads: *Acting Squadron Leader John Colin MUNGO-PARK, D.F.C. (40008), No. 74 Squadron. (Since reported missing.) This officer has performed excellent work in his many engagements against the enemy and has destroyed at least twelve of their aircraft. In June, 1941, he was attacked by six Messerschmitt 109's while over the French*



130

131

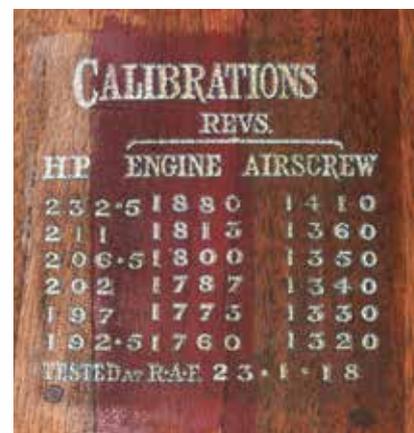
*coast. He succeeded in shooting down two of these and, although his own aircraft was badly damaged, Squadron Leader Mungo-Park flew back to this country making a skilful forced landing. His courage and leadership have contributed materially to the successes achieved by his squadron.*

The spinner was rescued by a ground crew sergeant and later converted by him into a font. It then changed hands in 1945 when RAF Hawkinge was being closed down, when it was acquired by the new station commander Dennis Goodliffe, who later donated the Spitfire 'font' to an RAF Benevolent Fund auction in 1990, it is at that time the Sailor Malan/Battle of Britain story emerged, however there is a lack of evidence to support this story.

130◊◊  
**A WOODEN TWO-BLADED PROPELLER TO FIT A BLACKBURN CIRRUS MAJOR III ENGINE, 1930S,** laminated construction, the hub stamped DRG. Z6011/3, D.6.75 P 4.51 86655, brass cover to leading edge of each blade, 206cm diameter, slight loss to trailing edge at tips, weathered.  
**£800 - 1,200**  
**€920 - 1,400**



131 (detail)



131 (detail)

131◊◊  
**A WORLD WAR 1 TWO BLADED WOODEN PROPELLOR, TYPE 28196 R.A.F FOR 200 HP HISPANO SUIZA ENGINE TYPE HANDLEY PAGE,** 270cm in diameter with stamped information to top of boss, 'Tractor', blades numbered 1 and 2 with circular acceptance stamp on blue 2 PV/51, seven layer laminated mixed hardwood with no doweling on blades. Remains of a maroon painted stripe running the length of both blades to black painted boss. Overlaid on the stripe on blade 2 is a silver transfer indicating calibrations for engine revolutions for horsepower ranging from 232.5 to 192.5 with engine revs. 1880 to 1760 and airscrew revs 1410 to 1320., 'Tested at R.A.F 23.1.18' indicating the date of acceptance of the propeller. Once used as a club coat hanger, evident from the ten fixing scars for the hangers along the length of the blades.  
**£1,500 - 2,000**  
**€1,700 - 2,300**

From research of available information the propeller was probably used for one of the four variants of the Sopwith 5F.1 Dolphin single seat fighter.



132



132 (detail)

132♦♦

**A TWO BLADED 'EDDINGTON' TYPE WOODEN PROPELLER AS FITTED TO A SPAD VII, CIRCA 1916,**

light laminated Beech construction, the hub stamped 140 HP Hispano Suiza, R H Tractor S7, D2450, P2132, on one side and AB 723 n the other, the blades stamped G 225 N11, with 4 AID stamps and a broad arrow mark.

£1,800 - 2,400  
 €2,100 - 2,800

This type of propeller was originally designed to fit the 140HP Hispano-Suiza 8Aa 90° V-8 liquid-cooled engine, which over-time and through development went on to produce 150HP.



133 (detail)

133



133 (detail)

133♦♦♦

**A WORLD WAR 1 FOUR BLADED WOODEN PROPELLER BY LOCKRAFT & WESTCOTT LTD FOR 70HP RENAULT NO 10 AREO ENGINE, PRE-1916,**

the hub stamped T 1453 Lockraft & Westcott Ltd, 70Hp Renault, NO104, with two embossed acceptance inspection stamps and blade numbers 1 to 4 on reverse face of blades, Company insignia transfer logos on each blade, light weight five plank laminated and doweled mahogany, with clear varnish finish, 276cm diameter.

£3,400 - 3,800  
 €3,900 - 4,400

The two rows of 5 no. 5mm dowels equidistant along all 4 blades is of interest, as the practice of dowing the laminations was discontinued sometime in 1915 when it was discovered that it gave no appreciable extra strength to the blades. The presence of dowels does however give a useful indication of the date and identification of the propeller. Based upon available information the propeller could either have been used on an early version of the Royal Aircraft Establishment B.E.2c or possibly R.E.1. two seat multi use aircraft.

**END OF AUTOMOBILIA**

134 - 200  
**NO LOTS**

# Motor Cars

14.00

Lots 201 - 276

Further images of each lot can be found at:  
[www.bonhams.com/25448](http://www.bonhams.com/25448)



BENTLEY DRIVERS CLUB  
Kensington Drivers Club  
Open 8.15 to 10.15  
15 Major A. J. ...

BENTLEY DRIVERS CLUB  
Kensington Drivers Club  
Open 8.15 to 10.15  
15 Major A. J. ...

201 N

## C.1962 MGA 1600 MARK II ROADSTER

Registration no. not UK registered

Chassis no. GHNL2/101957

- *Ultimate version of the MGA*
- *Delivered new to Switzerland*
- *Left-hand drive*
- *Offered from long-term storage*
- *Requires re-commissioning*



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 left-hand drive MGA 1600 Mark II was delivered new to Sweden and still retains the radiator muff (controlled from inside the cabin) - a cold-climate export-model feature that keeps the engine warmer in winter. The MG has been stored in a workshop since 1982 and has covered only a handful of miles (probably less than 10) since then. Nevertheless, it has received routine maintenance during that time. The recorded mileage of 33,326 is believed genuine. Substantially original, the car will almost certainly require re-commissioning before returning to the road and thus is sold strictly as viewed. There is no registration document with this Lot although it is hoped that a Swedish title will have been obtained before the sale.

**£10,000 - 15,000**

**€12,000 - 17,000**

202

### 1949 ALVIS TA14 SPORTS SALOON PROJECT

Registration no. FDM 544  
Chassis no. 23009

Testing Alvis's 1.9-litre TA14 sports saloon in 1946, *Autocar* found the new model, "the most attractive car of its size which the well known company has produced, because it adds to the typical Alvis sure-footed and lively performance on the road a degree of all-round refinement which is quite impeccable. It steers lightly and with a confident certainty, and holds the road to perfection; the suspension is not hard, but most comfortable, the engine is very smooth and quite quiet, and the engine mounting conceals how many cylinders there are". The car's excellent tractability, well-spaced gear ratios and powerful brakes all came in for praise, *Autocar* concluding that the TA14's, "very high level of excellence puts this Alvis right in the front rank". This example was offered for sale as a restoration project at Brooks' Goodwood Festival of Speed auction in June 1995 (Lot 466) at which time it was said to have been in the (then) late owner's hands for several years. Its restoration was said to be well advanced and "to a standard one would expect from an aircraft engineer". The Alvis is in essentially the same condition today – unfinished – and thus is sold strictly as viewed. We are advised that the engine is seized but appears complete. Accompanying documentation includes the original buff logbook, an original Manual of Instructions, parts catalogue (reprint), and numerous invoices from the 1970s.

**£4,000 - 6,000**

**€4,600 - 7,000**

**No Reserve**



203

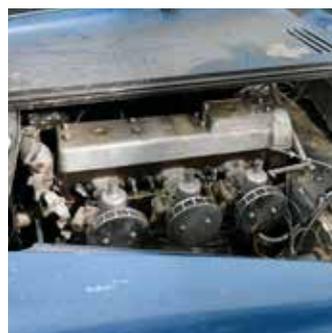
### 1951 AC 2-LITRE SALOON

Registration no. LXG 747  
Chassis no. EL1562

Introduced in 1947, the AC 2-Litre was a spacious and well-equipped touring car endowed with respectable (80mph) performance courtesy of the firm's long-established and ruggedly built overhead-cam six. Breathing through triple SU carburettors, the 1,991cc engine produced 76bhp and was coupled to a four-speed Moss gearbox. A variety of body styles - some coachbuilt - were available on the 2-Litre chassis, including a four-door model from late 1952. Production continued, to special order only, until 1958, by which time approximately 1,200 had been produced. Previously registered 'LXL 261', this AC 2-Litre saloon was first registered on 2nd January 1951 to a Mr Poutney of the Meyer Liquid Company, London W1. The current vendor purchased the car at a regional auction in May 2006 when it was described as "an older restoration... stored virtually unused for a year and could do with a tune up. Said to be in good and tidy order generally". Contained within a large box file, accompanying documentation includes a (copy) buff logbook listing previous keepers in the 1970s; sundry 1980s bills from AC Cars; a quantity of expired MoTs; a V5C Registration Certificate; and MoT to July 2020. The car also comes with a (copy) AC owner's handbook and a copy of Leo Archibald's book, AC Two-Litre Saloons & Buckland Sports Cars. The vendor advises us that the engine would benefit from attention (points, etc) to improve running.

**£5,000 - 7,000**

**€5,800 - 8,100**



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**1935 RILEY 9HP KESTREL SALOON**

Registration no. BVW 735

Chassis no. 6027175

- *Early 'fastback' design*
- *Bodywork restored in the 1970s*
- *Engine rebuilt with new block circa 200 miles ago*
- *Blue Diamond Services bills totalling circa £20,000*



Introduced in 1926, Percy Riley's 9hp, 1,087cc twin-camshaft 'four' was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry manufacturer's pre-war offerings were among the world's finest small-capacity sporting cars. Representing Riley's last word in modernity and offered on both the four- and six-cylinder chassis, the aerodynamic fastback Kestrel saloon was an exciting addition to the range for 1933. By the time this particular example was made, the Nine had incorporated a series of further refinements that included a lower final drive ratio, coil/distributor ignition, all-helical gearbox, box-section chassis frame, wire wheels, and Hartford shock absorbers, while the ENV pre-selector 'box was an option.

A pre-selector model finished in black/green with green leather interior, this Riley Kestrel had been in the same family's ownership since the late 1950s when it was sold at Bonhams' Harrogate Sale in November 2007 (Lot 625).

At that time it was stated that 'BVW 735' had undergone a bodywork restoration in the 1970s but then suffered a broken crankshaft, a failure that kept it off the road until 2000 when the engine was completely rebuilt with a new crankshaft, pistons, etc. Last used on the road in 2004, the Kestrel was said to require re-commissioning (new tyres, battery, etc) before further use.

Since the car's sale in 2007, the engine has been rebuilt around a new modern cylinder block (the original had cracked) and the car has covered only some 200 miles since then. Cosmetically it has been left mainly untouched and has the charming patina of an older restoration. There are bills on file from renowned marque specialists Blue Diamond Services totalling circa £20,000 for works including the engine rebuild. The car also comes with numerous other invoices, five expired MoTs dating back to 2008, a V5C Registration Certificate, and a current MoT valid until July 2020.

**£8,000 - 12,000**  
**€9,200 - 14,000**

205

## 1967 VOLVO P1800S COUPÉ

Registration no. AHJ 471E

Chassis no. 1834S1027266

- More powerful S Model
- Restored in 2007 with supporting bills
- Twin carburettors
- Left-hand drive



Introduced in 1960 and popularised by *The Saint* television series, starring Roger Moore, Volvo's pretty P1800 sports coupé, although no hairy-chested tyre-shredder, was nonetheless something of a radical departure for the sober-sided Swedish concern. Lacking a sports car in its range, Volvo had started the project back in 1957, the man chiefly responsible being an engineering consultant, Helmer Petterson, who had designed Volvo's PV444. *Carrozzeria Frua* built the first three prototypes and it was intended that Karmann would undertake production, though this idea was vetoed by Volkswagen, Karmann's biggest customer.

Based on the 121 saloon, the P1800 was built initially by Jensen Motors in West Bromwich and employed Volvo's rugged, four-cylinder, overhead-valve engine in 1,778cc form.

Breathing through twin carburettors, this unit produced 100bhp, an output sufficient to propel the solidly built coupé to a top speed of around 105mph. The running gear was conventional, with independent front suspension and live rear axle, and all versions came with servo-assisted front disc brakes. Production of the P1800 was transferred to Sweden in 1963.

An example of the slightly more powerful P1800S model, 'AHJ 471E' was partially restored in 2007 and is offered with a history file containing related bills and a V5C document.

**£22,000 - 28,000**  
**€25,000 - 32,000**

206

*Property of a deceased's estate*

## 1966 JAGUAR E-TYPE SERIES I 4.2-LITRE 2+2 COUPÉ

Registration no. HOJ 9D

Chassis no. 1E50536

- *Believed present ownership since the 1970s*
- *Manual transmission*
- *Extensively restored in the early 1990s*
- *Minimal use in recent years*



The first significant upgrade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of a 4.2-litre version incorporating an all-synchromesh gearbox and a host of other improvements together with the bigger, torquier engine. Top speed remained unchanged at around 150mph, the main performance gains resulting from the larger engine being improved acceleration and flexibility. In 1966 Jaguar extended the E-Type's appeal, launching an additional 'family friendly' 2+2 coupé on a longer wheelbase which, as well as the additional rear seats, boasted greater headroom, more luggage space, and improved heating/ventilation, while automatic transmission became an option for the first time.

A relatively early example of its type (the 2+2 chassis number sequence commenced at '1E50001') this E-Type Coupé is believed to have belonged to the late owner since the 1970s. The accompanying Jaguar Heritage Trust Certificate confirms that the car was manufactured in right-hand drive configuration and left the factory equipped with the desirable manual transmission, while its original colour scheme was Opalescent Silver Blue with Dark Blue interior trim.

Despatched from the factory on 31st October 1966, the E-Type was retailed via P J Evans of Birmingham and first registered as 'HOJ 9D' (for a period of time it carried the cherished number 'KTG 96').

Invoices on file detail an extensive restoration carried out during the early 1990s, while more recently (in 2011) the car received a new water pump, electronic fuel pump, electronic ignition, and front/rear footwell carpets. Since restoration the E-Type has been stored and used only very occasionally in recent years, mostly on private roads. The car's mechanical condition is not known but it is being lightly serviced it was said to start and run well when taken to the MoT station in recent weeks. Nevertheless, more extensive servicing and general checks are advised prior to continued use. The car comes with its service voucher booklet, a V5C Registration Certificate, the aforementioned documentation and a current MoT.

**£28,000 - 30,000**

**€32,000 - 35,000**

207

## 1990 MERCEDES-BENZ 500SL CONVERTIBLE

Registration no. H901 XYO

Chassis no. WDB1290662F018054

- *Desirable 500SL Model*
- *66,000 miles from new*
- *Recently serviced*



In 1989 Mercedes-Benz retired its classic Type 107 bodyshell that had been used for a succession of beautiful sports roadsters for almost the preceding 20 years, replacing it with an equally appealing, sleek new design in the modern idiom. This new Type 129 body style was used for three different engine types: 6.0-litre V12, 5.0-litre V8, and 3.0-litre straight six.

As installed in the 500SL, the fuel-injected, 32-valve V8 produced 326bhp and offered stupendous performance, delivering a 0-100km/h (0-62mph) time of 6.2 seconds and a top speed of 250km/h (155mph). As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and were lavishly equipped in the best Mercedes-Benz tradition.

This beautiful 500SL has covered a little over 66,000 miles from new and was last serviced only a few miles ago. The accompanying service history is comprehensive, consisting of the stamped service book and invoices dating back to when the car was new.

Described by the private vendor as in generally excellent condition in all respects, 'H901 XYO' benefits from new AMG wheels; new tyres; new brake callipers, discs, and pads; and new suspension coil springs all round. The car is offered with MoT to June 2020, a V5C Registration Certificate, an owner's handbook, and a spare master key.

**£10,000 - 12,000**  
**€12,000 - 14,000**

**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



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 represents 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.

**£10,000 - 15,000**  
**€12,000 - 17,000**

209

One owner from new

## 1972 MASERATI INDY AMERICA 4.2-LITRE COUPÉ

Coachwork by *Carrozzeria Vignale*

Registration no. CTO 559K

Chassis no. AM116/1.1646

- Five-speed manual gearbox
- Power steering
- Believed genuine circa 18,500 miles from new
- Requires re-commissioning



Maserati followed up its stunning, Ghia-styled Ghibli two-seater with the equally elegant Indy 2+2, though the latter, announced in 1968, was the work of *Carrozzeria Vignale*. The Indy first appeared publicly on Vignale's stand at the 1968 Turin Motor Show and was officially launched at the Geneva Salon in 1969. Running gear was conventional, with independent front suspension, a live rear axle, and four-wheel disc brakes, while the power unit was - initially - the Modena firm's well-tried, 4.2-litre, four-cam V8. With 260bhp on tap, Maserati's luxury four-seater had a top speed in the region of 150mph, a figure subsequent larger-engined versions improved upon. Indeed, the sleek Vignale coachwork was such that the Maserati Indy was able to carry four people in relative comfort without impairing its performance as a sports car.

A rare right-hand drive model with the desirable five-speed manual transmission and power assisted steering, this Indy America was ordered new by the current owner and has covered a believed genuine 18,500-or-so miles since it left the factory, with the earliest MOT certificate from 1976 showing 14,142 miles.

Back in the early 1970s, the owner was a Citroën dealer, and when the French firm bought Maserati, the latter's cars became available through the Citroën dealership network. The owner bought this Indy as a 40th birthday present to himself. Now in his late eighties, he has stopped driving and this is the first time the car has been offered for sale on the open market.

Renowned marque specialists McGrath Maserati first saw this car in 2004 when it had only 16,342 miles recorded. After a c. £10,000 overhaul in 2004, McGrath's Maserati again took on CTO 559K between 2013 - 2014 with a total of some £24,000 spent, mainly on bodywork, exterior trim, and paintwork, as well as renewing the leaf springs, rear shock absorbers, axle straps, and rear brakes (bills on file). For the last few years this Indy has remained unused in garage storage as the vendor is in poor health. With a believed 2,000 miles covered between 1976 and 2005 and having been laid up since 2016, we are advised that CTO 559K has good oil pressure and runs and drives well but will require re-commissioning for every-day usability (e.g. a new water pump and new tyres are needed). Offered with a V5C, MOT certificates, insurance documentation, and sundry invoices, CTO 559K presents a wonderful opportunity to acquire a rare, right-hand drive, low-mileage, and single-owner example of this classic Maserati Gran Turismo.

**£35,000 - 45,000**  
**€41,000 - 52,000**

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.

210

## 1997 FERRARI F355 BERLINETTA

Registration no. R929 MMO

Chassis no. ZFFXR41C000110412

- *Manual transmissions*
- *Right hand drive example*
- *Cam belt changed in May 2019*
- *Full tool kits*



Hailed by *Autocar* as “the best Ferrari since the 246 GT Dino”, the F355 arrived in 1994 and despite a capacity disadvantage of 1.5 litres proved capable of lapping Ferrari’s Fiorano test track three seconds quicker than the formidable 512TR. Despite its stupendous performance, the F355 was no mere ‘racer on the road’ but a thoroughly modern automobile incorporating much state-of-the-art passenger-car technology.

The heart of the F355, though, was its phenomenal 3.5-litre V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari’s Formula 1 engine - this remarkable unit produced a claimed 370bhp at 8,250rpm, with 268lb/ft of torque available from 5,000 to 6,500 revs.

A six-speed gearbox, mounted transversely behind the longitudinally disposed engine, ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

This four-owner example comes with a large history file containing past MoTs and servicing bills and a fully stamped Ferrari service booklet. The last service, including a change of cam belts, was carried out in May 2019. Currently displaying a total of 54,650 miles on the odometer, the car comes complete with a full tool kit in its leather pouch, and is described by the private vendor as in very good condition for its age and mileage.

**£66,000 - 80,000**  
**€76,000 - 92,000**

211

## 1956 BENTLEY S-SERIES SALOON

Registration no. XFO 129

Chassis no. B55CM

- Delivered new in the UK
- In the USA from 1976 to 1990
- Extensively restored in 1997/1998
- Circa 5,600 miles since restoration
- Badging changed from 'Bentley' to 'Rolls-Royce'



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

Conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type, the all-new Silver Cloud and Bentley S-Series were introduced early in 1955. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping. Essentially the two cars were the same except for their radiator grilles, bonnets, mascots, instruments, and wheel covers.

Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the traditionally undisclosed power output of the dependable inlet-over-exhaust six-cylinder engine, which for the first time was identical in specification in its Rolls and Bentley forms.

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

Chassis number 'B55CM' was first registered on 16th July 1956 as 'LCX 834'. In 1976 the Bentley was exported to the USA, remaining there until 1990 when it returned to the UK and was registered as '18 YRR'. On 4th March 1998 the DVLA agreed to transfer the registration from '18 YRR' to 'XFO 129'.

A comprehensive engine and bodywork restoration was undertaken in 1997/1998, including fitting hardened valves and valve seats to facilitate the use of lead-free petrol, while the badging was changed from 'Bentley' to 'Rolls-Royce'. An MoT certificate dated 3rd June 1998 records the mileage then as 32,334. The current odometer reading is 38,022 miles. Comprehensive details of the restoration, including bills and photographs, are available in the file.

**£15,000 - 20,000**

**€17,000 - 24,000**

**1939 CITROËN LIGHT FIFTEEN ROADSTER**

Registration no. FOF 899

Chassis no. 123124

- *Landmark French model*
- *Ultra-rare British-built right-hand drive soft-top model*
- *Professionally restored between 2002 and 2008*
- *14,750 miles since completion*
- *Excellent condition*



A curious mixture of romantic visionary and practical businessman, André Citroën knew a promising invention when he saw one. While travelling through Poland at the age of 22, he had visited a foundry and there noticed an unfamiliar type of gearwheel that used V-shaped teeth. He immediately recognised the potential of this design and bought the patent, setting up André Citroën & Cie in the rue Saint-Denis near Paris's Gare du Nord to manufacture his new double-helical gears.

During WWI Citroën held the rank of captain in the French Army and was charged with organising the mass production of munitions. Seeking to speed up the manufacture of artillery shells, he built a new factory at the Quai de Javel on the left bank of the Seine, from which the first Citroën cars would emerge after the cessation of hostilities bearing their maker's distinctive double-chevron badge – a reference to his helical gears.

Having prospered throughout the 1920s, Citroën was determined that economic depression and a contracting car market would not prevent him from introducing a revolutionary new model – the so-called Traction Avant – which he was convinced would ensure his company's future. It did just that, but not until after Citroën had lost control of his empire when a minor creditor commenced legal proceedings against him. Within two years, new owner Michelin had paid off all Citroën's debts.

Citroën's brainchild, the 7CV Traction Avant, broke new ground in almost every aspect of production car engineering on its launch in 1934. Unitary construction of the body/chassis; front wheel drive; all-independent suspension sprung by torsion bars; hydraulic brakes; synchromesh transmission; and a four-cylinder, overhead-valve, wet-liner engine were all incorporated in the new car at a time when the majority of its rivals employed a separate chassis, cart springs, sidevalve engines, and mechanical brakes.

This ground-breaking specification would have counted for little had the result not worked in practice, but the Traction soon gained a well deserved reputation for exceptional stability and exemplary handling that endures to this day. The 1.3-litre original was soon superseded by larger-engined versions, and from 1935 there were two four-cylinder models available – the 1,628cc 7CV and 1,911cc 11CV – to which was added a 2.9-litre 'six' – the 15CV – in 1938. Production resumed after WW2 and lasted until 1957 when the Traction Avant was replaced by the equally revolutionary DS.



The Traction was also built at Citroën's British factory at Slough in Buckinghamshire, which had opened in 1926 and would go on to build some 57,000 cars before being reorganised in 1965 for sales and marketing. The British and French horsepower ratings and vehicle taxation systems were different, so in the UK the 7CV was known as the Twelve, the 11CV as the Light Fifteen, and the 15CV as the Six-Cylinder or Big Six.

A superb example of one of Citroën's rarest and most sought-after models - there were no soft-top Tractions after WW2 - this Light Fifteen Roadster left the French company's Slough factory in June 1939. The current vendor purchased the car as a restoration project in 2002. A chance meeting with a previous owner, Mike Darriulat, at the Goodwood Revival revealed that the Citroën had been driven to Cannes in 1966 and then sold on Clapham Common to the then secretary of the Citroën Car Club for £5!

When acquired, the primed bodyshell had already been restored and the car came complete with all the rare Roadster parts including the windscreen, rear seat, interior woodwork, etc. Contracted out to specialists, the rebuild took all of six years to complete, being finished in 2008. The car was repainted blue in the process, having previously been British Racing Green, and the odometer zeroed. The sensible incorporation into the electrics of fuses and a battery cut-off switch are the only notified deviations from factory specification.

Since completion the Light Fifteen has been used on rallies both in the UK and on the Continent, and currently displays a total of 14,750 miles on the odometer. Accompanying documentation consists of sundry restoration invoices, some expired MoTs, a V5C Registration Certificate, and a current MoT. Described by the private vendor as in excellent condition throughout, this beautiful and ultra-rare Citroën Light Fifteen Roadster is worthy of the closest inspection. An opportunity not to be missed.

**£80,000 - 120,000**  
**€93,000 - 140,000**

213  
**NO LOT**

**1969 DENNIS D-TYPE FIRE ENGINE/CAR TRANSPORTER**

Registration no. XKK 54

Chassis no. 1.1204/231

- Supplied new as a fire engine to New South Wales, Australia
- Decommissioned and sold off in 1999
- Converted into a race transporter
- A regular sight at Goodwood



Since 2017, the Goodwood Road Racing Club has had the pleasure of having this Dennis D-Type Fire Engine at Goodwood to assist in providing a backdrop and promotional space to promote the Goodwood Road Racing Club Fellowship.

The Dennis has been housed at Goodwood for the 2019 season and in exchange the GRRC has provided the owner with access to Goodwood's headline events. The Dennis transporter has become the flagship for the Fellowship at its headline events at Goodwood, and always draws a crowd as it often carries a competition car on the back, which really attracts attention.

Chassis number '1.1204/231' was ordered late in 1969 and delivered to New South Wales (NSW) Fire Brigade in the early 1970s. It is one of 75 Dennis D Water Tenders supplied to NWS Fire Brigades, and served the Sydney suburb of Busby from November 1971 and later the rural townships of Warialda and Inverell before being decommissioned and sold off in 1999. Its original Australian registration was 'FBY-446'.

The vehicle was later purchased by classic car aficionado Norm Bolito, who had 'Dennis the Menace' converted into his team's new race car transporter to take the team's Chrysler competition vehicles to motor sports events across Australia. Noteworthy features include Bostrom air-ride seats, fold-out stainless steel workbench, gas barbecue, and a 12-volt fridge/freezer.

In 2003, the Dennis was returned to the UK by its current owner to transport his ex-Mike Hawthorn works 1955 Jaguar D-type. This was quite fitting as this Dennis 'D' is powered by a 1964 4.2-litre Jaguar XK engine, and 1958 Formula 1 World Champion Hawthorn worked at Dennis Bros for a while.

The Goodwood Road Racing Club has thoroughly enjoyed working with the owner and is truly grateful that it has had access to the Dennis for the last few years. The GRRC would love the opportunity to continue this relationship with the vehicle's new owner. The vehicle is MoT'd to August 2020 and comes with a V5C Registration Certificate.

**£20,000 - 30,000**  
**€23,000 - 35,000**

215

## 1975 PORSCHE 911S 2.7-LITRE COUPÉ

Registration no. JDK 477N

Chassis no. 9115201218

- *Circa 80,000kms (49,700 miles)*
- *Delivered new to Texas, USA*
- *Five-speed manual gearbox*
- *Imported into Europe in 1998 and first registered in the UK in 2016*
- *Continuous servicing and maintenance*



In 1974 all variants of Porsche's perennially popular 911 sports car received the 2.7-liter engine, hitherto reserved for the Carrera, when the latter went to 3.0 litres. Although the standard 2.7-liter made slightly less power than the old '2.4', the 2.7 -litre 'S' took it up to 175 bhp and it had dual benefit of producing significantly more torque over a much wider rev range and offered noticeably improved acceleration. Coupled a five speed factory gear box, vastly superior fuel consumption, and increased tank capacity, the new 911 proved superior to its predecessor in every way as a fast, long-distance tourer.

The car we offer was originally supplied new to San Antonio, in the dry state of Texas. Finished in the delightful period colour combination of Sahara Beige with black interior, it is one of only 2,310 Porsche 911S Coupés supplied to the USA in 1975.

This exceptionally original car was imported into the Netherlands in 1998 and owned and cherished by an enthusiast for 18 year until his death in 2016 when it was imported into the UK by a collector. The Dutch owner spared no expense with Porsche specialists Motron in Kenkum, Netherlands on servicing, maintenance, and re-commissioning over the course of his nearly two decade ownership.

Here in the UK, the Porsche was treasured, kept garaged and driven only sparingly by its collector owner, who sold the car to the current vendor when downsizing his collection in 2018. Since its arrival in this country the 911 has been taken to marque specialists Tuthill Porsche, who serviced the brakes, replacing the front callipers and pads, and routine changes of engine oil and filters have kept this classic 911 a joy to drive. In the last year the car went to Barr-Tech in Cambridge where the maintenance schedule continued, most recently the warm-up regulator was reconditioned.

With the car reported to be driving well, this very original air-cooled 911 is reluctantly offered for sale as a result of the vendors expanding family.

Accompanying documentation includes a Porsche GB Letter of Authenticity, a V5C registration document, original 1975 ownership and maintenance manual and MoT to November 2020.

**£27,000 - 35,000**

**€31,000 - 41,000**

216

**1933 ROLLS-ROYCE 20/25HP  
OWEN SEDANCA THREE-POSITION  
DROPHEAD COUPÉ**

Coachwork by Gurney Nutting

Registration no. AGJ 539

Chassis no. GEX28

- One of the most elegant and admired coachwork designs on the 20/25 chassis
- Featured in Lawrence Dalton's *Those Elegant Rolls-Royce* (1967, p.88)
- Formerly part of a private collection in California for over 40 years
- Extensively refurbished since its return to the UK

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

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

The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central gearchange was not to everyone's taste, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction enabled its makers to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon. Its successor, the 20/25hp, introduced in 1929, updated the concept with significant improvements, featuring an enlarged (from 3.1 to 3.7 litres) and more powerful version of the Twenty's six-cylinder overhead-valve engine.





The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. Produced concurrently with the Phantom II, the 20/25 benefited from many of the larger model's improvements, such as synchromesh gears and centralised chassis lubrication, becoming the best-selling Rolls-Royce of the inter-war period.

The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile, and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. Some of the most widely admired were the work of J Gurney Nutting, a company associated with quality marques - Bentley in particular - from its earliest days and a supreme practitioner of the coachbuilding craft in the late 1930s. Founded in Croydon, Surrey in 1919, Gurney Nutting had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.

Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s. Daimler and Rolls-Royce had been added to the Gurney Nutting portfolio in the mid-1920s, and the fruitful association with the latter continued into the succeeding decade.

By general consent, Gurney Nutting's stunning drophead coupés - developed for fashionable retailers, H R Owen - are among the most handsome and best proportioned ever to grace the Rolls-Royce 20/25 chassis. The car offered here, chassis number 'GEX28', is one of these remarkable dropheads, differing slightly from the others by virtue of its extended bonnet, an original feature that enhances the already elegant proportions and further accentuates its resemblance to a Phantom II. 'GEX28' was off test on 10th February 1933 and sold new to a Captain Gladstone. The car's original registration was 'AGJ 539', which it retains. 'GEX28' is featured in Lawrence Dalton's *Those Elegant Rolls-Royce* (1967, page 88).

'GEX28' has spent a large part of its post-WWII life in the USA, a not unusual fate among Rolls-Royces of its generation, and for over 40 years formed part of a private collection in California. Since returning to the UK the car has benefited from considerable upgrading, including refinishing to an excellent standard in Embassy Black, together with a new top in the correct duck material, and new carpets. The seats have been reupholstered in light caramel leather at some time in the last few years and still present beautifully. Said to be very pleasant to drive, with a smooth and powerful engine, this unique 20/25 drophead possesses all the qualities that make this one of the most desirable models of its decade.

**£100,000 - 130,000**  
**£120,000 - 150,000**

217

## 1966 MERCEDES-BENZ 230 SL CONVERTIBLE

Registration no. LWY 43D

Chassis no. 113.042-22-015736

- *Delivered new to the UK*
- *Rare right-hand drive model*
- *Automatic transmission*
- *Restored in 2012*



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

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

Christened 'Pagoda' after their distinctive cabin shape - devised by French automotive designer and classic car enthusiast, Paul Bracq - these SL models were amongst the best-loved sports-tourers of their day and remain highly sought after by collectors.

The 230 SL offered here was delivered new to the UK and is a rare original right-hand drive model. Noteworthy features include power assisted steering and a factory third seat. 'LWY 43D' has had only two previous keepers and there is a 2013 letter on file from the second - a Dr Firth - testifying to the "very little mileage". The odometer reads 24,878 miles which we cannot confirm but believe to be genuine. Restored in 2012, the car is described by the vendor as in good condition throughout. Offered with a V5C document.

**£65,000 - 85,000**

**€75,000 - 100,000**

218

## 1969 JAGUAR E-TYPE SERIES II 4.2-LITRE ROADSTER

Registration no. EVG 827H

Chassis no. 1R11311

- Imported from the USA in August 2018
- Original left-hand drive
- Recent engine top-end overhaul
- Recent repaint



Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and a top speed of 150mph. The first major upgrade occurred in 1965 when the 4.2-litre version arrived boasting a more user-friendly gearbox with synchromesh on 1st gear alongside the bigger, torquier engine. Proposed changes in United States automobile legislation would eventually result in the revised Series II, announced in October 1968, though modifications began to be phased in during 1967. Externally, the Series II was readily identifiable by its larger sidelights, raised bumpers, deleted headlight covers, twin reversing lights, and square rear number plate, while the interior was revised with rocker-type dashboard switches, new seats, and a collapsible steering column. Beneath the skin, Ad-West power steering, Girling brake callipers and an up-rated radiator were among the many mechanical improvements made to the Series II.

This left-hand drive Series II roadster was imported from the USA in 2018 by the vendor. The accompanying Jaguar Heritage Trust Certificate shows that the car was completed in November 1969 and shipped to British Leyland, New York, USA, while the original colour scheme was silver grey with black interior and matching soft-top.

As is so often the case with imported cars, little is known of its early history. 69,563 miles at time of importation, the odometer reading had risen to 69,848 miles by the time the car was MoT'd in July 2019.

There are bills on file from L&L Auto Services Ltd and Lewmark Auto Company totalling c. £5,000 in 2018 for works including carburettor and distributor tuning/timing, new front disks, attention to the bodywork, supplying and fitting new rear bumper trim, new wiring under the steering, adjusting the rear wheel clearance, a new exhaust strap, and new sun visors. Further recent works with Middlesex Re-boring Co Ltd include stripping, degreasing, and part assembling the cylinder head, re-facing the valve seats, and supplying and fitting new inlet valve guides. We are advised that the repaint in dark red was carried out early in 2019, with the interior having been re-trimmed in cream leather in recent years. The hood is also said to be in very good condition and fits well.

This beautiful Series II E-Type comes with MoT to July 2020, a V5C registration document, the aforementioned Heritage Certificate dated June 2018 and sundry bills.

**£50,000 - 70,000**  
**€58,000 - 80,000**

219

*Exceptionally rare UK right-hand drive model*

## 1953 MERCEDES-BENZ 300 CABRIOLET

Registration no. OXP 2

Chassis no. 186014-3501890

- *Delivered new to London*
- *Professionally restored with no expense spared (2014-2017)*
- *Exceptional condition throughout*



More expensive than the 300 SL sports car and almost double the price of the contemporary top-of-the-range Cadillac, the Mercedes-Benz 300 was one of the world's most exclusive automobiles. It is also historically significant as one of Mercedes-Benz's first all-new designs of the post-war era, debuting at the Frankfurt Auto Show in 1951. The 300's arrival re-established Mercedes-Benz in the front rank of prestige car manufacturers, marking as it did a return to the marque's tradition of building high-performance luxury automobiles of the finest quality.

"To the characteristics of high performance, impressive appearance and fine detail finish which distinguished the big Mercedes models of pre-war days are added new virtues of silence, flexibility and lightness of control, while the latest rear suspension, a product of long experience on Grand Prix cars and touring cars, confers a degree of security at high speeds on rough and slippery surfaces which it would be very difficult indeed to equal," observed *Autocar* magazine.

Although Mercedes-Benz would adopt unitary chassis/body construction for its lower and mid-priced cars as the 1950s progressed, the retention of a traditional separate frame for the 300 enabled a wide variety of coachbuilt body types to be offered. The 300's cross-braced, oval-tube chassis followed the lines of the 170 S and 220, with independent suspension all round and four-wheel drum brakes, but incorporated the added refinements of hypoid bevel final drive, dynamically balanced wheels, and remote electrical control of the rear suspension ride height.

Initially developing 115bhp, the 3.0-litre, overhead-camshaft, six-cylinder engine - used in fuel-injected form in the 300 SL sports car - was boosted in power for the succeeding 300b and 300c models, finally gaining fuel injection in the restyled 300d of 1957.

Custom built by Mercedes-Benz's most experienced craftsmen, the Mercedes-Benz 300 was luxuriously appointed and trimmed with materials of the highest quality. Fast and elegant, it was one of very few contemporary vehicles capable of carrying six passengers in comfort at sustained high speeds. The 300 was the car of choice among West German government officials, and throughout Europe and the USA was widely favoured by businessmen, financiers, film stars, and politicians. Indeed, 'Adenauer' became the 300's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer. Priced at DM23,700 in 1953, the 300 Cabriolet was among the world's most expensive automobiles of its day, costing some 50% more than the average UK house.

A most worthy upholder of the Grosser Mercedes tradition of pre-war years, this rare 300 cabriolet is one of only 181 built during 1953 out of a total convertible production of 591. A 1954 model manufactured in December 1953, this car was one of the very few built in right-hand drive configuration, as confirmed by the copy data card, and was delivered new to London where it was registered in February 1954.



It is estimated that as few as seven right-hand drive cabriolets were built for the UK market, this example believed to be the very best of only four right-hand drive 1954 cars currently licensed for the road. It is believed that none of the others survive in road going condition. The identity of the original owner is not known, though whoever it was must have possessed a certain amount of courage to drive his/her luxurious German motor car around the streets of a city that still bore all too many signs of war.

The immediately preceding owner purchased the Mercedes in January 2014 from a Midlands-based restorer but decided to manage the rebuild himself, a painstaking process that would occupy the next four years. He was able to obtain many missing parts from the previous owner, who had stripped the car before selling it the restorer, but the severely corroded floor pans presented a major problem. Wanting to use only genuine Mercedes-Benz parts, and with replacements no longer available, the only solution was to obtain a suitable donor car. Amazingly, another right-hand drive 300 (a saloon) was found in Poland, purchased, and its immaculate floor pans transferred to 'OXF 2'.

All body panels were stripped back to bare metal and E-coated to preserve them for the future, while the chassis, drive train, and suspension components were all sand or vapour blasted before painting or powder coating. The chassis, suspension, brakes, engine, and gearbox were all rebuilt, with any new parts required being obtained from marque specialists Neimoller of Mannheim, Germany.

The engine was stripped totally, the crankshaft being reground; new pistons/rings, bearings, and valves fitted; the oil pump re-engineered to increase oil pressure; and all parts balanced and/or skimmed where appropriate. It was then reassembled by Anthony Seddon, who builds historic F1 cars, F3 cars, and touring cars.

Fortunately, the interior was in good enough condition to be reused in its entirety - being trimmed by an ex-Bentley craftsman with 30 years experience - as was the window glass and all brightwork. The Bosch headlights and spotlights are likewise original items, refurbished at considerable expense. Every nut and bolt used was taken from either the original or the donor car, ensuring that the restoration remained as authentic as possible. This concern for originality is reflected in the fact that, despite having some minor blemishes, the original rear bumper and numberplate plinth were reused rather than being replaced. Built to fit the original cowl, the radiator core is one of the relatively few new parts used. As one would expect, the hood and headlining had to be made anew, the correct fabric being sourced from a specialist in the USA. Repainting the body in its original deep black livery took all of six months to complete, and the quality of finish achieved is quite outstanding.

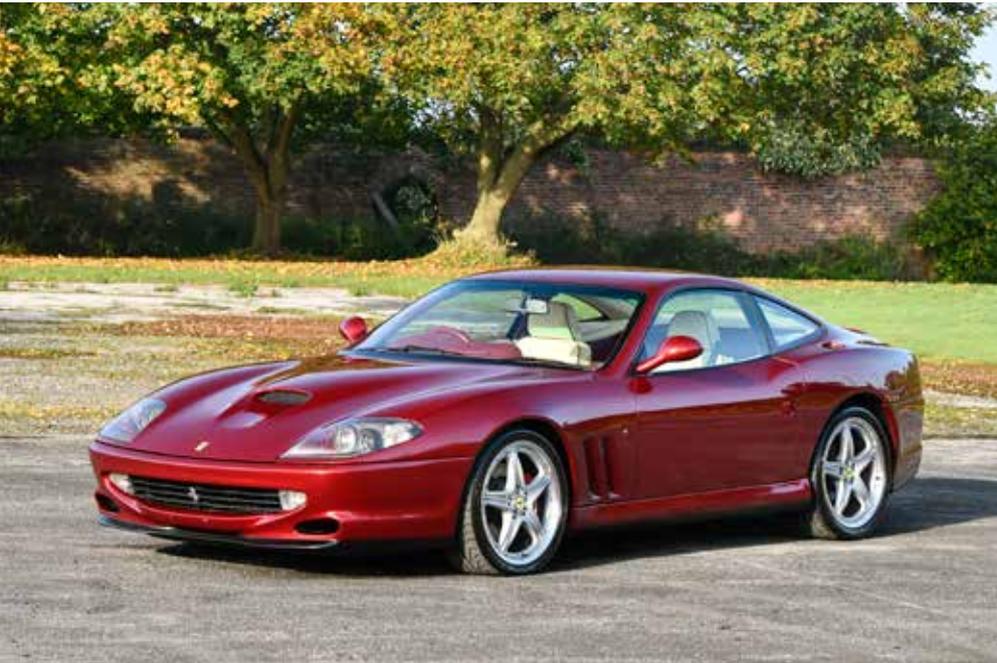
Offered with restoration invoices, a UK V5C Registration Certificate, and a Mercedes World Valuation (of £450,000), this sublime Mercedes-Benz 300 Cabriolet represents a wonderful opportunity to acquire an ultra-rare right-hand drive example of one of the world's most coveted automobiles, eligible for a variety of the most prestigious historic motoring events.

**£170,000 - 200,000**  
**£200,000 - 230,000**

**1998 FERRARI 550 MARANELLO COUPÉ**

Registration no. S231 OGT  
Chassis no. ZFFZR49C000113801

- Rare UK-delivered right-hand drive model
- Comprehensive service history
- All books and tools



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

Styled by Pininfarina like its illustrious 'Daytona' predecessor, the 550 Maranello was similarly proportioned, adopting the classical combination of long bonnet, small cabin and truncated tail. The body's aerodynamics were developed in the wind tunnel, where hours of testing ensured that the minimum of drag was combined with constant downforce regardless of set up, an important consideration in a 200mph road car. Styling details such as the bonnet air scoop and hot air outlets behind the front wheelarches recalled the great competizione Ferraris of the past, in particular the immortal 250GTO, while the tail incorporated Ferrari's characteristic twin circular lights.

In 2004, *evo* magazine published a 'Greatest Driver's Cars' feature that pitted the Ferrari 550 Maranello against the Porsche 911 GT3, Honda NSX-R, and Pagani Zonda C12S. The Ferrari won.

This Ferrari 550 Maranello was originally supplied through HR Owen in November 1998 in the rare colour combination of Rosso Fiorano with Crema and Bordeaux hide interior. It came with the following options: 19" modular split-rim alloy wheels, Red brake callipers, Chrome side mesh grilles, Chrome gear gaiter and gear Lever, Leather headlining, Electric seats, Diamond-quilted rear parcel shelf, Bordeaux carpets, Dual-tone interior to top dash, door inserts, centre console and steering wheel, Seat Piping in Bordeaux. The car comes complete with its official Ferrari tool kit and its original leather-bound wallet containing the owner's manual and service book. It has an extensive history file, which includes invoices and old MoTs, and has covered only some 100 miles since a complete major service, including a change of cam belts, by a leading Ferrari specialist. In addition, a complete re-spray was carried out in 2018 (due to stone chips) and all interior leather re-Connollised.

Currently displaying a total of 55,520 miles on the odometer, this highly desirable modern Ferrari Gran Turismo is offered with MoT to October 2020, a V5C registration document, and its original Certificate of Conformity.

**£80,000 - 120,000**  
**£92,000 - 140,000**

221

## 1910 STANLEY 10HP STEAM RUNABOUT

Registration no. BF 4908

Chassis no. 5491

- Believed raced in the USA during the late 1910s/early 1920s
- Extensively improved
- Excellent climbing performance
- Boiler certificate valid to 24th Nov 2020



Retaining a 1922 California State registration document, chassis number '5491' is believed to have raced at Pomona in Los Angeles County during the late 1910s/early 1920s (see photographs on file). '5491' was dilapidated but mechanically complete when purchased by Geary Baese of Fort Collins, Colorado, who partially restored the car before selling it to fellow steam car enthusiast, Colin May of North Yorkshire, in 2006. Appreciating the Stanley's originality and provenance, Mr May set about returning the car to its original Runabout specification. The Stanley was registered as 'BF 4908' on 22nd August 2008, passing to the current vendor two years later.

Since then the Stanley has been extensively refurbished and improved with the assistance of Stanley steam transport specialists JR Gould and Coachbuilder Mitchell Motors. The vendor undertook some of the work himself: fitting a new boiler, redesigning much of the plumbing, and adding extra pressure gauges for propane, steam chest, and cylinder steam oil. In addition, a Weir auxiliary water pump has been fitted to help fill the boiler (usable down to 100psi). Starting on neat petrol and running on a 50/50 petrol/diesel mixture, the vaporising tube is preheated by a propane gas pilot, continuously lit by spark ignition, with its own twin 3.9kg cylinders and auto-changeover propane system, which is ready to go.

Recently repainted in Brewster Green with black wings, yellow chassis, and yellow (Ford Model T) wheels (a livery introduced for the 1910 season), the Stanley retains its and correct suspension, drive train, steering, and ancillaries, while the leather interior was re-trimmed recently by JR Gould. The Stanley was steamed last on its boiler test conducted successfully on 24 September 2019, the fresh boiler pressure and fuel systems safety certificate being issued to 24th November 2020. When in use the Runabout is said to possess "excellent climbing performance" and be capable of over 40mph.

Benefiting from hundreds of hours of development over the last nine years, and having participated in many British steam car club tours, this unusually original Stanley benefits from a water tank refilling steam syphon and hose, locomotive-type multi-tone steam whistle, and rear hydraulic brakes. Spares include four rear wheels, a fire extinguisher, a burner jet pricking tool, fuel, water, oil and steam schematic, and spare boiler sight glass and gaskets. The documentation is also worth closer inspection, including operating instructions, a Model 60 10hp Runabout specification book, a quantity of photographs and records of a restoration undertaken in the 1970s, the all important boiler test certificate dated to November 2020, as well as old/current V5C documents and two large files containing sundry bills, and assorted correspondence.

£40,000 - 60,000

€46,000 - 69,000

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.

## 2004 ASTON MARTIN DB7 VANTAGE VOLANTE

Registration no. RG04 DWF (see text)

Chassis no. SCFAB32363K404356

- One previous registered keeper from new
- Present ownership since May 2014
- Touchtronic automatic transmission
- Circa 11,000 miles from new



Introduced at the Geneva Salon in March 1999, the DB7 Vantage was no mere high-performance version of the existing six-cylinder DB7 but an exciting new model powered by a state-of-the-art, all-alloy V12 engine, the first of this configuration to power a production Aston Martin. This 6-litre, quad-cam, 48-valve unit produced 420bhp and 400lb/ft of torque while meeting all current and projected emissions regulations, while there was a choice of two alternative transmissions: a new six-speed manual or ZF five-speed automatic with manually selectable ratios. A top speed of 185mph was claimed for the Vantage coupé, 165mph for the Vantage Volante.

To accommodate the new engine/transmission package, the existing DB7 bodyshell was re-engineered, acquiring a new frontal structure and an enlarged transmission tunnel. The result was a torsionally stiffer structure that exceeded all contemporary crash test requirements. Both front and rear suspension arrangements were developed specifically for this new model, incorporating revised linkages and special Bilstein shock absorbers. The 15" diameter wheels too were unique to the Vantage, which also featured cross-drilled and ventilated Brembo brakes and Teves electronic four-channel ABS.

Notwithstanding all the DB7 Vantage's high tech attributes, its makers had not lost sight of customer expectations of what constituted an Aston Martin. Thus the Vantage's hand crafted interior featured traditional Connolly hide upholstery, and could be trimmed and equipped to an individual buyer's personal requirements.

All the usual luxury appurtenances came as standard while clients could choose from an extensive list of options.

First registered on 2nd March 2004, this Vantage Volante was purchased by the vendor in May 2014 when it had covered 9,400 miles. The car is finished in Antrim Blue with Atlantic Blue/Parchment hide interior, while other noteworthy features include Touchtronic automatic transmission, black brake callipers, satellite navigation system, embroidered over-mats, heated front screen, and walnut veneer interior embellishment.

Carried out in May 2014 by Aston Service London, the most recent service included attention to surface corrosion and repairs to the front and rear sub-frames. Accompanying documentation consists of a V5C Registration Certificate, current MoT, and MoTs dating back to 2010 listed on old MoTs. The current cherished registration is being retained, and the car is expected to have been returned to its previous registration, 'RG04 DWF', by time of sale. Described as in generally excellent condition, it represents a rare opportunity to acquire a low-mileage example of this ultimate soft-top Aston Martin for a fraction of the original purchase price.

**£35,000 - 40,000**  
**€40,000 - 46,000**

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.

223

## 1996 JAGUAR XJS 4.0-LITRE CELEBRATION EDITION CONVERTIBLE

Registration no. N309 KRL

Chassis no. SAJJNAFD3EJ225831

- One of the final-run Celebration Edition cars
- Automatic transmission
- Circa 17,000 miles from new
- Offered from a private collection



Jaguar's first response to demands for an open-top XJ-S was somewhat conservative in engineering terms. The XJ-S (later XJS) had not been designed with an open version in mind, so a Targa-style arrangement was adopted, which retained a substantial roll hoop in the interests of maintaining rigidity in the absence of a fixed roof. Two removable roof panels were stored in the boot, and the Cabriolet did away with the Coupé's two occasional rear seats in favour of a pair of luggage lockers topped by a parcel shelf. Essentially an exercise in niche marketing to test public reaction, the XJ-S Cabriolet's production was entrusted to outside specialist contractors, with bodyshells being transported back and forth across the Midlands before returning to the Brown's Lane factory prior to final despatch.

Having demonstrated that there was indeed sufficient demand to justify production of an open XJ-S, Jaguar grasped the nettle and proceeded to develop a conventional full convertible. For the latter they turned for assistance to coachbuilders Karmann in Osnabrück, a firm with considerable expertise in the manufacture of open cars.

As well as developing the host of new panels and associated tooling required, Karmann also designed the hood, which was electro-hydraulically operated and featured a full lining and glass rear window complete with heating element. At first the Convertible was only available with the 5.3-litre V12 engine, but following the introduction of a 4.0-litre version of the AJ6 24-valve six in the XJ6/XJ40 saloon, this new unit became available in the XJS from 1991.

An automatic transmission model, this XJS Convertible is one of the final-run 'Celebration Edition' cars, released for the 1996 model year. The current vendor purchased the Jaguar in December 2017, since when it has formed part of his private collection and seen very little use, covering only some 500-or-so miles in the last two years. Sadly it's now being sold because his 15 year old is too tall for the rear seats. MoT'd to December 2019, the car comes with a V5C document and expired certificates dating back to 2000 confirming the current mileage of circa 17,000. Also on file are sundry invoices for maintenance including new gearbox oil seals (2002), work to the roof mechanism (2008), and general servicing.

**£25,000 - 30,000**

**€29,000 - 35,000**

224

## 2010 FERRARI 612 SCAGLIETTI 'ONE TO ONE' COUPÉ

Coachwork by Pininfarina/Scaglietti

Registration no. FJ60 CZY

Chassis no. ZFFJY54C000172736

- Sold new in the UK
- Right-hand drive
- Unique specification
- Full service history
- Circa 11,200 miles from new





In naming its new four-seater Gran Turismo after Carrozzeria Scaglietti, Ferrari acknowledged the immense contribution made by its Maranello neighbour and close collaborator over the preceding 50 years. The 612's design brief called for a car capable of accommodating four adults in comfort - rather than being merely a '2+2' - without sacrificing any of the superlative driving dynamics expected by dedicated Ferraristi. Introduced in 2004, the result was the biggest Ferrari road car ever, yet one that weighed less than the smaller 456M. The 'secret' lay in the 612's lightweight aluminium chassis: a mixture of extrusions, castings and panels, which replaced the traditional sheet-steel monocoque.

In styling the 612, Pininfarina paid homage to one of its most famous creations - the fabulous 375MM commissioned by renowned Italian filmmaker Roberto Rossellini for his wife, Ingrid Bergman, and first seen at the Paris Salon in 1954 - the long nose and scalloped sides of which find echoes in the Scaglietti. No content with merely shedding weight as a means of boosting performance, the 612 featured an improved version of the 575M Maranello's 5,748cc 65-degree V12 engine producing 540bhp and 434lb/ft of torque. The F1A transmission too had undergone significant improvement, incorporating extra synchronisation cones for swifter changes, while manual/automatic modes and 1st and reverse gears could now be selected using a gate on the centre console, rather than only by means of the steering-wheel paddles.

Lighter, more powerful and endowed with superior suspension and brakes, the 612 Scaglietti lapped Ferrari's Fiorano test track some six seconds quicker than the 456M. Its top speed? 196mph.

Sold new by Graypaull Motors, Nottingham to Mr J Studholme of Lincolnshire, the car offered here was ordered via Ferrari's 'One to One' personalisation programme that had been introduced on the 612 at the 2008 Geneva Salon. Thereafter the 612 was only available through this special order process, which was later extended to the entire Ferrari range. This car's unique specification includes the following highlights:

HGT2 Handling Package; Electronically adjustable glass roof; Parking camera; Yellow rev counter; Red seatbelts; Chrome grille frame; Chrome satin mirrors; Scuderia shields; NavTrak anti-theft device; Grigio Ferro external colour; Rosso trim and matching steering wheel; Carbon interior trim; Alcantara boot trim

Sold to the current owner in September 2015 at 8,890 miles, this unique 612 Scaglietti comes with a V5C document, current MoT and its service booklet, the latter stamped by recognised Ferrari specialists on five occasions, the most recent dated June 2018 (at 10,829 miles).

**£90,000 - 110,000**  
**€100,000 - 130,000**

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.

225

## 1972 MERCEDES-BENZ 280 SE 3.5 SALOON

Registration no. FKA 114L

Chassis no. 108.057.22.011937

- *Rare high-performance luxury saloon*
- *Automatic transmission*
- *Four owners from new*
- *Circa 56,800 miles from new*



The 3.5-litre version of the 280 SE saloon typifies the resurgence of larger-engined Mercedes-Benz models that began in the late 1960s and early 1970s when the progressive easing of fiscal constraints, which had dissuaded customers from buying cars with large capacity engines, encouraged the German manufacturer to offer bigger, more potent power units. Mercedes-Benz's new 3.5-litre V8 engine had debuted at the 1969 Frankfurt Show in the 280 SE coupé/convertible and the 300 SEL saloon. An over-square design featuring a cast-iron block and aluminium-alloy cylinder heads, each equipped with a single overhead camshaft, this all-new, state-of-the-art M116 power unit produced 200bhp (DIN) at 5,800rpm courtesy of Bosch electronic fuel injection and transistorised ignition. This was some 40 horsepower more than those models' existing 2.8-litre six, so performance was greatly increased.

From 1971 the new V8 was available in the 280 SE saloon, the marriage resulting in a fast and well equipped 'Gentleman's Express' combining 125mph (200km/h) performance with considerable luxury. Running gear was pretty much state-of-the-art from the time, consisting of independent suspension all round and four-wheel dual-circuit disc brakes.

One of the rarer mass-produced Mercedes-Benz saloons - a little over 11,000 being built between March 1971 and September 1972 - the 280 SE 3.5 is today much sought-after by discerning collectors.

An automatic transmission model, this 280 SE 3.5 saloon has had four owners in total and has belonged to the current vendor since January 2017. Registered as '124 AH' between 1984 and 2010, it has been reunited with its original registration, 'FKA 114L'. The car is finished in blue with tan interior, and is described by the private vendor as in generally good condition having covered only 56,730 miles from new. Freshly MoT'd, this rare and supremely elegant Mercedes-Benz is offered with its original wallet and handbooks, an original brochure, sundry invoices, a V5C document, and a historic 1972 tax disc.

**£30,000 - 40,000**  
**€35,000 - 46,000**

226

## 1969 PORSCHE 911E 2.0-LITRE COUPÉ

Registration no. VYX 10G

Chassis no. 119200564

- Rare right-hand drive being one of 52 cars
- Sportomatic transmission
- Original colour combination
- £90,000 spent on restoration works in 2013
- Extensive history files



The first of countless upgrades to Porsche's long-running and much loved 911 sports car came in 1966, two years after production had commenced, with the introduction of the 911S. Easily distinguishable by its stylish Fuchs five-spoked alloy wheels, the 'S' featured a heavily revised engine producing 160bhp. Improved handling courtesy of a lengthened wheelbase arrived in 1969. By this time the models on offer had stabilised at three: the 911T, 911E, and 911S, all of which were available as either a closed coupé or Targa convertible. First seen in 2.0-litre guise in 1969, the 911E was positioned between the entry level 'T' and top-of-the-range 'S' models.

Back in 1968, Porsche had introduced what it termed an 'automatic' transmission - the Sportomatic - though it had no fully automatic setting. Sportomatic employed a conventional torque converter coupled to a vacuum-operated single-disc dry clutch ahead of the modified 911 four-speed gearbox. When the gear lever was moved, the clutch would disengage, re-engaging as soon as the driver's hand was removed.

As larger, more flexible engines were introduced, the Sportomatic became a three-speeder and in this form lasted through 1980. The concept of an 'automatic' 911 then lay dormant for some ten years before Tiptronic arrived in 1990.

One of only 52 of its type sold new in the UK, this right-hand drive Porsche 911E has the optional Sportomatic transmission. The car is finished in its original combination of maroon paintwork with beige leatherette interior, while other noteworthy features of this example include a factory electric sunroof and electric windows. It benefits from £90,000 spent on restoration works in 2013, which included rebuilds of the engine and gearbox. Related invoices and photographs are on file and the car also comes with four files of history, a dating certificate, a V5C registration document, and the fully stamped service booklet.

**£70,000 - 90,000**  
**£81,000 - 100,000**

**1996 FERRARI F355 SPIDER**

Registration no. N5 MNJ

Chassis no. ZFFPR48C000103658

- Present ownership since October 2010
- Maintained by the vendor with no expense spared
- Major engine-out service in October 2019
- Circa 27,000 miles from new
- Rare manual example



"Complex, sophisticated, and very fast, it is the quantum leap that has enabled the Ferrari V8 to run in proud parallel with the 456GT and 550 Maranello," enthused *Car* magazine's review of the F355. Launched in May 1994, the F355 effectively re-forged the reputation of Ferrari's V8 which, 328 and 348 notwithstanding, had suffered since the introduction of the Mondial. The latter, with its four seats, well-appointed interior, and - relatively - soft ride, was considered far too sensible to be a 'proper' Ferrari; the F355 though, was cast in the mould of that great driver's car, the Dino 246GT. Just how great an advance it was may be gauged from the fact that the F355's best time around Ferrari's Fiorano test track was three seconds quicker than the formidable 512TR's.

Despite its prodigious performance, the F355 was no mere 'racer on the road' but a thoroughly modern automobile employing state-of-the-art technology - in the form of computer-controlled variable damping - to reconcile the differing requirements of ultimate roadholding and acceptable comfort. A light-action clutch, proportional power-assisted steering, and driver's air bag were other features calculated to make the car reassuringly user-friendly. The heart of the F355 though, was its phenomenal 3.5-litre V8 engine. Equipped with four overhead camshafts and five valves per cylinder - a layout borrowed from Ferrari's Formula 1 engine - this remarkable unit produced a claimed 370bhp at 8,250rpm, with 268lb/ft of torque available from 5,000 to 6,500 revs. A six-speed gearbox, mounted transversely behind the longitudinally disposed engine, ensured a sufficiency of ratios to keep the motor on the boil whatever the situation.

First registered on 14th March 1996, this rare right-hand drive manual example was delivered new to the UK in its desirable colour combination of Nero paint and Nero leather.

The car was purchased by the current vendor in October 2010. Since then the car has wanted for nothing and been maintained with no expense spared, as evidenced by numerous invoices on file issued by renowned marque specialists Autoficcina of Epsom, Surrey. Issued on 2nd October 2019 at 26,858 miles, Autoficcina's most recent bill (for £13,965) was for a major engine-out service that included changing the cam belts, replacing the clutch, new catalysts, new front brake discs/pads, refurbishing the wheels, fitting four new Pirelli P-Zero tyres, cleaning/re-colouring the interior, a full valet, and a machine polish.

Described by the private vendor as in very good/excellent condition, this beautiful open Ferrari is offered with a V5C document, current and expired MoTs, the aforementioned bills, and a leather book pack (for a US-market model). A Tubi full exhaust system is the only notified deviation from factory specification.

**£60,000 - 80,000**

**€69,000 - 92,000**

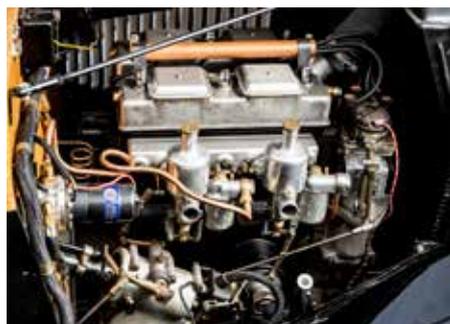
228

## 1932 RILEY 9HP GAMECOCK SPORTS TOURER

Registration no. VXS 956

Chassis no. 60 17033

- One of an estimated 40 surviving
- Present ownership since 2011
- Professionally restored with no expense spared
- Recently completed and in outstanding condition
- Bills on file totalling over £64,000



Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars. This was due in no small part to Percy Riley's 9hp engine. Introduced in 1926, this 1,087cc twin-camshaft four was an outstanding design by any standards, various versions powering Rileys until 1957. Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit, and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. The success of their racer led to a production version, the Speed Model, which would turn out to be merely the first in a lengthy series of memorable Riley sports cars.

1929 saw the introduction of the MkIV chassis featuring wider front/rear track and much larger brakes than hitherto. Models available were the Monaco saloon, Biarritz saloon, fabric-bodied four-seat tourer and a brace of coachbuilt tourers. The next significant step forward was made for 1932 with the introduction of the 'Plus Ultra' dropped chassis frame, which increased the body's interior space and improved ingress/egress for both driver and passengers. Priced at £298, the stylish Gamecock sports two-seater made its debut on this new frame.

One of around 40 surviving, this Riley Gamecock was purchased at an auction in 2011 as a mostly complete restoration project having been off the road in storage for many years. The vendor then commissioned a full no-expense-spared restoration to original specification, which was entrusted to marque specialists Blue Diamond Riley Services (Ian Gladstone) and coachbuilder Ian Pitney. The rebuild commenced with straightening and repainting the chassis, which was then despatched to Blue Diamond while Ian Pitney constructed a new body.

A new windscreen and bonnet had to be made, but the rest of the body was copied from the original components. Trimmer James Sexton built new seats, glove boxes, interior, boot, etc. The original magneto ignition and Rotax electrics were reinstated, with many of the parts required sourced via Ashridge Automobiles. Restoration photographs and related bills totalling circa £64,000 are on file together with a Riley Register report stating that the chassis, gearbox, axles, and steering gear are of correct pattern, and that the new body is to the manufacturer's original specification. Of correct type, the replacement engine dates from 1931 and has been rebuilt around a new cylinder block. Expertly restored to the highest standards and MoT'd to September 2020, this beautiful Riley Gamecock is ready to enjoy.

**£25,000 - 30,000**

**€29,000 - 35,000**

229

*From the estate of the late Air Marshal  
Sir Freddie Sowrey KCB, CBE, AFC*

**1939 BENTLEY 4¼-LITRE  
ALL-WEATHER CABRIOLET**

Coachwork by Windovers

Registration no. FLO 3

Chassis no. B-80-MR

- *The ultimate expression of pre-war motoring refinement*
- *Desirable M-series overdrive model*
- *Original engine*
- *Present family ownership since 1955*
- *Extensive history file*



Introduced in 1936, the 4¼-Litre Bentley chassis, developed from the preceding 3½-Litre, was the finest that the wealthy sporting motorist could aspire to. Although Rolls-Royce's acquisition of Bentley Motors in 1931 had robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched in 1933, the first of what would become known as the 'Derby' Bentleys continued the marque's sporting associations, but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name.

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

By the end of the 1930s the 'Derby' Bentley had undergone a number of significant developments, not the least of which was an increase in bore size in 1936 that upped the capacity to 4,257cc, a move that coincided with the adoption of superior Hall's Metal bearings. This new engine was shared with the equivalent Rolls-Royce - the 25/30hp - and as had been the case with the preceding 3½-Litre model, enjoyed a superior specification in Bentley form, boasting twin SU carburettors, raised compression ratio, and a more 'sporting' camshaft. Thus the new 4¼-Litre model offered more power than before while retaining the well-proven chassis with its faultless gear-change, and servo-assisted braking. Land speed record holder Sir Malcolm Campbell appreciated its formidable performance, praising the 'absolute perfection' of the Bentley's engine, handling, and braking.

It was the construction of modern highways in Continental Europe, enabling cars to travel at sustained high speeds, that had prompted the introduction of the Hall's Metal bearings and would lead eventually to the adoption of an overdrive gearbox and improved lubrication system on Bentley's peerless Grande Routière, improvements which coincided with the introduction of the 'M' series cars in 1939.



Refinement, reliability, and effortless long-distance cruising (3,000 revs equates to 78mph) were hallmarks of the coveted overdrive-equipped 'M' series. Only some 200-or-so were produced during 1939 and all are most highly regarded today.

With its 4¼-litre engine, overdrive gearbox, and all-weather touring body, 'B-80-MR' represents the Derby Bentley in its ultimate and most desirable incarnation. The car is offered from the estate of the late Air Marshal Sir Frederick Beresford Sowrey, KCB, CBE, AFC, who acquired it in 1969 from his father, Group Captain Frederick Sowrey, DSO, MC, AFC, a WWI flying 'ace' credited with 13 aerial victories, who also shot down Zeppelin L32 in 1916. A senior Royal Air Force officer, Sir Freddie Sowrey served as Director of Defence Policy at the Ministry of Defence from 1968 to 1970, and as Commandant of the National Defence College from 1972 to 1975. He died in July 2019. Prior to his father's ownership, the Bentley belonged to Wing Commander Willie R Read, MC, DFC, AFC.

First registered on 24th February 1939, chassis number 'B-80-MR' was completed with all-weather cabriolet coachwork by the respected coachbuilding firm of Windovers. The Bentley's body was later converted and strengthened at the rear to allow passengers to stand on the trunk to watch point to point racing.

There is a fitted tool tray in the boot and heavy tools under the bonnet. 'B-80-MR' is featured in Johnnie Green's book *Bentley 20 Years of the Marque* and is illustrated in the definitive work on the subject, *Bentley The 1938/1939 Overdrive Cars* by Mervyn Frankel and Ian Strang.

The car's dark green paintwork is in fair condition, while the green leather interior trim is mostly original, as are the worn but serviceable carpets. The beige canvas hood dates from the 1960s, while the grey hood bag is more recent. The odometer of circa 75,520 miles might well be original considering that the driver's notebook in the file records the mileage in July 1958 as 62,600 miles.

Last serviced by West Hoathly Garage in August 2019, 'B-80-MR' had prior to that date been on display for circa two years at the Bentley Wild Fowl Motor Museum in Sussex. The history file contains receipts from West Hoathly Garage, Paddon Bros, and Goudhurst Service Station; a quantity of expired MoTs; a service instruction book for Bentley cars; an original handbook for 'B-80-MR'; Bentley 4¼-Litre Instruction Book; old buff and green logbooks; and a V5C document. In short: this is nicely original example of the ultimate Derby Bentley, ripe for sympathetic refurbishment.

**£90,000 - 110,000**  
**£100,000 - 130,000**

**2004 FERRARI 360 MODENA COUPÉ**

Registration no. INZ 360

Chassis no. ZFFYR51C00136554

- Rare UK-delivered right-hand drive model
- F1-type paddle gear shift
- Maintained meticulously throughout its life
- Comprehensive service history



Ferrari's most successful model since the 308, the F355 was always going to be a hard act to follow; indeed, there were many that questioned the need to replace a model just five years old and still selling well. Clearly, in order to surpass the outstanding F355, its successor would have to break new ground rather than offer mere incremental improvements. By starting with a clean sheet of paper in designing the 360 Modena, Ferrari and its partner Pininfarina succeeded in doing just that, the new car attracting superlatives that put even its illustrious predecessor in the shade. Launched at the Geneva Show in March 1999, the 360 Modena, not unsurprisingly, swelled Ferrari's order books and within weeks there was a two-year waiting list.

Just about the only item carried over from the F355 was its glorious V8 engine, enlarged from 3.5 to 3.6 litres for the 360. Equipped with four overhead camshafts and five valves per cylinder - an arrangement borrowed from Ferrari's F1 engine - this remarkable unit produced 400bhp at 8,500rpm, with 275lb/ft of torque available at 4,750 revs. Unlike the F355's transverse unit, the 360's six-speed gearbox was mounted longitudinally behind the similarly disposed engine and could be ordered with an improved version of the F1-inspired paddle-operated gearchange pioneered on the F355.

A rare right-hand drive model, this Ferrari 360 Modena was supplied by Charles Hurst Ferrari in April 2004. Finished in the traditional Tour De France Blu with Crema hide interior, it came with the desirable 'F1' paddle-shift gearbox and had the additional desirable options of modular split-rim alloy wheels, red brake callipers, Challenge rear grille, and beige carpets with blue over mats.

MoT'd to November 2020, this Ferrari 360 has been maintained meticulously throughout its life and comes complete with its official Ferrari leather-bound book pack containing the owner's manual and service book together with an original sales brochure. There is also a complete history file containing service invoices dating from 2005 as well as old MoTs. In 2017 over £10,000 was spent with a Ferrari main dealer for servicing and maintenance. The service book has 12 stamps with the last service, including a change of cam belts, being carried out by Graypaul Ferrari. In short: this is a truly remarkable example and one of the last Ferrari 360 Modenas produced. The personal numberplate 'INZ 360' is included in the sale.

**£50,000 - 70,000**

**€60,000 - 80,000**

231

*The ex-Reg Harris, 1952 RAC International Rally of Great Britain*  
**1952 MG MIDGET TD ROADSTER**

Registration no. MNE 4

Chassis no. TD/13030

- Prepared for Harris by Johnny Wallwork for the 1952 RAC Rally
- Finished 22nd out of 74 in the Class 1 Open Car category
- Sold to Harry 'H' Crutchley (founder of the MG Octagon Car Club) in 1969
- Professional restoration in 1994
- Engine rebuilt to period Stage 2 tune in 2010



'MNE 4' was completed on 17th January 1952 and Stage 2 tuned by Johnny Wallwork (RAC Rally outright winner in 1954) for its owner, Reg Harris OBE. Britain's foremost track racing cyclist of the 1940s and 1950s, Harris won the world amateur sprint title in 1947, two Olympic silver medals in 1948, and the world professional title four times, while a comeback 20 years later saw him win another British title in 1974 at the age of 54.

The MG was prepared for Harris to enter the 1952 RAC International Rally of Great Britain, which commenced on 31st March in atrocious weather of snow and ice. In period photographs of 'MNE 4', taken during the Rally, its Raydot pillar-fitting spotlight on the windscreen's offside, the rear-view mirror fitted to the offside wing, and the Lucas SLR 700 spotlight on the badge bar are clearly visible. The badges carried were those of the MG Car Club and the Manchester Wheelers Cycle Club, of which Harris was a leading member. Harris and 'MNE 4' were placed 22nd out of 74 in the Class 1 Open Car category.

From Nottingham and Derby respectively, the MG's next two owners were followed in 1964 by Brian Corbett, a Derbyshire farmer, who sold the TD in 1969 to its immediately preceding owner: Harry 'H' Crutchley. Well-known in MG circles, 'H' founded the MG Octagon Car Club the year he bought 'MNE 4'.

'MNE 4' was originally finished in Silver Streak Grey metallic with red upholstery. In preparation for the 1952 RAC Rally, the car was fitted with various TD Mark 2 components including 1½" SU H4 carburetors, twin fuel pumps, a 9/41 final drive ratio, and Andrex friction dampers to the front axle. Although built in January 1952, 'MNE 4' is unusual in having the XPAG/TD2-specification engine, fitted with an 8" clutch, while retaining the oil pump and filter arrangements from the XPAG/TD engine.

'MNE 4' was restored for 'H' in 1994 by Steve Baker and finished in Sun Bronze, a contemporary TD metallic colour introduced in 1951, while the engine was completely rebuilt in 2010 by Iain Rooney of Pilot Motorsports. The rebuild was completed to period Stage 2 tune incorporating larger valves and a higher compression ratio, and the engine was then producing 70bhp (54bhp standard). 'MNE 4' retains many of its period features and the aforementioned extra lights, mirror and badges from the 1952 RAC Rally, together with an Octagon Car Club badge in memory of Harry 'H' Crutchley. 'MNE 4' is also offered with an assortment of spares (inventory of file) and a meticulously prepared history file including a detailed service history, invoices, an original workshop manual, and original RAC Rally documentation.

**£21,000 - 27,000**  
**£24,000 - 31,000**

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.

232

## 1932 LAGONDA 2-LITRE CONTINENTAL SALOON

Coachwork by Weymann

Registration no. GY 133

Chassis no. OH10107

- *The only running example of two known survivors*
- *Present ownership since 2006*
- *Professional restoration*
- *Extensive history files*

Lagonda's early success had been founded on the production of light cars, but the company changed direction in the mid-1920s with the introduction of the 14/60. The latter abandoned the firm's traditional in-unit gearbox in favour of a midships-mounted transmission, but of greater technical interest was the engine. Designed by Arthur Davidson, the 2.0-litre 'four' featured twin camshafts that were mounted high in the block, operating inclined valves in hemispherical combustion chambers. Power output of this advanced design was a highly respectable 60bhp.

For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors. The Speed Model had resulted from the factory's Le Mans effort of 1928, when the 2-Litre driven by André D'Erlanger and Douglas Hawkes had finished 11th overall in the 24-Hour endurance race. A classic example of racing improving the breed, the 'low chassis' 2-Litre possessed markedly superior handling characteristics courtesy of its lower centre of gravity.





For all its virtues, Davidson's engine was limited by its tortuous induction tracts, and in 1930 a supercharged version was introduced to overcome this deficiency. The 'blower' was mounted vertically in front of the engine, which was fitted with a stronger crankshaft, while a 3-Litre rear axle beefed up the transmission. A Powerplus supercharger was specified at first but most 'blown' 2-Litres came with a Cozette. Thus equipped, a 'low chassis' 2-Litre was capable of up to 90mph.

The final Speed Model variant was the Continental, an un-supercharged model with coachbuilt, steel-panelled, saloon body (rather than the more usual fabric-covered type); a slanting, slatted radiator; and bigger brakes. Another distinguishing feature was its 18"-diameter wheels, which had the effect of lowering the overall gearing for improved acceleration.

One of only two Continental saloons known to the Lagonda Club, and the only one running, this example carries Weymann coachwork in that company's later, 'semi-panelled' style. When offered for sale at Bonhams' Harrogate auction in November 2006 (Lot 422), the car was described as a 'barn find' in need of restoration.

It has since been fully restored, many parts being sourced from the Lagonda Club, and comes with all invoices and a photographic record documenting the body-off rebuild. Recognised specialists involved in the restoration include Dave Strange of Guildford (re-trimming, £11,000); Winston Teague of Worcestershire (rewiring, £2,350); and Moulard & Yates of Hampshire (specialist panel work, £18,000). A new cylinder head casting was obtained from Wessex Workshops Ltd, and new brake drums and shoes from Typecast Engineering Ltd, while other mechanical works were carried out by Formhalls Vintage & Racing Ltd and Jim Stokes Workshops. The sensible provision of flashing indicators is the only notified deviation from factory specification.

Presented in beautiful condition, this ultra-rare Post-Vintage Thoroughbred is offered with a most substantial history. Contained within two large box files, the latter includes correspondence from the Lagonda Club and Arnold Davey; photographs of similar cars; contemporary road test reports; two Lagonda Instruction books (reprints); MoT to October 2020; a V5C Registration Certificate; and the aforementioned restoration records.

**£80,000 - 100,000**  
**€92,000 - 120,000**

233 N

**1938 MG SA THREE-POSITION  
DROPHHEAD COUPÉ**

Coachwork by Salmons Tickford

Registration no. not UK registered

Chassis no. S2674

- Rare Tickford drophead coupé model
- Restored to concours standard in the 1980s
- Present ownership since 1993
- Registered in Germany





Launched at the 1935 Motor Show, the SA represented a new departure for MG. The first all-new model to be introduced since the company's acquisition by Morris Motors, it was considerably larger than any previous MG and caused a certain amount of consternation amongst enthusiasts who feared an abandonment of virtues embodied by the marque's nimble sports cars. They need not have worried, for although based on the Wolseley Super Six and aimed at the luxury car market, the SA received sufficient input from MG founder and designer Cecil Kimber to transform it into a car worthy of the famous octagon badge.

Originally of 2,026cc, the overhead-valve Wolseley six had been enlarged to 2,288cc by the time SA production commenced, and was further stretched to 2,322cc in 1937. With 75bhp propelling a car weighing around 1½ tons, acceleration was necessarily leisurely; nevertheless, the SA could cruise comfortably at 60-70mph and had a genuine top speed approaching 85mph. A Tickford-bodied drophead coupé and Charlesworth-bodied open tourer completed the range. By the time production ceased in 1939, 2,738 SAs of all types had left the factory.

This rare MG SA Tickford drophead coupé was bought in 1981 as a restoration project from Peter Ratcliffe of marque specialists SVW Services, Hull by a Dutch watchmaker.

A comprehensive no-expense-spared restoration followed and eventually, in 1989, the car was finished to concours standard. A mechanical rebuild was undertaken at this time. A photographic record and detailed list of all the restoration's expenses comes with the car together with invoices and correspondence.

Four years later, the MG SA was offered for sale (in 1993) on behalf of the Dutch owner by Barry Sidery Smith, and described in his advertisement (copy on file) as in "concours condition" and "possibly the best SA Tickford in the world". The present (German) owner bought the MG that same year and imported it into Germany. Used sparingly since acquisition, but always stored and serviced it as it should be, this beautiful SA is still in excellent condition more than 30 years after its restoration, which has stood the test of time exceptionally well. Now 'of a certain age', the vendor has decided to sell this rare classic MG to its next custodian after almost three decades of ownership. The car is offered with German registration papers and TÜV, the latter valid until September 2021.

**£75,000 - 85,000**  
**€87,000 - 100,000**

234

**1934 ROLLS-ROYCE 20/25HP  
SEDANCA COUPÉ**

Coachwork by Gurney Nutting

Registration no. BXP 119

Chassis no. GYD-55

- *Bodied by one of Britain's finest coachbuilders*
- *Offered fresh from an eight-year extensive restoration*
- *Engine professionally rebuilt*
- *Restoration bills totalling £119,083 on file*





Introduced in 1929 as successor to the Twenty, the 20/25hp up-dated the concept with significant improvements, featuring an enlarged (from 3,127 to 3,669cc) and more powerful cross-flow version of its predecessor's six-cylinder, overhead-valve engine. The latter's increased power allowed the bespoke coachbuilders greater freedom in their efforts to satisfy a discerning clientele that demanded ever larger and more opulent designs. The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile. Most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis.

Some of the most widely admired were the work of J Gurney Nutting, a company associated with quality marques - Bentley in particular - from its earliest days and a supreme practitioner of the coachbuilding craft in the late 1930s. Founded in Croydon, Surrey in 1919, Gurney Nutting had bodied its first Bentley before moving to London's fashionable Chelsea district in 1924, and within a few years was established as the Cricklewood firm's foremost supplier of bodies after Vanden Plas.

Gurney Nutting's work had a sporting flavour from the outset and succeeded in attracting the attention of society's upper echelons; the Prince of Wales and Duke of York were clients, and the firm gained its Royal Warrant in the early 1930s. Daimler and Rolls-Royce had been added to the Gurney Nutting portfolio in the mid-1920s, and the fruitful association with the latter continued into the succeeding decade.

This example is presented in excellent condition having just the subject of an extensive restoration undertaken over an eight-year period. The last word in motoring elegance, the car is finished in shimmering silver while the interior has been re-upholstered in red leather throughout with matching red carpets and new headlining in Beige woollen cloth. The woodwork was removed and sent to recognised specialists, Silvercrest, simply the last word in woodwork reconditioning. Affording the prospect of alfresco summer motoring, the Sedanca roof slides easily away into its rear recess.

On the mechanical side, the engine has been rebuilt by a specialist and is currently being gently run in. The spotless under-bonnet area looks just as good as the car's exterior, which is what one would expect from such a painstaking restoration. The boot lid incorporates a tool tray that is supplied separately with the Rolls Royce.

From the owner's recollection, the list of accompanying bills totalling £119,083 is as follows, though it should be noted that it does not take into consideration the 1,000-or-so hours of the owner's labour. A detailed list of works is in the cars history file.

**£100,000 - 120,000**  
**€120,000 - 140,000**

235

## 1961 MERCEDES-BENZ 190 SL CONVERTIBLE

Registration no. 388 UYE  
Chassis no. 121 042 10 022167

- Delivered new to Germany
- Left-hand drive
- Weber carburettors and other upgrades



"It proved to be fast and tireless, exhilarating to drive and was probably created with long distance, comfortable travel in mind..." - *Autocar* on the Mercedes-Benz 190 SL, 10th January 1956.

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. "Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz," observed *Road & Track* magazine.

Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz.

Breathing through twin Solex downdraft carburettors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190 SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph). With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes, and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. The model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

The left-hand drive 190 SL offered here was delivered new to Germany. Benefiting from being upgraded with Weber carburettors, an electric fuel pump, ceramic-coated manifolds, and a stainless steel exhaust system the car drives very well indeed. Accompanying documentation consists of a dating certificate and a V5C registration document. Finished in white with red leather interior, this delightful 190 SL represents a wonderful opportunity to acquire a restored example of this classic Mercedes-Benz soft-top.

**£75,000 - 100,000**  
**€87,000 - 120,000**

236

## 1967 JAGUAR E-TYPE SERIES I 4.2-LITRE COUPÉ

Registration no. DHJ 582

Chassis no. 1E21548

- Present ownership since 1993
- Restored between 2004 and 2011
- Bills on file
- Featured in *Practical Classics* magazine (copy available)



Acquired by the vendor in 1993, this 4.2-litre E-Type coupé has been restored by him, and following the rebuild's completion in 2011 was featured in *Practical Classics* magazine (copy available). Off the road for some time when acquired and looking somewhat neglected, the E-Type nevertheless passed its MoT and was used for a year before the owner decided to treat it to a mild refreshment. Looking presentable again, the car was used for another five years until forced off the road with an ignition fault. The owner's personal circumstances did not afford him the time to sort the problem immediately, and when he finally got around to resurrecting 'DHJ 582' in 2004 it was with the intention of undertaking a much more thorough rebuild.

The E-Type was stripped down to a bare shell, which revealed numerous amateurish repairs that took two years of painstaking work with a MIG welder to put right.

A work colleague had taught the vendor the traditional lead loading technique, that proved invaluable in restoring the bodyshell, which was finished off with six coats of Carmen Red paint, the car's original colour. Stripping the engine revealed minimal wear, the only defect being slight scoring on the crankshaft, which was sent away for professional re-polishing, while all the gearbox required was two new synchromesh rings. The suspension and axle assemblies were rebuilt while off the car and the braking system replaced. Inside the car the headlining was replaced and the leather upholstery re-conditioned. A new wiring loom was fitted, and in April 2011 'DHJ 582' was driven to the MoT test station where it passed first time. Restoration bills are on file and the car also comes with a V5C Registration Certificate and Jaguar E-Type Autobook.

According to *Practical Classics*, this E-Type "isn't over restored like many examples you'll see, and it hasn't been subject to a chequebook restoration. This is a true rarity – an honest E-Type that has kept its patination".

**£60,000 - 70,000**

**€70,000 - 81,000**

237

Formerly the property of four-time IndyCar Champion,  
Dario Franchitti

**1994 PORSCHE 911 TYPE 964 SPEEDSTER**

Registration no. 111 RXF

Chassis no. WP0CB2965RS465353

- Delivered new to the USA
- Left-hand drive
- Manual Transmission
- Circa 19,500 miles from new





With the introduction of the 911 Speedster in January 1989, Porsche revived a charismatic model from its past, the name previously having been applied to that most stylish of the many Type 356 variants. This 3.2-litre Speedster did not last long, disappearing when the new 3.6-litre Type 964 Carrera 2/4 models were introduced in August 1989.

It took Porsche three years to reintroduce the Speedster to the 911 line-up, the Type 964 version being announced in October 1992. Based on the Carrera 2, it looked very like its immediate predecessor but unlike the latter was not initially available with the 'Turbo-Look' body style. With the Type 993's introduction, the Speedster once again disappeared from the 911 catalogue, only to be revived a few years ago as part of Porsche's 'Exclusive' programme of strictly limited edition models. Total Porsche Type 964 Speedster production was intended to be 3,000; however, only 925 were built: 409 for the US market and 516 for the rest of the world.

A desirable manual transmission model, this beautiful Porsche 911 Type 964 Speedster was supplied new via Porsche Hinsdale of Illinois on 25th February 1994 to a Mr Tony Morelli. The car was delivered finished in Guards Red with grey/black 'RS' bucket seats, while other factory options included 17" 'Cup' alloy wheels, a locking differential (40%), a Porsche CR-1 radio, a luggage compartment lined in velour, a high centre-mounted rear brake light, and air conditioning.

In 2010, the Porsche was purchased by its third owner, multiple IndyCar Series Champion and Indianapolis 500 winner, Dario Franchitti, who kept it in the USA while he was driving for Chip Ganassi Racing, a team with which he won the Championship three times. The car was imported into the UK in 2014 when Mr Franchitti moved back to this country and was registered with the DVLA to his home address.

Currently displaying a total of only circa 19,500 miles on the odometer, this stunning Speedster retains its original Guards Red paintwork and remains in brilliant condition. The car comes with its original book pack, including the service book; an original marketing brochure; spare key; Porsche Certificate of Authenticity; a copy of the original sales invoice; and a comprehensive history file detailing the work undertaken during its lifetime. Even the under-bonnet sticker remains intact. A worthy addition to any Porsche collection, the Speedster is supplied with MoT to July 2020 and a V5C registration document in Dario Franchitti's name recording no former keepers in the UK.

**£130,000 - 150,000**  
**€150,000 - 170,000**

## 1999 BMW Z3M COUPÉ

Registration no. T475 DLN

Chassis no. WBSCM92090LB29285

- *Relatively rare right-hand drive model*
- *Two private owners from new*
- *Manual transmission*
- *Circa 73,500 miles from new*
- *Full service history*



A brilliant exercise in 'retro' styling that recalled BMW's fabulous '328' sports car of pre-war days, the Z3 was introduced in 1996. The original four-cylinder 1.9-litre Z3 was more of a stylish boulevard cruiser than out-and-out sports car, and would prove equally appealing to both men and women drivers. The arrival of the 2.8-litre six-cylinder engine in 1997 transformed the Z3, endowing it with a level of performance that at last matched the promise of its looks. Six-cylinder cars enjoyed a lengthier equipment list than the fours, which included an electric hood (roadster), leather upholstery, and 16" alloy wheels.

Commencing in the early 1980s with the limited edition 'homologation special' M3, BMW Motorsport GmbH went on to create its own distinctive M-Power brand of performance-enhanced luxury models. The first M-Power Z3 appeared in January 1998. Built until February 2001 when the model was revised, the first-series Z3M Coupé and Roadster were powered by the 3.2-litre S50 engine producing 316bhp and 236lb/ft of torque - figures that translated into a tyre-smoking 0-60mph time of 5.2 seconds and a (limited) top speed of 155mph. The fastest-accelerating BMW ever at the time of its introduction, the Z3M Coupé boasted a generous specification that included electric windows, ABS, PAS, air conditioning, heated seats, driver/passenger air bags, six-speaker stereo system, alarm/immobiliser, heated exterior mirrors, 17" alloy wheels, and a limited-slip differential as standard. Combining outrageous looks and performance with impressive practicality, the Z3M Coupé was not replaced after its deletion in 2002 and is surely destined for 'highly collectible' status in the future.

First registered by Milcars BMW of Ruislip, Middlesex on 27th April 1999, this particular Z3M has covered a mere 73,500 miles from new in the hands of only two private owners. These days it is highly unusual to find one of these cars with so few owners.

The car is finished in the undeniably handsome combination of Estoril Blue Metallic with complementary blue/black leather interior, and was recently the subject of a full mechanical and structural inspection by noted marque specialists, Munich Legends. The wheels have been professionally refurbished and powder-coated in BMW Sparkle Silver, and a set of new Goodyear Eagle F1 tyres fitted.

The comprehensive history file contains all MoTs from new and a full record of the car's servicing and maintenance, there being 15 stamps in the service booklet, the last only 250 miles ago. Described as in superb condition throughout, the car also comes with all instruction manuals and their original leather folder, four sets of keys, a V5C registration document, and MoT (no advisories) valid until March 2020.

**£28,000 - 36,000**  
**€32,000 - 42,000**

239

## 1962 ROLLS-ROYCE SILVER CLOUD II SALOON

Registration no. 331 YUA

Chassis no. SAE423

- *Delivered new to USA*
- *Restored in 1980's*
- *Recent service including a brake system, overhaul*



Introduced in the autumn of 1959, the classically elegant Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their immediate predecessors, though the duo's performance was considerably enhanced by their new 6,230cc aluminium-alloy V8 engine.

Although wider and shorter than the 'six' it replaced, this new power unit fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Rolls-Royce's own four-speed automatic gearbox was now the only transmission on offer, and power steering was standardised. Immensely successful both at home and abroad, the pair remained in production until the autumn of 1962.

The private vendor advises us that this original right-hand drive example has spent over half its life in the dry climate of Las Vegas, USA. There is said to be no rust to either the body or chassis, while the leather upholstery is described as supple and free of wear and the carpets as good.

Restored in the mid-1980s, the car benefits from a brand new stainless steel exhaust system (150 miles since installation) and a recent braking system overhaul: new master cylinder, pipes, flexi-hoses, etc. After-market air conditioning and a DAB radio/CD player are the only notified deviations from factory specification. Offered with current MoT and a V5C document.

**£12,000 - 15,000**

**€14,000 - 17,000**

240

*From the estate of the late Brian Moore*

## **1916 SUNBEAM 16HP TWO-SEATER TOURER**

Registration no. BF 5568

Chassis no. 11208

- *Rare early Sunbeam*
- *One of only 569 built in 1916*
- *Previously in New Zealand*
- *Eligible for numerous prestigious historic motoring events*



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

The company's first conventional car was largely conceived by T C Pullinger, who persuaded Marston to purchase a complete chassis from the French Berliet concern. Exhibited at the Crystal Palace in November 1902, it was marketed as the Sunbeam 10/12, but it was not until 1907, two years after the Sunbeam Motor Car Company had been formed, that the firm produced its first all-British model, the 16/20.



The arrival from Hillman in 1909 of influential designer Louis Coatalen and the pursuit of an effective competitions programme enabled the marque to establish a formidable reputation prior to WWI, its superbly made products enjoying a reputation rivalling that of the best from Alvis and Bentley thereafter.

By the outbreak of WWI, the Sunbeam range consisted of four-cylinder 12/16hp and 16/20hp models plus the 25/30hp. The 16hp, introduced in 1915, was a development of the 12/16hp on a chassis of longer wheelbase, and like its predecessor was powered by a long-stroke four-cylinder side-valve engine of 3,016cc, with an RAC rating of 15.9hp.

The latter drove the separate four-speed gearbox via a cone clutch, while other chassis details included a rear-wheels-only handbrake and transmission foot brake. Half-elliptic springs were the major new development on the chassis side, while electric lighting and a self-starter were extra-cost options priced at £37 and £15 respectively. Four different body styles were available on the 16hp chassis; that offered here, the Two-Seater Tourer, priced at £417 10s, was the cheapest in the range, though still considerably more costly than the average UK house.

Sunbeam recommenced civilian production in 1919 with the 16hp and 24hp models, the former, also produced by Rover during 1916 and 1917, being little changed from pre-war days.

The car offered here, chassis number 11208', is one of 569 16hp models made in 1916 out of a total production of 1,781 over the 1915/1916 period. The car is finished in dark blue livery with a cream coachline, blue interior trim and brass fittings. Noteworthy features include an Autovac and fuel pump, Hobson carburettor, running board-mounted fuel can, vinyl hood, an electric starter, and electric lighting comprising CAV headlamps and Sunrise side lamps.

Previously in New Zealand (circa 2009), the Sunbeam was purchased by the late Brian Moore for his wife Ruth's presidency of the VCC. It comes with a good file of history, including receipts from Jonathan Wood and a VCC of New Zealand certificate. An immensely desirable and rare motor car, this wonderful early Sunbeam is eligible for numerous prestigious historic motoring events.

**£45,000 - 55,000**  
**€52,000 - 64,000**

241

**1962 PORSCHE 356B 1600 CABRIOLET**

Coachwork by Reutter

Registration no. not UK registered

Chassis no. 156019

- *Delivered new to the USA*
- *Left-hand drive*
- *Restored around 10 years ago*
- *Original colour combination*





Cabriolets had been manufactured right from the start of Type 356 production, but the first open Porsche to make a significant impact was the Speedster, introduced in 1954 following the successful reception in the USA of a batch of 15 special roadsters. The Reutter-bodied Speedster was dropped in 1958 and replaced by the more civilised Convertible D, which differed principally by virtue of its larger windscreen and winding side windows. Porsche sub-contracted cabriolet body construction to a number of different coachbuilders including Drauz of Heilbronn, d'leteren of Brussels and its long-time collaborator and close neighbour, Reutter.

By the time the 356B arrived in September 1959, the car had gained a one-piece rounded windscreen and 15"-diameter wheels, and the newcomer's introduction brought with it further styling revisions. The engine, now standardised at 1,600cc, was available in three different stages of tune, the most powerful - apart from the four-cam Carrera - being the 90bhp unit of the Super 90. The 356B represents significant advances in driveability and comfort over earlier 356 models, and is a pleasingly quick way to enjoy the traditional Porsche values of quality, reliability and mechanical robustness.

This Reutter-bodied 356B Cabriolet was completed on 1st December 1961 and delivered new to the USA. The car was treated to a bare-metal restoration around 10 years ago, with any rusted panels replaced and the inner and outer chassis frames completely restored. All joints were protected with sealant and Poly-primer, while Raptor bed-liner was applied to the under-body to ensure hassle free body maintenance for this great driver. All engine metal work, differential sleeves, stabilising bar, backing plates, spindles, etc were media blasted and powder coated, and any parts that needed chroming were re-plated. The upholstery was re-trimmed in black leather, and a new German Woche-slender wiring harness installed. Said to run superbly, the Type 612/12 engine is from a 1962 1600 Super.

Before the restoration was completed the last owner was approached by a production company who fell in love with the car and featured it in a music video, which can be viewed online. Finished in its original colour combination of in Ruby Red with black leatherette interior, this eye-catching Porsche soft-top is offered with a Porsche Certificate of Authenticity, NOVA acknowledgement, and a State of California Certificate of Title issued in September 2015.

**£90,000 - 110,000**  
**€100,000 - 130,000**

242

## 1973 FERRARI DINO 246 GT COUPÉ

Registration no. HSK 222

Chassis no. 06250

- *Iconic V6-engined Dino*
- *Delivered new to the UK*
- *Right-hand drive*
- *Professionally restored in 2008*
- *Believed genuine 38,695 miles from new*





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

One of the final E-Series cars, the Dino offered here was delivered new to the UK and sold via Maranello Concessionaires Ltd, who carried out the first service on 10th September 1973. Subsequently, in 1994, the Dino was reregistered on the then owner's private plate, '5555 MH'.

Dated 2002, correspondence from a previous owner states that the car received a new camshaft in 1985; was repainted and re-trimmed by Moto Technique in 1986; and fitted with a new stainless steel exhaust in 1999. Kent High Performance carried out a total mechanical overhaul and report in 2002, and in 2008 the Ferrari was treated to an extensive engine-out refurbishment by Nick Cartwright Specialist Cars (NCSC).

Works carried out included a repaint in the original Dino Blu metallic, an interior re-trim in Blu Scuro, a new carpet set (retaining the original heel pads), and reconditioning the dashboard. In addition, the suspension was removed and the chassis stripped to bare metal and refinished in satin black. Suspension components were powder coated or zinc plated as required, while the engine and gearbox were washed down and all fixings refurbished before reinstallation. There are related bills totalling some £15,000 on file. A Tracker Horizon was fitted at this time also.

Subsequently serviced by R Proietti Ltd in 2010 (£1,800) and NCSC in 2011 (£1,500), the Ferrari was purchased in April 2014 from NCSC, who fitted Campagnolo-style wheels in July 2014 at a cost of £2,600. The car was repainted Grigio Titanium during the current keeper's ownership (within the last five years). Dating back to 1976, there are numerous MoTs on file supporting the belief that the recorded mileage total of 38,695 is genuine. The most recent MoT was issued in May 2017 at 38,122 miles, and the car also comes with a V5C Registration Certificate and its original wallet containing the Operating Maintenance Service Book, Worldwide Service Centres Book, and Warranty Card.

**£250,000 - 350,000**  
**£290,000 - 400,000**  
**No Reserve**

243

**1926 BENTLEY 3-LITRE RED LABEL  
SPEED MODEL TOURER**

Coachwork by Vanden Plas

- *Known ownership history*
- *Laid up in dry storage since 1960*
- *Offered for re-commissioning/restoration*

Registration no. not UK registered (see text)  
Chassis no. PH1469





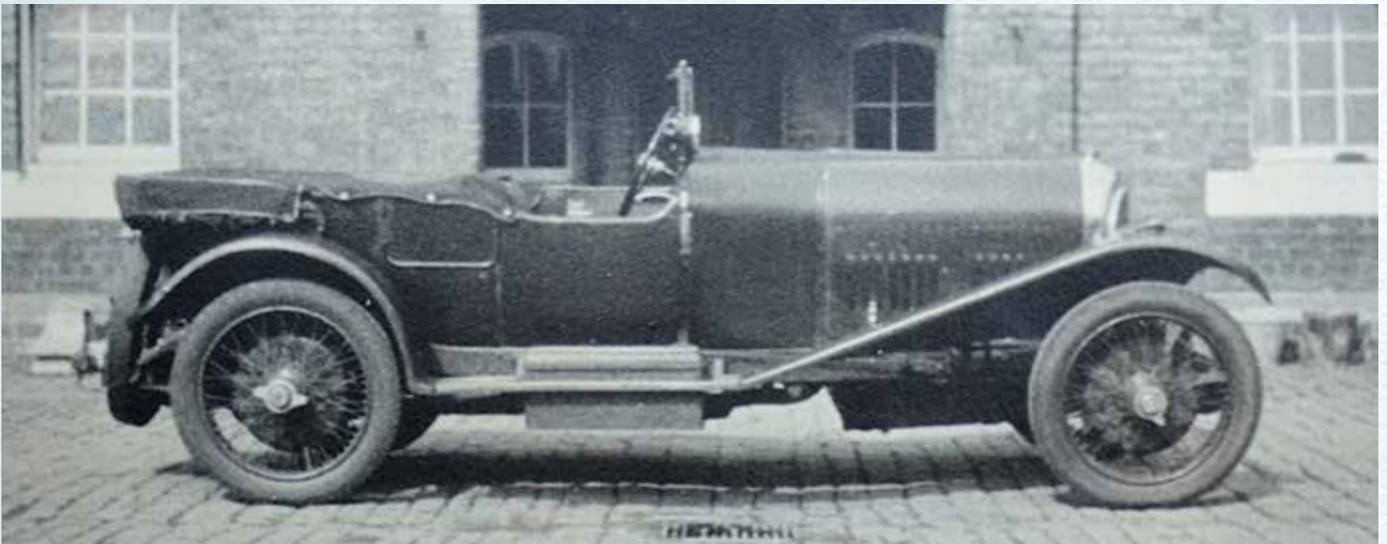
With characteristic humility 'W O' was constantly amazed by the enthusiasm of later generations for the products of Bentley Motors Limited, and it is testimony to the soundness of his engineering design skills that so many of his products have survived. From the humblest of beginnings in a mews garage off Baker Street, London in 1919 the Bentley rapidly achieved fame as an exciting fast touring car, well able to compete with the best of European and American sports cars in the tough world of motor sport in the 1920s. Bentley's domination at Le Mans in 1924, 1927, 1928, 1929 and 1930 is legendary, and one can only admire the Herculean efforts of such giants as Woolf Barnato, Jack Dunfee, Tim Birkin and Sammy Davis, consistently wrestling the British Racing Green sports cars to victory.

W O Bentley proudly unveiled the new 3-litre car bearing his name on Stand 126 at the 1919 Olympia Motor Exhibition, the prototype engine having fired up for the first time just a few weeks earlier. Bentley's four-cylinder cross-flow 'fixed head' engine incorporated a single overhead camshaft, four-valves per cylinder, and a bore/stroke of 80x149mm. Twin ML magnetos provided the ignition and power was transmitted via a four-speed gearbox with right-hand change. The pressed-steel chassis started off with a wheelbase of 9' 9½" then adopted dimensions of 10' 10" ('Standard Long') in 1923, the shorter frame being reserved for the TT Replica and subsequent Speed Model. Rear wheel brakes only were employed up to 1924 when four-wheel Perrot-type brakes were introduced.

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

Early success in the 1922 Isle of Man Tourist Trophy, when Bentleys finished second, fourth, and fifth to take the Team Prize, led to the introduction of the TT Replica (later known as the Speed Model) on the existing 9' 9½" wheelbase, short standard chassis.

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



'PH1469' pictured in the courtyard of Sandhall near Goole, 1932 © William Heber Percy

Leading marque authority Clare Hay's definitive work, *'Bentley – The Vintage Years'*, records that chassis number 'PH1469' was completed in April 1926 and first owned by J W C McLaren. The car left the factory fitted with engine number 'PH1470' (the same as it has today) and was registered as 'GD 2250'. One of 513 Speed Models built, it was erected on the standard 9' 9½" wheelbase chassis and carried a four-seat tourer body by Vanden Plas.

Next owner Lt Col Sir Thomas Bilbe Robinson acquired the Bentley in 1929. In 1932 the car passed to another military gentleman: Flying Officer John Heber Percy, who was based at RAF Gosport in Hampshire. John Percy was one of the first RAF airmen whose life was saved by a parachute when in 1930 he successfully bailed out of his stricken Armstrong Whitworth Siskin fighter following a mid-air collision. He went on to enjoy an illustrious career in the RAF, culminating in service with the Supreme Headquarters of the Allied Powers in Europe (SHAPE) in Paris after WW2. John Percy owned four Bentleys between 1932 and the mid-1950s.

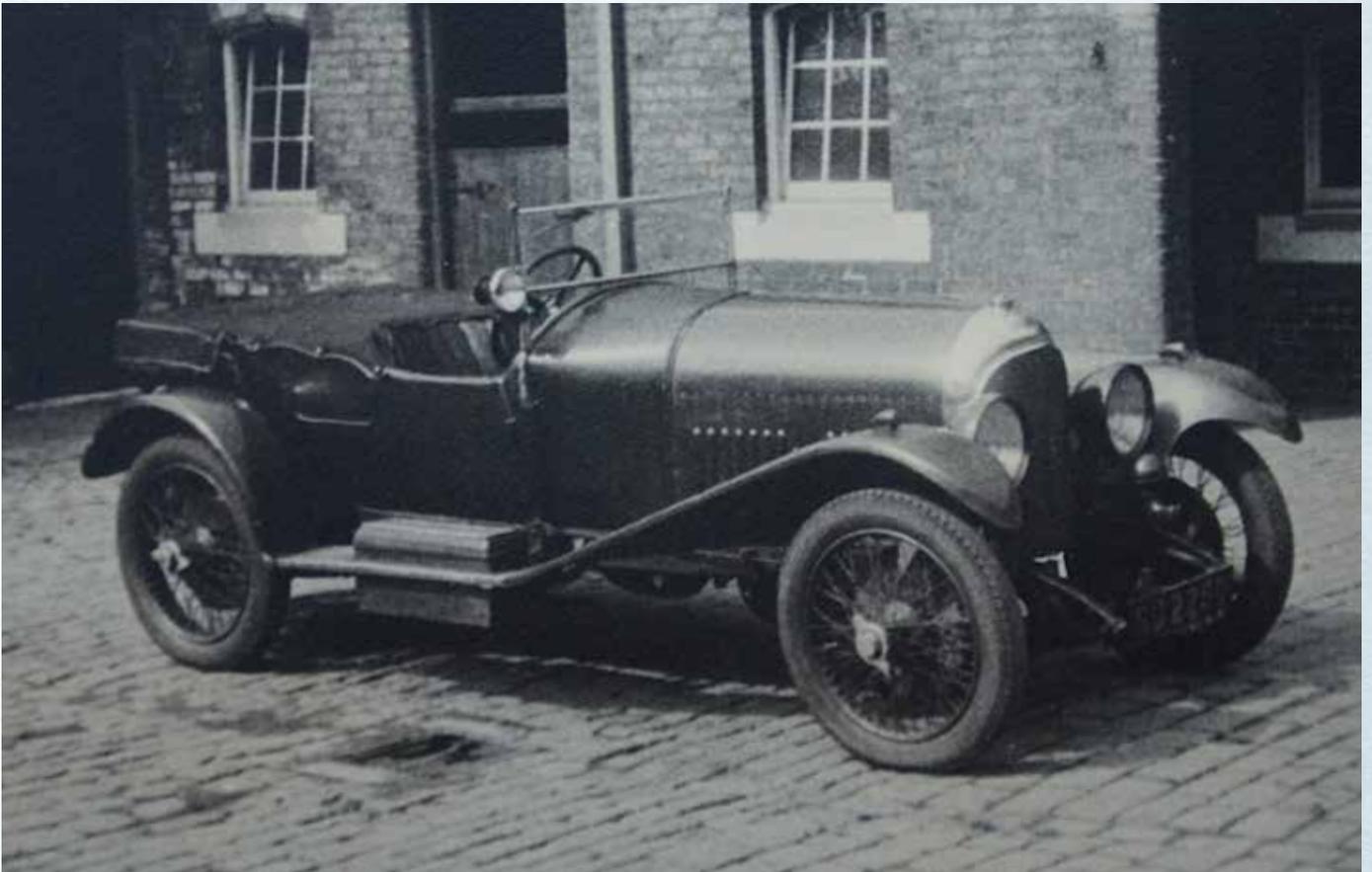
Bentley Motors service records (copies on file) show that following an accident in April 1930, 'PH1469' was repaired by the works and fitted with various new front suspension and steering components. The last service entry is dated 1937. The next known custodian, from 1947, was a Major J C Jackson, whose success in the BDC's 1949 Kensington Gardens Rally is commemorated by a plaque on the dashboard. Following Major Jackson's ownership, the car was exported to the USA.

In 1957 the Bentley was purchased in the USA by Parker Snyder of Ohio, who drove the 3-Litre for a couple of summers before consigning it to his newly built garage in 1960. Benefiting from Major Jackson's long-term ownership, the Bentley must have been in excellent condition when stored. The car remained in storage until purchased earlier this year by the current vendor, a long-standing member of the Rolls-Royce and Bentley community with a large collection of pre-war cars. Presented in 'barn find' condition, it represents an exciting opportunity for the dedicated Bentley enthusiast to return one of W O's wonderful creations to the road.

Please note the UK number plate in the photographs will need to be re-applied for.

**£280,000 - 325,000**

**€330,000 - 380,000**



'PH1469' pictured in the courtyard of Sandhall near Goole, 1932 © William Heber Percy

244

## 1934 BENTLEY 3½-LITRE OPEN TOURER

Coachwork by Vanden Plas

Registration no. not UK registered (see text)

Chassis no. B125BL

- Delivered new in the UK
- In the USA by 1960
- In dry storage since circa 1960
- Offered for re-commissioning/restoration



"One's impression, when seeing the new 3½ litre Bentley for the first time, is that here we have an absolute thoroughbred. Its low build, its graceful lines, and yet sturdy appearance, all make for a car capable of high speed, combined with the utmost safety and comfort. This impression was intensified when I had an opportunity of handling the car under very adverse road conditions." - Sir Malcolm Campbell, writing in *The Field*.

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

Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six. Add to this already remarkable package a four-speed synchromesh gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. "... the ability to traverse the rapidly crowding roads of Great Britain in less time, and with less effort, were points strong in its favour" observed Johnnie Green in Bentley, 50 Years of the Marque.

'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling. By the time production ceased in 1937 total of 1,177 3½-Litre models had left the Crewe factory, which went on to produce a further 1,234 of the successor 4¼-Litre model before this highly successful line came to an end in 1939.



As befitted its sporting nature, the Derby Bentley was almost always fitted with owner-driver saloon or drophead coupé coachwork, the standard designs being the work of Park Ward; chassis number 'B125BL', however, was bodied by Vanden Plas as an open tourer. Founded in Belgium in the 19th Century, Vanden Plas was first established in the UK during the Edwardian period when rights to the name were acquired by motor dealer, Warwick Wright. Despite a troubled start and several changes of ownership in quick succession, the British branch eventually prospered, forging its not inconsiderable reputation by a most fortuitous alliance with Bentley, for whom it bodied some 700 or so chassis during the 1920s, including the Le Mans team cars.

'B125BL' was despatched to Vanden Plas on 9th July 1934 and delivered on 8th August '34 via Central Garage Ltd to its first owner, Mrs Kate Hollas.

The Bentley's original registration was 'BGF 65', a London mark. Copy chassis cards are on file together with a factory invoice dated 31st March 1939 recording the car's sale to one J W E Banks of Crowland near Peterborough. This invoice notes that the car had been repainted black while the wheels were left red, and that it had a red leather interior. The original exterior colour appears to have been red.

There is then a gap in the recorded history of 'B125BL', which by circa 1960 was in the USA in the possession of Parker Snyder of Ohio, whose wife used it as a 'summer car'. Around 1960, the Bentley was placed in its owners' newly built garage where it remained untouched until purchased earlier this year by the current vendor, a long-standing member of the Rolls-Royce and Bentley community with a large collection of pre-war cars. Presented in 'barn find' condition, 'B125BL' represents an exciting opportunity for the dedicated Bentley enthusiast to return one of these wonderful 'Silent Sports Cars' to the road.

Please note the UK number plate in the photographs will need to be re-applied for.

**£170,000 - 230,000**

**€200,000 - 270,000**

245

## 1926 ROLLS-ROYCE 20HP OPEN TOURER

Coachwork by Park Ward in the style of Barker (see text)

Registration no. not UK registered (see text)

Chassis no. GUK74

- *Factory trials car*
- *In the USA by the early 1960s*
- *In dry storage since the early 1960s*
- *Offered for re-commissioning/restoration*



'GUK74' at 'the Rough' Tilford, Farnham, 1928

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

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unitary construction of 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. Favourably received as the Twenty was, its three-speed transmission's central gearchange was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. The Twenty proved eminently suited to town use yet could cope admirably with Continental touring when called upon. In total, 2,490 were built between 1922 and 1929, the Twenty's production overlapping with that of the successor 20/25hp model.



Accompanying copy build sheets and chassis cards show that 'GUK74' - a factory trials car - was completed with open tourer coachwork by Barker & Co of London, one of the finest of all British coachbuilders and a firm associated with Rolls-Royce from the latter's earliest days. Factory records show that 'GUK74' was used as a works Trials Car, and that the original body was then removed and fitted to another 20hp, 'GYK78', which had been taken over from one T Simpson (see below). It has always been assumed that Barker supplied the replacement barrel-sided tourer body; however, recent research has established that the original Park Ward body from 'GYK78' was fitted to 'GUK74'. This Barker-style body had been ordered via H C Nelson - Park Ward agents, whose plaque remains on the car. The first private owner of 'GUK74' was T Simpson of Bramshott, Hampshire. It is also known that one Shane Christopher was connected with both 'GUK74' and 'GYK78' at around this time (see email correspondence on file).

Registered 'YR 7140', the Twenty was later resold by the factory and delivered to its next owner, James W Bowhill of Loan, Edinburgh on 12th December 1929. However, it should be noted that Rolls-Royce's invoice to Bowhill lists the coachbuilder as Barker. Whatever the case, the current body is shown in a photograph dated 1928 (when the car was with Christopher) and reproduced in John Fasal's book, *The Rolls-Royce Twenty* (page 287).

Further research may yet prove fruitful. It should also be noted that the engine currently fitted (number 'G621') came from the 1923 20hp 'GA33', which was a Barker-bodied drophead coupé supplied to Viscount Elveden.

Only one further owner is recorded on the chassis card: Mr William Hay of Aviemore, Inverness-shire, from 18th June 1936. There is then a gap in the recorded history of 'GUK74', which by the early 1960s was in the USA in the possession of Parker Snyder of Ohio, placed in its owner's newly built garage. The Rolls-Royce was still in its shipping crate when Parker Snyder passed away in 1994 and has remained untouched to this day. Purchased earlier this year by the vendor, a long-standing member of the Rolls-Royce and Bentley community with a large collection of pre-war cars, 'GUK74' is presented in 'barn find' condition, ripe for re-commissioning or sympathetic restoration.

Please note the UK number plate in the photographs will need to be re-applied for.

**£55,000 - 75,000**  
**€65,000 - 85,000**

## Further Properties

246

### 1960 JAGUAR XK150 3.4-LITRE FIXED-HEAD COUPÉ

Registration no. not UK registered

Chassis no. S825200

- *Delivered new in the UK*
- *Engine rebuilt circa 1990*
- *History file dating back to the late 1980s*



"For nearly a decade the Jaguar XK series has been universally accepted as the standard by which all latter-day sports cars have been judged and now, with the introduction of the new XK150 fixed head and drophead coupe models, brilliant successors to the XK120 and XK140 series, the standard is set still higher." - Jaguar Cars.

Its Dunlop disc brakes were the main talking point of the XK 150 on its arrival in the spring of 1957 - at last the previously drum-braked XK had stopping power to match its prodigious straight-line speed. At first available only in fixed head and drophead coupé forms, the newcomer sported a restyled, roomier body with a higher front wing line, single-piece wrap-around windscreen, and broader radiator grille. The chassis though remained much as before, as did the 3.4-litre six-cylinder engine that now produced 210bhp when fitted with the B-type cylinder head, an option found in the vast majority of XK150s. The B-head engine's superior torque characteristics made for improved midrange flexibility, while the XK's top speed remained in excess of 120mph. The Moss four-speed manual gearbox continued; overdrive and automatic transmission were options.

Finished in Old English White with red leather interior, this wonderful right hand drive XK150 fixed head coupé was supplied new in the UK by Henlys.

This particular example is certainly a testament to Jaguars endurance success at Le Mans having covered its miles over a number of continents during its lifetime. The car previously belonged to a Norwegian diplomat in Nairobi, Kenya. It seems he had a passion for Jaguars, owning a 3.8-litre Mark 2 in addition to this XK. The car travelled to Africa via Switzerland and then back to Norway, before eventually ending up in France, most recently returning to the UK. Dating back to the late 1980s, the history file contains bills relating to a re-trim and an engine rebuild circa 1990, and the car also comes with an MoT certificate valid until November 2020. A set of four 4"x16" wheels and tyres is offered with car, which currently is fitted with 15" chrome wheels shod with Avon rubber. A Kenlowe electric fan is the only other notified deviation from factory specification.

**£50,000 - 60,000**

**€58,000 - 70,000**

247

## 1914 ROVER 12HP TOURER

Registration no. KT 2514

Chassis no. OH3908

- Landmark early Rover
- An older restoration
- Renovation work carried out by Jim Stokes Workshop
- Running beautifully
- Electric starter fitted



What would eventually become the Rover company began by manufacturing one of the landmark designs in the history of human transportation: John Kemp Starley's 'Safety Bicycle'. The firm's first venture into powered transportation came in 1888 with an electric tricycle but it would be another 16 years, by which time its founder J K Starley had died, before the Rover Cycle Company began experimenting with the internal combustion engine. Designer Edmund Lewis was recruited from Daimler and drew up Rover's first series-production automobile, an 8hp single-cylinder 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 engine 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.

Although a 1914 model, this restored Rover Twelve was not first registered until March 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing).

Benefiting from renovation work carried out by the renowned Jim Stokes Workshop, the car is described by the private vendor as in excellent condition and running beautifully. Fully laden, it attended the Goodwood Revival Meeting on 14th September 2019 – a very hot day – without encountering any problems.

Finished in coffee/cream with brown leather interior, this charming 'Edwardian' Rover is offered with VCC Dating Certificate, sundry invoices, some expired MoTs, and a V5C registration document. The sensible provision of an electric starter, operated by a discreetly concealed button, is the only notified deviation from factory specification.

**£32,000 - 35,000**

**£37,000 - 41,000**

248

**1937 ALVIS SPEED TWENTY-FIVE  
DROPHEAD COUPÉ**

Coachwork by Charlesworth

Registration no. DNC 754

Chassis no. 14376

- *One of the fastest British sporting cars of its day*
- *One of only 62 drophead coupés by Charlesworth*
- *Original colour combination*
- *Recent extensive renovation*





Engineer T G John founded the Alvis company in 1919 when he acquired the rights to an automobile engine and with it the brand name of its aluminium pistons – ‘Alvis’. Manufactured by T G John Ltd, the first Alvis car - the 10/30hp - appeared in 1920. Conventional yet well engineered, the four-cylinder sidevalve-engined 10/30 was unusual among contemporary light cars in having a four-speed gearbox. Beginning in 1922 and using the 10/30 as a starting point, newly appointed Chief Engineer Captain G T Smith-Clarke and Chief Designer W M Dunn created the car that effectively established Alvis’s reputation - the immortal 12/50. The latter was powered by a new overhead-valve engine of 1,496cc, and on its competition debut at Brooklands in 1923 secured a legendary victory in the premier 200-Mile event crewed by Harvey/ Tattershall. The production version went on sale later that same year priced at £550.

Pre-war development of the six-cylinder Alvis, the first of which had been introduced in 1927, culminated in the announcement of two new models for 1937: the 4.3-Litre and the 3.6-litre Speed Twenty-Five, both powered by new seven-bearing, overhead-valve engines. The cruciform-braced chassis were similar and embodied 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. On test with *Autocar*, the Speed Twenty-Five demonstrated remarkable top-gear flexibility combined with a maximum speed of 95mph and was found to possess qualities of, “quiet running and general refinement in a striking degree”.

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 Speed Twenty-Five’s initial chassis-only price of £775 meant that ownership was necessarily confined to wealthy connoisseurs. To put that figure into perspective, the average UK house price in 1937 was £540!

This example wears drophead coupé coachwork by the Coventry firm of Charlesworth, a company perhaps best known for its contract work for various manufacturers, most notably Alvis, as well as bespoke designs on other high quality chassis. Alvis built 391 Speed Twenty-Five chassis, of which only 62 were completed with Charlesworth’s drophead coupé coachwork. This car was delivered new to one S P Parker of Chorley, Lancashire on 9th April 1937 and is reported to have undergone a total restoration to original specification in the 1990s.

While in the current vendor’s care the Alvis has benefited from the expert attention of world-famous marque specialists Red Triangle, there being 11 bills on file relating to extensive refurbishment carried out during 2018 totalling in excess of £22,000 (perusal recommended). The car also comes with current MoT and a V5C Registration Certificate. Capable of nearly 100mph, this stylish Alvis Speed Twenty-Five drophead affords the exciting prospect of high-performance touring in the grand manner.

**£75,000 - 95,000**  
**£87,000 - 110,000**

**C.1922 LAGONDA 11.9HP 'BROOKLANDS RACER'**

Registration no. not registered

Engine no. 7618A

- *Replica of Lagonda's Brooklands racer of 1922*
- *Genuine in-period Lagonda chassis, engine, and running gear*
- *Coachwork by Rod Jolley*
- *Restoration completed in 2000*
- *Last driven circa six years ago*



Offered here is a replica of the two-seater racing car that Lagonda built in 1922 for the Brooklands 200 mile race. Although details are very sketchy, the racer is known to have been based on the 11.9hp production car of the time. The vendor began collecting the axles, engine, gearbox, and steering column from various sources around 1998. Most of the donor cars had rusted away but the major components had survived: the front axle, for example, was found propping up an ancient apple tree.

John Scolley, a friend of the vendor's family and member of Lagonda's 1939 Le Mans team, helped with all the skilled mechanical work, while Rod Jolley fabricated the body using photographs as his only guide. Mike Thomas then created the interior.

The Brooklands car's engine was based on the standard factory unit. Little is known about what was done to it although it is known to have had the stroke lengthened to give a capacity of 1,483, 1,495 or 1,496cc (depending on the source). Whatever was done, the original car was able to lap Brooklands at over 80 mph, while the vendor's little four-seater tourer (of 1925) would struggle at 45 mph.

From contemporary photographs, it can be seen that the carburettor (originally a small updraft Zenith) was changed to a large side-draft instrument of unknown make, while an oiling mechanism had to be created to enable the riding mechanic to lubricate the rockers during the race. There were also two small tanks fitted to the bulkhead: one for the oil and the other for an unknown purpose, though it is possible that it contained water for injecting into the petrol mixture. This last feature has not been reproduced. No attempt was made to alter camshaft profiles or enlarge the valves, etc as the engine has a very whippy two-bearing crankshaft and it was felt that it should not be over-stressed. Some £65,000 was spent on the project, not taking into account the countless hours of the vendor's labour. The restoration was finished around 2000 and the car's last outing was at Oulton Park around six years ago when it led a parade of historic Lagondas.

The car's bodywork, paint, and interior are all described as excellent and the mechanicals as good, the engine having been run up recently. Accompanying documentation consists of VSCC Eligibility Document issued in 2002.

**£40,000 - 50,000**  
**€46,000 - 58,000**

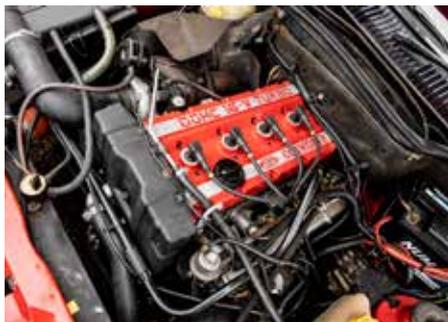
250

## 1986 FORD SIERRA RS COSWORTH HATCHBACK

Registration no. D506 RVW

Chassis no. WFOEXXGBBEGB43909

- *Unique one off Rosso Red factory colour scheme*
- *Retained as part of Ford Motor Company's Press Fleet*
- *Loaned to His Grace the Duke of Bedfordshire*
- *Owned by Vince Woodman for some 30 years*
- *Two private owners from new*



The sight of rival manufacturers reaping the rewards of a successful circuit racing programme prompted Ford to renew its alliance with engine builder Cosworth to create the eponymous Sierra, assembly of the minimum 5,000 units required for Group A homologation commencing in June 1986 at the company's Genk plant in Belgium. Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp.

Only three colour schemes were available for the Sierra RS Cosworth: Diamond White, Moonstone Blue, and Black. The unique exception is this car, which was finished in Rosso Red, it is believed at the behest of the Duke of Bedfordshire to whom it was on long-term loan as part of Ford's Press Fleet. 'D506 RVW' was issued as a 1:43 die-cast model by Corgi Toys, a boxed example of which is included in the sale.

The car remained registered to the Ford Motor Company until 13th December 1988 when it was sold to Vince Woodman, the famous touring car racer, who enjoyed most of his successes at the wheel of various Ford Escorts and Capris. His company, VMW Motors, was a Ford main dealer and RS agent for the Southwest of England, and despite always having the pick of the latest Ford range, Vince kept this Sierra RS Cosworth for nearly 30 years. The car was also registered as 'VMW 2' during his ownership.

The Sierra was enthusiastically enjoyed throughout Vince Woodman's ownership and remains in superb original condition, having been kept in secure storage for the last few years. The current owner bought the car from Vince's wife. Described by the private vendor as in very good condition throughout, this unique Sierra RS Cosworth comes with two folders containing its service history, numerous bills, a quantity of expired MoTs, spare keys, and original and subsequent V5 and V5C registration documents. Sat on a set of factory correct Dunlop D 40 tyres.

The Sierra RS Cosworth has always been a coveted car. Today they are much sought after by discerning collectors, especially when presented in original, unmolested condition and with excellent provenance like this stunning and unique example, which ticks all the boxes.

**£65,000 - 80,000**

**€75,000 - 93,000**

251

## 1974 FERRARI 365 GT4 BERLINETTA BOXER

Coachwork by Pininfarina/Scaglietti

Registration no. AVS 471N

Chassis no. F102AB 18259

- One of only 58 right-hand drive UK-supplied cars
- First owner believed to be the Thai Royal Family
- Circa 4,500 miles from new
- Recent engine top-end rebuild
- Original colour scheme



Unquestionably one of the greatest cars Ferrari has ever built, the 365GT4 Berlinetta Boxer debuted at the 1971 Turin Show in prototype form and commenced production in 1973 almost unaltered. An entirely new model and the first road-going Ferrari not to have a vee-configuration engine, the 356 GT4 reflected Ferrari's motor racing heritage; its 4.4-litre, four-cam, 'boxer' engine drew on experience gained from the Maranello firm's World Championship-winning, flat-12 Formula 1 and sports-racing units and developed no less than 360bhp at 7,700rpm. Rumours abounded that the prototype Boxer had run at over 180mph, and even though the production version managed 'only' around 175mph there can have been few disappointed customers. The mid-located engine gave near-perfect balance and ensured that the Boxer's handling matched its stupendous straight-line speed.

Testing a Berlinetta Boxer in June 1975, *Road & Track* reported, "Handling is an enthusiast's delight. There's plenty of road feel, which is reassuring when you're exploring the upper limits of the Boxer's capabilities. As an ultimate road-going high performance machine the Boxer has few equals".

A combination tubular/monocoque chassis housed the mid-mounted engine/five-speed transaxle package that ingeniously placed the motor above the gearbox and final drive, thus avoiding an overly long wheelbase. The ensemble was clothed in elegant, low-slung Berlinetta coachwork by Pininfarina. The result of extensive wind tunnel testing, Pininfarina's masterpiece was assembled at Modena by Scaglietti and comprised a superstructure mixing aluminium-alloy and steel panels, complemented by matt black-finished glassfibre elements beneath the front and rear overhangs.

Only 367 Ferrari 365 GT4 BBs were constructed before the model was superseded by the 512 BB in 1976. At the time of its introduction the 365 GT4 Berlinetta Boxer was the world's fastest and most expensive car. It remains one of the most desirable and sought after of all Ferraris.

This rare right-hand drive example of the rarest Boxer was supplied new in the UK via Maranello Concessionaires and is one of only 58 cars delivered to this country. According to copies of the build sheets and correspondence from Tony Willis of Maranello Concessionaires Archive, '18259' is finished in its original colour scheme of Azzuro Metallizzato with Nero hide interior. The engine number '00259' matches that of the factory records, as does the body number '253', which may be found on the rear engine cover, front bonnet, and door handles.



Further correspondences in the file include a copy of the original order from HR Owen to Maranello Concessionaires Ltd dated 14th August 1974; a confirmation of the order from Ferrari dated 9th September 1974 to Maranello Concessionaires; and a copy of the original delivery letter dated 2nd January 1975 recording the purchase price as £9,765. In early 1975, the Ferrari was shipped to sister-company Maranello Concessionaires Far East Ltd in Singapore, most probably for the first owner, believed to be the Thai Royal Family.

The Boxer returned to the UK in the mid 1980s and was purchased by the hotelier and collector, Sonu Shivdasani, becoming part of a collection that included a Ferrari Dino 246 GTS, a 1973 Porsche 911RS, a Radford-converted Bentley S3, and another 365 GT4 BB. Correspondence in the file includes an email from Mr Shivdasani confirming his purchase of the car from either "a Malaysian king or the Sultan of Brunei" together with a 1993 letter from Maranello Concessionaires to Mr Shivdasani stating that the lack of early history was due to the very low mileage the car had covered since 1975. The Ferrari was repainted red and registered as 'AVS 471N'. The Boxer remained in Mr Shivdasani's ownership until 1995, although he rarely drove it. In early 1994 it had benefited from engine work carried out by Prowess Racing, necessitated by its long period in storage.

In 1995, the car was sold to Paul Simon with a recorded mileage of 1,550 miles and is currently showing circa 4,500 miles. Bills on file from Ferrari specialist John Etheridge dating from October 2001 total £5,957, while bills for further work carried out by official Ferrari dealer Francorchamps Motors of Brussels in 2006 total £8,800.

'18259' was laid up for a number of years prior to 2016 and subsequently underwent a full re-spray in its original colour of Azzuro Metallizzato together with an interior re-trim in black leather and an engine-out overhaul. The latter included replacing the exhaust valves and rebuilding the cylinder heads; these works being carried out by Ferrari specialists Neal Lucas Sports Cars Ltd in Camberley, Surrey. The car was fitted with a rare Ansa sports exhaust, which it retains today, while the original gearbox has been changed for another of the correct type. The original gearbox casing is supplied with the car.

Most valuable and sought-after member of the entire Boxer family, the 365 GT4 BB is one the last truly hand-built Ferraris and is gaining in popularity with enthusiasts and collectors alike. Finished in its original Azzuro Metallizzato livery, making a welcome change from the more common Rosso, '18259' represents a wonderful opportunity to acquire a fine example of a legendary Ferrari that is much rarer and more collectable, not to mention faster, than the 365 GTB/4 Daytona.

**£230,000 - 260,000**  
**€270,000 - 300,000**

252

**1965 AUSTIN-HEALEY 3000 MKIII  
WORKS REPLICA RALLY CAR**

Registration no. SPY 283C  
Chassis no. H-BJ8/31335

- Upgraded in 1990/1991 by Maurice Jennings of SRS Motorsport
- 200bhp SRS/Welch motor (recently rebuilt)
- Used sparingly
- Exceptional specification
- Full FIVA and MSA documents





This Austin-Healey 3000 MkIII was rebuilt in 1990/1991 for historic circuit racer Phil Buck to go rallying. A substantial amount of the body and chassis was renewed in aluminium in a no-expense-spared restoration carried out by Maurice Jennings of SRS Motorsport at an estimated cost of circa £100,000. Once this most authentic Works Replica had been completed, (featuring on the cover of the June 1992 Classic Cars magazine), Buck used it for only three rallies, finishing 9th on the 1993 RAC Historic and racing it once at the Nürburgring's Nordschliefe. Since then, 'SPY 283C' has seen little action but most recently competed on The Three Castles Rally (2008), The Rally of the Tests (2011), and The Classic Marathon (2012). We are advised that the engine, gearbox, and overdrive were rebuilt recently (bills available), and the car is described by the private vendor as in generally excellent condition.

Specification highlights include the following:

Original chassis up-rated, strengthened and seam welded (including engine mountings), Front and rear towing eyes, Alloy front shroud with works-type grille and quick-release Weber inspection panel, Alloy rear shroud, Steel front wings with side vents, Steel rear wings, Genuine works hardtop with vent, Works-pattern boot lid, Safety Devices FIA welded-in rear roll cage, 200bhp SRS/Welch motor, Triple-plate paddle clutch, Straight-cut gears with Tulip ratios and competition overdrive, Quaife limited-slip differential, Side-exit exhaust, Twin Facet fuel pumps,

Long-range foam-filled fuel tank with quick-release alloy filler cap, Competition radiator with Pacet electronic thermostatically controlled fan, Adjustable pedal box and brake bias, Rear axle location similar to John Chatham's 'DD 300', Competition springs and dampers, Lucas competition wiring, Additional Cibié front spotlights, Period-correct Ridgard leather bucket seats with full harnesses, Plumbed-in fire extinguishing system to current FIA regulations, Air horns, Twin trip meters, Collapsible steering column, High-ratio steering box, Rear drum brakes with competition brake servo, Tandem master cylinder, Braided stainless steel flexible brake and clutch lines, Competition brake pads and competition brake fluid, MotoLita steering wheel, Works-type gear knob and overdrive switch, 72-spoke 4.5" wire wheels with tarmac tyres (x5), 72-spoke 4.5" wire wheels with gravel tyres (x5)

Contained within ring binders, the comprehensive history includes photographs of the full restoration; sundry invoices; full specification sheet; expired MoTs; Heritage Certificate; FIVA rally logbook; MoT to June 2020; V5C Registration Certificate; and full FIVA and MSA documents. Finished to a breathtakingly high standard and quality, this is a serious competition 'Big Healey', fresh and ready to go. They don't come much better than this.

**£70,000 - 90,000**  
**£81,000 - 100,000**

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.

253

**1967 JAGUAR E-TYPE 4.2-LITRE  
SERIES I½ ROADSTER**

Registration no. RDO 171

Chassis no. 1E1915

- *Original UK-supplied right-hand drive Roadster*
- *Four owners from new*
- *Original colour*
- *Extensive recent renovation*





Launched in October 1964, the 4.2-litre version of Jaguar's sensational E-Type sports car brought with it a more user-friendly all-synchromesh gearbox and a superior Lockheed brake servo along with the bigger, torquier engine. Top speed remained the same at around 150mph, the main performance gain resulting from the larger engine being improved acceleration.

For 1968 the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column, and rocker switches in place of the earlier toggles. Beneath the bonnet the familiar XK engine now boasted ribbed cam covers and, on cars destined for North America, twin Stromberg carburettors, replacing the previous triple SUs that remained standard on those supplied to other markets. From late 1967 the E-Type began to embody some of these forthcoming modifications, these interim cars coming to be known as the 'Series 1½' although there was never a fixed specification for this unofficial 'model'. The Series 1½ E-Types are a relatively rare, combining the looks of a Series 1 with some of the improvements of the Series 2.

Manufactured in 1967 during this transitional period, this UK-supplied 'Series 1½' was first registered new in November 1967 to a Mr Alastair Gilchrist of Esher, Surrey, who owned it for 11 years.

It was then sold to another Surrey resident and remained in his ownership for 34 years before being purchased circa 2012 by the immediately preceding owner. The latter commissioned renowned marque specialists M & C Wilkinson of Everton to carry out extensive mechanical works to the engine, gearbox, clutch, and brakes at a cost of approximately £10,000, details of which can be found in the comprehensive history file.

More recently, in 2016, a re-spray was carried out in the car's original colour of Opalescent Silver Blue. Other works carried out at this time included replacing the door rubbers, detailing the engine bay, re-chroming the brightwork, re-trimming the interior in dark blue leather, and fitting a new hood. Finally, the chrome wire wheels were re-shod with a set of new and correct Dunlop Aquajet tyres. It is understood that the total cost of the aforementioned restoration works totalled around £20,000. As one would expect from such careful custodianship, the E-Type presents in beautiful condition today. The current vendor has owned the E-Type since May 2018. Combining the sublime looks of the original with the more powerful 4.2-litre engine and user-friendly all-synchromesh gearbox, these Series 1½ cars are among the most sought-after of all E-Types, especially in Roadster form, as exemplified by the fine example seen here.

**£90,000 - 120,000**  
**£100,000 - 140,000**



254

### 1959 MERCEDES-BENZ 190B 'PONTON' SALOON

Registration no. XE 252  
Chassis no. 12101020003515

Introduced at the Frankfurt Auto Show in 1956, the 190 saloon was a larger-engined version of the landmark 180 of 1953, Mercedes-Benz's first unitary construction model. Dubbed 'Ponton' because of its high, box-section, side members, the 180/190 bodyshell offered superior resistance to distortion when compared to the separate body/chassis of the preceding generation. As well as greatly increasing rigidity, the new design was notable for carrying the entire engine, transmission, steering, and front suspension assemblies on a detachable rubber-mounted sub-frame, an arrangement that greatly reduced noise. This altogether more modern coachwork also afforded its occupants greater roominess and much-improved visibility. The overhead-valve engine of the preceding 170S was retained - initially - for the 180, as was the proven double-jointed swing axle rear suspension, but the 190's power unit was based on that of the 190 SL sports car. The first of its type to feature in a Mercedes-Benz, the four-cylinder, overhead-camshaft M121 engine developed 75bhp at 4,600rpm, an output good enough to give the 190 saloon a top speed of 86mph. An example of the mildly facelifted 190b model, this classic Mercedes was purchased by the vendor some 20 years ago and has been used regularly since acquisition. The vendor has carried out all maintenance work himself and reports that the car starts 'on the button'. Benefiting from new carpets, this is a much-loved and charmingly original example that would benefit from some cosmetic improvement. Offered with a V5 registration document.

**£5,000 - 7,000**

**€5,800 - 8,100**

**No Reserve**



255

### C.1948 FERGUSON TE20 TRACTOR

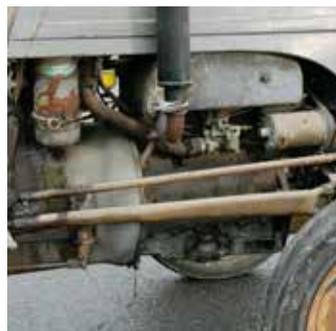
Registration no. not registered  
Chassis no. to be advised

Harry Ferguson's invaluable contribution to agricultural practice is his famous three-point hitch system. Designed back in the 1930s, this ingenious device supported trailed implements hydraulically, maintaining ride height and thus enabling tractors to remain stable. In 1938 a gentleman's agreement was concluded with Ford to build tractors incorporating the Ferguson System. The first such model was the immensely popular Ford-Ferguson 9N, which also featured an hydraulic 'power take off' (PTO) for driving trailed implements. Ford continued to use Ferguson's patented technology after the partnership dissolved in 1946, leading to a protracted legal dispute. In the meantime, Harry Ferguson turned to the Standard Motor Company for the manufacture of a new design of tractor: the TE20. Known to all as the 'Little Grey Fergie' on account of its colour scheme, it was made in several variants between 1946 and 1956, during which time some 500,000 were produced. Started and briefly run up recently, this un-restored TE20 is offered with instruction and service manuals, copies of the Ferguson Club Journal and Newsletter, and bills totalling £1,400.

**£2,000 - 3,000**

**€2,300 - 3,500**

**No Reserve**



256

### 1935 OLDSMOBILE F-35 TOURING SEDAN

Coachwork by Fisher

Registration no. CLC 421

Chassis no. F203904

The '35 Oldsmobiles featured all-steel 'Turret Top' bodies by Fisher - much stiffer than the previous timber-framed designs - and in the case of the six-cylinder cars were powered by a 213ci (3½-litre) sidevalve engine developing 90 horsepower. Other noteworthy features included Fisher's 'No Draft' ventilation, hydraulic brakes, a three-speed manual gearbox, and a rear anti-roll bar. Priced at \$820, the four-door Touring Sedan was the most expensive six-cylinder model on offer in 1935. This rare right-hand drive Oldsmobile F-35 was first registered in November 1935 as 'CLC 421' (a London mark) and carries a plaque on the dashboard showing that it was supplied by Rawlence Cars Ltd of 39 Sackville St, W1. The immediately preceding owner - proprietor of a respected classic car restoration company - purchased the Oldsmobile in 2012 because of its resemblance to a 'Turret Top' Hudson his father had once owned. The car has since been treated to a bare-metal re-spray, while other works carried out over the last seven years include overhauls of the engine and braking system and re-plating of brightwork, etc. Trimmed in brown, the spacious interior features a valve radio and opening front and rear quarter-lights. Worthy of the closest inspection, this stylish classic American is ready to enjoy.

**£15,000 - 20,000**

**€17,000 - 23,000**



257

### 1971 FIAT 500L SALOON

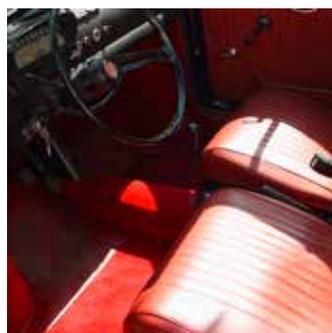
Registration no. WTN 389A

Chassis no. 2549437

Introduced in 1968 alongside the standard 500F, the deluxe 500L, while mechanically identical, came with exterior cosmetic enhancements and an improved interior featuring new instrument panel, seats, and floor covering. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and recently was voted 'Sexiest Car' by the readers of *Top Gear* magazine. A left-hand drive model, this FIAT 500L benefits from a bare-shell restoration by Board Brothers costing in excess of £15,000. Extensively upgraded, it has been fitted with a low-mileage FIAT 126 engine and gearbox and has a claimed top speed of 80mph (130km/h). New parts fitted in the course of the rebuild include the rear wishbones, springs, shock absorbers and CV joints; inner and outer rear wings; front shock absorbers; brake master cylinder; rear wheel bearings; fuel lines; front windscreen and all rubbers; and the clutch, throttle, starter, and choke cables. Other noteworthy features include a stronger FIAT 126 rear engine mount panel; bespoke interior by The Trim Centre, Nuneaton with blue mohair roof (cost £3,000); powder-coated wheels by Motor Wheel Services (x5); front disc brakes; MPH speedometer; 123 electronic ignition; and a solid state ignition coil. Said to drive beautifully, this excitingly modified FIAT 500 is offered with restoration invoices, current MoT, and a V5C document.

**£10,000 - 12,000**

**€11,600 - 14,000**



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258 N

## 1963 ALFA ROMEO GIULIA TI SPORTS SALOON

Registration no. not UK registered

Chassis no. AR 420971

- *Historically important and rare 1st Series model*
- *Restored condition; original interior*
- *Still on the original Torino plates*



Introduced in 1962 and outwardly almost indistinguishable from the preceding 1.3-litre Giulietta, the Giulia boasted a more powerful and much less fussy 1,570cc engine in addition to welcome improvements to the previously feeble heating arrangements. Despite their boxy, unitary construction body, the Giulietta and Giulia were paragons of aerodynamic efficiency and possessed a distinctly sporting nature, the 92bhp produced by its classic, twin-cam, four-cylinder engine making the Giulia TI a genuine 100mph (160km/h) car.

Under the skin the Giulia featured a five-speed manual gearbox, independent front suspension and a coil-sprung live rear axle. 'Few cars can rival the 1600 Alfa for sheer driving enjoyment, and the keen driver devoting his full attention to driving it will be amply rewarded,' enthused *Car & Driver*.

The beautifully presented Giulia offered here is a very rare '1st Series' model with the column gear change (five-speed), drum brakes, and six-person accommodation courtesy of the bench-type front seat. Very few were made to this '1st Series' specification before the introduction for 1964 of separate front seats, a floor-mounted gear change, and disc brakes.

Finished in stunning topo grigio (mouse grey) paint with light grey cloth interior, the car benefits from some €33,000 spent on a comprehensive restoration of the body and mechanicals and performed well on a recent test drive. A very rare find, and even rarer in such beautiful condition, this stunning early Giulia is offered with Alfa Romeo Register passport, and its original Italian libretto.

**€22,000 - 30,000**  
**€26,000 - 35,000**

259

### C.1928 MOXONS TRACTOR

Registration no. not registered  
Chassis no. to be advised

Moxons tractors used Ford Model T engines and transmissions and were built to tow gang mowers. The use of Ford Model T components for such an application made perfect sense, as the Model T was robustly built and simple to maintain, while spares were both cheap and plentiful. This example was purchased some 20 years ago at an auction and had already been rebuilt when acquired. Unfortunately, there was no information offered with the tractor and no attempt has been made to run it since acquisition. It is believed that there are only four such vehicles in the UK. The tractor is offered with some copies of the *Ford Model T Register* magazine.

£800 - 1,000

€930 - 1,200

No Reserve



260

### C.1955 BMB PRESIDENT TRACTOR PROJECT

Registration no. not registered  
Chassis no. to be advised

The BMB tractor was built by Brockhouse Engineering of Southport, a company best remembered for manufacturing the Corgi miniature folding motorcycle. BMB stood for British Motor Boats, the tractor's designer, which had been importing American Simplicity tractors prior to WW2. Built as an affordable machine using post-war surplus production capacity, the BMB was available as a small market-garden tractor or as a walk-behind unit for pulling cultivation equipment. As such they were ideal for cultivating the many small vegetable plots that helped alleviate the effects of continued rationing in the UK during the late 1940s and early 1950s. Specially adapted vineyard and orchard versions were available alongside the standard model. Powered by a 918cc four-cylinder Morris industrial engine, the President model was built from 1947 to 1956 when falling sales led to its withdrawal from the market. The stock of spares was transferred to H J Stockton & Company Ltd, who redesigned the BMB to take either a Ruston & Hornsby or Petter engine, selling these revised models as Stokold tractors from 1956 to 1960. Not touched for some 20 years, this BMB President is presented in 'barn find' condition for restoration and offered for restoration.

£2,000 - 3,000

€2,300 - 3,500

No Reserve



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261

**1973 JAGUAR E-TYPE SERIES III V12 ROADSTER**

Registration no. CAT 94K

Chassis no. 1S2023

- *44 years with the first owner*
- *Manual transmission*
- *Factory hardtop*
- *Full professional restoration between 2012 and 2018*
- *Circa 28,500 miles from new*





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.

A solicitor, this E-Type's first owner purchased the car from Henlys, collecting it on 22nd August 1973. Originally registered 'OHW 678M', the car comes with the original sales invoice and a Heritage Certificate, the latter confirming that it left the factory equipped with manual transmission and was finished in British Racing Green with a Biscuit interior. Sundrilm glass and automatic seatbelts were fitted by the factory, reflective numberplates and a mirror by the dealer. The Jaguar was used regularly and routinely serviced until in the early 1980s when the arrival of a family necessitated transport with more than two seats. The E-Type was used less frequently thereafter. An MoT on file shows that by September 1977 the car had covered 18,455 miles, while by the mid-1990s it was hardly used at all apart from the occasional outing. It was always kept garaged and still looked very presentable.

In 2012, at 28,400 miles, it was decided to have the car completely overhauled, and marque specialists The Carriage Company of Silsoe, Bedfordshire were commissioned to undertake the restoration. Work commenced in late 2012, and details, invoices, and a full photographic record of the rebuild are on file. Sadly, as the restoration was nearing completion, the owner's circumstances changed and he instructed The Carriage Company to offer the car for sale.

The next owner ordered a complete re-spray in British Racing Green and had the interior re-trimmed in complementary Sage Green, this being the finishing touch to what had become a showpiece restoration. In addition, an original factory hardtop was obtained, restored to correct specification, and painted to match the car, which was reregistered with the appropriate plate 'CAT 94K' on the restoration's completion in 2018. The E-Type has belonged to the current (third) owner since July of that year.

As well as the aforementioned documentation and restoration records, the extensive history files contain the original Jaguar Passport, owner's handbook, service centre guide, and wallet; original brochures; two sets of keys; MoT certificates; and V5 registration documents. With only a few owners - the first for 44 years - low mileage and excellent provenance, this freshly restored Roadster has to be one of the very best Series 3 E-Types currently available.

**£110,000 - 140,000**  
**£130,000 - 160,000**

262

## 1974 CITROËN GS BIROTOR SALOON

Registration no. not UK registered

Chassis no. to be advised

- One of the rarest of post-war Citroëns
- Wankel rotary engine
- Left-hand drive
- Automatic transmission
- Two owners from new



Offered here is an example of that rarest of post-war Citroëns: the mythical Birotor. As its name suggests, the Birotor was powered by a twin-chamber version of Dr Felix Wankel's rotary engine, which had been developed initially by NSU. A joint venture, Comotor, was set up by NSU and Citroën to manufacture the Wankel engine. NSU was first to get a Wankel-powered car on sale, launching the all-new Ro80 in 1967, while Citroën adopted a more conservative approach, basing their Birotor on the existing GS.

Introduced in August 1970, the Robert Opron-designed GS was the smallest Citroën to feature the hydropneumatic suspension system pioneered on the revolutionary DS, and was powered by an air-cooled flat-four engine driving the front wheels. Featuring a streamlined four-door fastback body with truncated Kamm tail, the GS had a drag coefficient lower than that of any contemporary passenger car. Add to the mix disc brakes all round, supremely comfortable seats, responsive handling, and ride quality equalling that of a Rolls-Royce, and it is easy to understand why the GS was such an outstanding success. By far the most technologically advanced small car of its day, the GS was voted European Car of the Year for 1971.

Just about the only criticism levelled at the GS was a lack of power, but there were no such complaints about the Birotor, which was launched in October 1973 equipped with the same 1,990cc 106bhp engine as found in NSU's Ro80. Unfortunately, the Birotor cost as much as the larger DS and was less economical, while its arrival coincided with the start of the 1973 oil crisis. Sales were disappointing and the Birotor was quickly pulled from the market after 847 had been sold. Citroën then attempted to buy back and scrap them, as it did not want to support the model with spare parts. Fortunately, a few of these remarkable cars have survived in the hands of collectors.

A two-owner example, the Birotor offered here was first owned by a French Citroën dealer who kept it on display in his showroom. When he died the car passed to a friend's private collection. Finished in gold with orange/brown interior, the Birotor currently displays a total of circa 26,000 kilometres on the odometer and is described by the private vendor as in generally good/very good condition. Offered with current MoT and a V5C document, it represents a possibly once-in-a-lifetime opportunity to own one of these fascinating rotary-engined Citroëns.

**£27,000 - 35,000**  
**€31,000 - 41,000**

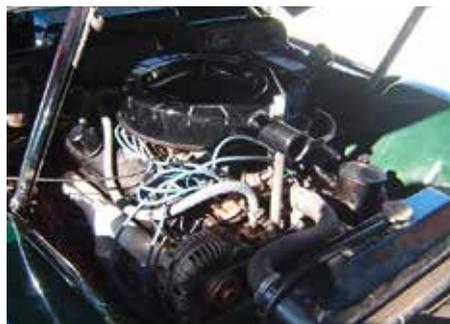
263

## 1964 JENSEN C-V8 6.3-LITRE MARK II COUPÉ

Registration no. CGX 279B

Chassis no. 1042197

- Present ownership since 2004
- Glassfibre bodywork
- Automatic transmission
- Extensive history file



Less than 500 cars of this make rolled off the production line in the mid-1960's. The Jensen C-V8 was considered the super car of its era with one of the fastest accelerations of its time and for the first time boasting a stunning fibreglass body. But its design was considered too avant-garde, so the production was stopped. Today this limited production makes the C-V8 a true collectors item.

Brothers Alan and Richard Jensen first became involved with car design and construction in 1925 when their efforts to improve on the styling and performance of an Austin Seven Chummy attracted much favourable attention. In 1931 they were appointed joint managing directors of the West Bromwich firm of commercial coach builders, W J Smith & Sons, an arrangement that provided them with the means to build sports cars on a variety of chassis. In 1934 the brothers took control, changing the company name to Jensen Motors Ltd. By this time, the reputation of their stylish products had spread far beyond the UK, resulting in a commission to build an open tourer on a Ford V8 chassis for movie star Clark Gable. The publicity generated by this special car generated demand for more, and having secured an agreement with Ford for the supply of engines, Jensen commenced serial production in 1937.

Although Jensen had favoured Ford and Nash engines in pre-war days, during the 1950s the company was closely associated with Austin, using the latter's 4.0-litre six-cylinder engine in its Interceptor and 541 models, the latter pioneering the use of glass fibre bodywork.

However, by the late 1950s the need to offer automatic transmission in luxury cars, even those of sporting character, signalled the end of Jensen's reliance on the Austin six. The latter being deemed insufficiently powerful, Jensen turned to Chrysler's 5.9-litre V8, which came with the admirable Torque-Flite automatic gearbox as standard. This engine/transmission package debuted in the all-new glass fibre-bodied C-V8 in October 1962, and while the car's highly individual styling was not to everyone's taste there were no complaints about its performance.

According to *The Motor*, the C-V8's 136mph maximum speed and outstanding acceleration made it "one of the fastest cars we have ever tested, and the fastest full four-seater". The model was revised through Mark II and III versions, Chrysler's 6.3-litre V8 becoming standard part way through Mark II production.

Finished in British Racing Green with cream leather interior, this C-V8 has belonged to the current vendor since 2004. The car is described by them as in generally very good condition, with engine and gearbox in good working order. Also the upholstery and paintwork are well maintained. In terms of minor imperfections we are advised that some of the rubber components show signs of slight wear; that the propeller shaft fastenings need tightening; and that the fuel gauge is faulty. The car comes with a large history file containing bills and other documents spanning some 20 years.

**£30,000 - 40,000**  
**€35,000 - 46,000**

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.

264

## 1930 LAGONDA 2-LITRE LOW CHASSIS TOURER

Registration no. GC 3620

Chassis no. OH 9479

- *Present ownership since 1983*
- *Rebuilt and raced in the early 2000s*
- *VSCC 'Buff Form'*
- *Extensive history files*





First registered on 17th January 1930, this Lagonda 2-Litre Tourer was purchased in September 1983 at the auction sale of the previous owner's estate. The deceased owner was a Mr Winn, an inventor, who had moved to a derelict castle in Ireland and amassed a huge collection of cars, boats, and aircraft. He was killed in one of the latter.

Once the Lagonda was returned to the UK, it was given to John Scholey, who owned Martins Garage in Guildford and had worked for Lagonda pre-war, including with the works team at Le Mans in 1939. The car proved to be seriously worn out, and although now running was passed to Lagonda expert John Batt, who completely rebuilt the engine, fitting Arrow con rods and special pistons. The only changes from original have been to replace the single SU carburettor with twin Zeniths, and to replace the clutch with a modern Borg & Beck unit. The originals have been retained and come with the car, which was extensively restored over a number of years with no expense spared.

In this form the Lagonda raced as part of 'Team 2 Litre', competing at Donington Park, Silverstone, Oulton Park, and Snetterton for around three years, commencing with the 2003 season.

'GC 3620' was usually driven to the circuit, and although never very fast it always got there and helped the team win overall. It comes with a VSCC 'Buff Form' and a most amusing account of its racing exploits, written by the owner for the Lagonda Club's magazine.

In addition to the aforementioned engine rebuild, a new fabric body covering was made by Mike Thomas while the interior was re-trimmed in red hide. The car has also received new wheels, new electrical wiring, a new crown wheel and pinion, and a new body frame, the latter in December 2011. Bills on file, including the 'running bill', total £48,796, although this total does not include bills for the engine rebuild and related works.

In the vendor's ownership the Lagonda has been all over the Continent and the UK, enjoying a cruising speed of 55mph with very steady water temperature and oil pressure. During the last couple of years, however, the car has seen little use and is now offered for sale as the owner is seeking to reduce his extensive collection. In generally very good order, this Lagonda wants only for a new appreciative owner. It comes with three box files of history (inspection highly recommended) and is MoT'd to August 2020.

**£65,000 - 75,000**  
**€75,000 - 87,000**

## 1940 CHRIS-CRAFT 19FT CUSTOM BARREL BACK RUNABOUT

- Iconic "barrel-back"
- Indmar 5.7-litre V8
- Purpose-built four-wheel trailer
- Extremely rare outside USA



When you're born with a name like Christopher Columbus Smith it's pretty clear that destiny has got plans for you. At the age of 13 in 1874 the Michigan-born blacksmith's son made his first boat. By 1881 he was building boats full time, and went on to pioneer petrol internal combustion for leisure craft. From 1913, for 11 consecutive years, Smith-built boats won every America Power Boat Association Gold Cup race, including five consecutive victories for legendary sportsman Gar Wood.

Smith was in just as much of a hurry when it came to building his business, and by 1927 Chris-Craft was the world's largest manufacturer of mahogany boats. In a final flourish before devoting itself to the war effort Chris-Craft produced what for many is the culmination of the "vintage" sports runabout.

It is simply beyond question that the 17, 19 and 23ft runabouts produced from 1939 to 1942, and nicknamed barrel backs, were an abiding influence on the swish craft Carlo Riva would later produce. Most popular of the Chris-Craft barrel back line-up was the 19ft twin-cockpit Custom model, of which 433 were produced, although it's thought that less than 50 are extant.

Early Times, hull no: 48690, was delivered to California in January 1940, and features that year model's elegantly raked screen, which was not only more modern and stylish than the earlier rather perpendicular separate aero-screens, but gave considerably improved weather protection. After spending 30 years in Florida the runabout was restored in 2003 by Biscayne Boat Works and acquired by its British vendor the following year. Indeed, if not the only '39-42 19ft Custom in the UK, it is certainly one of a very few indeed.

In 2011 the owner replaced the original 130hp 6-cylinder M series engine with a new GM Corvette-derived Indmar marine 5.7-litre V8, which delivers a lusty 40mph on flat water. Recently serviced, the Indmar V8 has covered just 30 hours approximately. At the same time as installing the new power plant, a new synthetic fuel tank was installed. The original engine is available by separate negotiation. Early Times comes complete with a purpose-built four-wheel trailer.

The twin cockpits retain a full complement of glittering dials and banjo steering wheel to contribute to a sense of well-being so enjoyed by a long roll-call of classic Chris-Craft owners that has included Frank Sinatra, Dean Martin, Katherine Hepburn, Elvis Presley Franklin D. Roosevelt and John F. Kennedy .

**£35,000 - 50,000**  
**€41,000 - 58,000**

266

## 1952 JAGUAR XK120 4.2-LITRE FIXED-HEAD COUPÉ

Registration no. YPN 635

Chassis no. 679445

- *Ex-Roy Hatfield*
- *Delivered new to the USA*
- *Converted from left- to right-hand drive*
- *Extensively upgraded with 4.2-litre engine*
- *All-synchromesh overdrive gearbox*
- *Disc brakes*



Originally a left-hand drive model, this XK120 fixed-head coupé was sold new in the USA via Jaguar's West Coast importer Hornburg of Los Angeles in March 1952. The car is believed to have been imported in 1989 into Germany, where it was restored before coming to the UK in 1998 and being acquired by well known Jaguar enthusiast, Roy Hatfield. Further extensive work was then undertaken by XK specialists Derek Watson and Ken Jenkins, including conversion to right-hand drive, fitting a 4.2-litre engine equipped with triple 2" SU carburettors, and installing an all-synchromesh four-speed gearbox with overdrive. This work was featured in the March 1999 edition of 'XK' magazine, a copy of which is in the history file.

This is a very handsome example with louvred bonnet, leather bonnet straps and Monza filler cap. The mechanical specification also includes disc brakes, rack-and-pinion steering, with most importantly an adjustable steering column, along with aluminium radiator, telescopic rear shock absorbers, poly-bushed front suspension, etc. The batteries have been relocated under the front wing as in later XKs.

In 1999 'YPN 635' participated in the 50th anniversary celebrations of the XK120's famous timed runs at Jabbeke in Belgium where it recorded a terminal speed of 131.8mph. The following year it successfully completed the Millennium Monte Challenge, starting at Brooklands and finishing in Cannes, a distance of 1,800 miles on the event and 2,600 in total. The XK finished 2nd in class and 13th overall out of 130 competitors, and won the Team Prize. In 2003 the car was acquired for the collection of a major Jaguar distributor, following which it was used sparingly. It has belonged to the current registered keeper since 2010. Stored for the last 8-9 years, the car was last MoT'd in 2011 at 37,928 miles (the current odometer reading is 42,758 miles).

This is a very sporting Jaguar combining the sublime looks of the XK120 FHC with sensible mechanical upgrades for modern high-performance motoring. These modifications have been properly undertaken by XK experts and the result is a car that has tremendous performance and drives superbly. Described as in generally very good condition, it is offered with a detailed history file containing restoration invoices, MoTs dating back to 1998, JDHT Heritage certificate, FIVA identity card, and a V5C registration document.

**£80,000 - 100,000**  
**€93,000 - 120,000**

267

From the estate of the late Brian Moore

## 1922 MORRIS OXFORD 11.9HP LIGHT TOURER

Registration no. BH 8844

Chassis no. 12636

- Widely travelled
- Restored by Brian Moore prior to 1970
- Last used in 2004 on a VSCC event
- Affordable Vintage-era motoring
- Long-term family ownership



"Very few new cars find a way straight to the heart of the motor user with the speed and completeness that attended the debut of the original Morris Oxford and later the Morris Cowley cars." - *Autocar*, 2nd August 1919.

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. Production at Morris's Cowley factory began in March 1913 and by the end of the year 393 cars had been sold.

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.

An example of the 'Light' four-door four-seat tourer model, 'BH 8844' has travelled with the Moore family to Australia, Canada (Expo in 1967) and also South Africa. Restored by Brian Moore prior to 1970, the Morris was last used in 2004 on a VSCC event. The car is finished in dark blue with black wings, grey interior trim, and a black canvas hood, while noteworthy features include a single side-mounted spare wheel and rear-wheel brakes. Offered with an old-style green logbook and a V5 registration document, it represents a relatively affordable entry into the world of Vintage-era motoring.

**£17,000 - 19,000**  
**€20,000 - 22,000**

**1949 BENTLEY MARK VI 4¼-LITRE SALOON**

Registration no. NPB 393

Chassis no. B250EY

- *'Standard Steel' model*
- *Recent engine rebuild by Frank Dale & Stepsons*
- *Excellent interior*
- *Affordable entrée into the Bentley Drivers' Club*



'In a very short time, however, it was easily seen that the pressed steel Bentley bodies were as elegantly proportioned, as highly finished and as comfortably furnished as anything the traditional coachbuilders of the past had done; with the added virtues of immunity from rot and greater rigidity.' - Anthony Bird & Ian Hallows, *'The Rolls-Royce Motor Car'*, 1964.

The policy of rationalisation begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork on the Mark VI Bentley. Rolls-Royce's first post-WW2 product, the Mark VI was introduced in 1946, a year ahead of the Rolls-Royce Silver Wraith. Although mechanically similar to the Mark VI, the latter was exclusively a coachbuilt car, the first 'standard steel' Rolls-Royce, the Silver Dawn, not appearing until 1949.

The decision to offer a complete car with 'in-house' bodywork had been dictated by harsh economic reality. 'Export or die' was the watchword of the late 1940s and the manufacture of standardised steel-bodied cars was essential to selling in sufficient quantities to overseas markets where the environment was inappropriate for the traditional coachbuilt body, with its ash framing and aluminium panels. Nor were any of the established coachbuilders capable of making the costly investment in new plant and equipment to produce standardised bodywork, so Rolls-Royce established production facilities in which bodies were built to their exacting standards by one of the leading experts in this form of construction, the Pressed Steel Company.

Additionally, facilities had to be installed at the Crewe factory for the high-quality interior trim, woodwork, and paintwork that set Rolls-Royce and Bentley cars apart from the products of lesser companies. Despite the misgivings of traditionalists, exports rose steadily and, when the home market stabilised, the classically-styled Standard Steel bodywork proved equally acceptable, making up 80% of total production of this first post-war Bentley.

This beautifully presented Mark VI benefits from a recent engine rebuild by the highly respected marque specialists Frank Dale & Stepsons, as evidenced by their invoice for circa £18,000 on file. As one would expect, the engine is said to run smoothly and quietly, never missing a beat. The car is finished in green with stone coloured interior trim, the latter in excellent condition, while other noteworthy features include a central spot lamp, rear wheel spats, and whitewall tyres. Previously registered in Spain, the car now has a UK V5C Registration Certificate for its original registration mark.

Bentley's post-war steel saloons have long been regarded as an affordable entrée into the varied activities of the Bentley Drivers' Club and this fine example offers just that opportunity to the aspiring enthusiast.

**£26,000 - 32,000**  
**£30,000 - 37,000**

269

## 1972 BMW 3.0 CSI COUPÉ

Registration no. GEL 92L

Chassis no. 2262705

- Rare UK delivered right-hand drive model
- Rare Webasto sunroof
- Restored in 2014



BMW returned to six-cylinder power for its top-of-the-range models in 1968 with the launch of the 2500 and 2800 saloons together with the stylish 2800 CS coupé. Designated 'E9', the latter was powered by the 2800 saloon's M30 engine, though its running gear had more in common with the existing, four-cylinder 2000 C/CS. The 2800 CS's replacement by the similarly styled 3.0-litre CS in 1971 brought with it numerous improvements, including four-wheel disc brakes in place of the old disc/drum combination. With 180bhp on tap courtesy of its larger engine, the 3.0 CS was good for in excess of 130mph, with even more performance on offer from the 3.0 CSI. The latter's Bosch D-Jetronic fuel-injected engine produced 200bhp, only a whisker below the maximum enjoyed by the lightweight CSL Group 2 'homologation special', affectionately known as the 'Batmobile' on account of its futuristic body kit.

Although designed as a fast and comfortable touring car, the 3.0 CSI in its Batmobile form would turn out to be one of the most successful competition saloons of all time.

Developed at Stuttgart University and used from mid-1973 onwards, the Batmobile aerodynamic package enabled BMW to defeat the previously all-conquering Ford Capri RS2600s, commencing with the 1973 European Touring Car Championship. Ford bounced back in 1974 but from 1975 onwards the Batmobiles won five consecutive ETCCs, a quite unprecedented run of success.

Today these exciting and charismatic E9 Grand Tourers enjoy an enthusiastic following and well-preserved examples such as that offered here are increasingly sought after. A rare UK delivered right-hand drive model equipped with the rare Webasto sunroof, 'GEL 29L' has formed part of a 20-car collection since it was purchased by the vendor and restored in 2014. Since then the BMW has been used sparingly over the summer months. The interior is very good indeed, with correct blue cloth seats (so often poorly re-trimmed) while mechanically it is in very good order, benefiting from a recent service by marque experts. All brightwork presents well and the shut lines are good. Accompanying documentation consists of restoration invoices, a current MoT, and a V5C Registration Certificate.

**£40,000 - 60,000**  
**€46,000 - 69,000**

270

## 1989 LOTUS ESPRIT TURBO COUPÉ

Registration no. F608 PJD

Chassis no. SCC082910KHD13407

- Collectible modern Lotus
- 148mph, 0-60mph in 6.1 seconds
- Recent engine rebuild costing over £8,000
- Recent re-trim with bills on file for over £7,000



Among the longest running of post-war sports cars, the Esprit first surfaced as a Giorgetto Giugiaro-designed Itai Design project car at the 1972 Turin Motor Show, the silver prototype having come about following a chance encounter between Giugiaro and Lotus boss Colin Chapman. The car was well received, and following a protracted development programme finally entered production in 1976. The Esprit retained Lotus's trademark backbone chassis but deviated from previous designs by employing front and rear sub-frames to support the all-independent suspension and engine/gearbox unit. Lotus's own 2.0-litre, 16-valve, four-cylinder Type 907 engine provided the power while the five-speed transaxle was sourced from Citroën. Disc brakes were fitted to all four wheels, the rears mounted inboard.

The Esprit metamorphosed through several series over the next two decades before the model's ultimate expression - the V8 - arrived in 1996. Lotus had first employed turbocharged induction in 1980 on the Essex Turbo Esprit, a limited edition model featuring the blue/red/chrome livery of the Essex Overseas Petroleum Corporation, sponsor of Team Lotus from 1979 to 1981. The Essex paved the way for the series production Turbo Esprit, the arrival of which in April 1981 coincided with that of the S3 models. Despite having a wet sump, the Turbo's 2.2-litre Garrett-blown engine produced the same power (210bhp) as the Essex's dry sump unit.

The Turbo Esprit retained the aerodynamic body kit of the Essex cars and featured prominent 'Turbo Esprit' decals on the nose and sides. The Turbo's top speed was 148mph, with 60mph attainable in 6.1 seconds. In 1987, the Esprit was comprehensively restyled by Peter Stevens, who produced a less angular, more rounded and much more modern look. The turbocharged car's name was changed to 'Esprit Turbo', while the major mechanical updates were a Renault GTA gearbox and outboard rear brakes.

This attractive and well-presented Esprit Turbo is finished in black with black/yellow interior. We are advised that the car has been stored in a dehumidified garage, one of its few recent trips out (in 2018) being to Esprit Engineering, the Official Lotus Heritage Repair Centre in Downton, Wiltshire. Works carried out at that time included a major service, replacing the fuel tanks, and changing the cam belt. Described by the vendor as in generally good condition, the car is offered with a current MoT, sundry bills including recent expenditure of £7,000 on re-trimming and a further £8,000 spent rebuilding the engine. Equally appealing to enthusiasts and collectors alike, it is worthy of the closest inspection

**£17,000 - 20,000**  
**€20,000 - 23,000**

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.

271

**2002 BENTLEY AZURE MULLINER CONVERTIBLE**

Coachwork by H J Mulliner, Park Ward Ltd

Registration no. to be advised

Chassis no. SCBZK26E03CH01159

- *Exclusive and bespoke Mulliner variant*
- *One of only 154 built*
- *Dry-stored for the last five years*
- *Recently serviced by a Bentley specialist*





The Corniche convertible had been a major success for Rolls-Royce so it can have surprised few onlookers when a soft-top version of the Bentley Continental R was announced, albeit a full four years after the Coupé's introduction. Once again, Geneva was chosen to launch what would turn out to be the first Bentley model in several decades to use an entirely new name - 'Azure' - which, like 'Corniche' and 'Camargue', evoked exotic destinations in the South of France.

The famous Italian styling house of Pininfarina – a firm with unrivalled experience in the design of soft-top Gran Turismos – had been chosen to develop the Azure on the four-seater Continental R platform, and there was no questioning that the result was most successful. Bodyshells were assembled in Italy by Pininfarina, fitted with the automatic soft-top, painted and shipped back for finishing at Crewe. Mechanically similar to the Continental R, but with an engine further up-rated to 385bhp, the Azure was launched in 1995 and cost £215,000 in the UK. Hailed by its maker as, "the world's best convertible", the Azure lived up to that grand title, proving an immense success especially in North America where its combination of unmatched luxury, effortless performance, and soft-top style was found highly attractive.

From 1999 until the end of production, the Azure was also available in Mulliner 'Wide Body' specification. Introduced at the 1999 Geneva Motor Show, the aggressive-looking Mulliner could be ordered with special bespoke trim and additional equipment, and permitted the buyer the option of further customisation during the build process. Pricing varied by car, as equipment could be significantly different from one to the next depending on customer requirements. For the Azure Mulliner, Bentley's 6.75-litre V8 engine was up-rated, producing a maximum of 420bhp and 645lb/ft of torque, while the suspension was stiffened to improve the roadholding. When production ceased in 2003 a total of 1,403 Azures of all types had been built, of which only 154 were Mulliner 'Wide Body' models. The ultimate Azure, the Mulliner 'Wide Body' represents the height of motoring luxury and elegance; top-down touring was never more exclusive.

This rare 'Wide Body' Azure Mulliner has had only three owners. Supplied by Jack Barclay, it has covered only 20,560 miles from new and has just been serviced by a Bentley specialist at a cost of £5,000 having been in dry storage for the last five years. Described by the private vendor as in excellent condition throughout, this exclusive and collectible modern Bentley is offered with MoT to August 2020.

**£90,000 - 110,000**  
**€105,000 - 130,000**

**1962 ALVIS TD21 SPORTS SALOON**

Coachwork by Park Ward Ltd

Registration no. CKH 910B

Chassis no. 26901

- Rare and desirable coachbuilt Alvis sports saloon
- Manual transmission
- Restored in the 1980s
- Present ownership since 1995



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

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

*The Motor* magazine remarked on the Alvis's exclusivity and individuality of character, summing up the TD21 thus: "As a perfectly serviceable everyday car with extra 'chic', extra performance, and high standards of comfort and safety, its appeal to a select but important clientele should be strong", while *Autocar* declared the TD21 to be "one of the most enchanting owner-driver cars imaginable".

Built in October 1962 and delivered to a distributor in Northwest England in April 1963, the TD21 offered here was the subject of a 'body off' restoration in 1986/1987. Photographs relating to this work are available together with bills totalling some £15,000, while a further £2,000 was spent on a front suspension overhaul in 1995. With the coachwork refinished in its original grey, the burgundy leather upholstery and dark grey headlining are original while the red carpeting has been renewed. The only modifications are the stainless steel exhaust system and Kenlowe electric cooling fan. Originally registered '888 KF', the Alvis was reregistered as 'CKH 910B' in 1981. The current vendor purchased the TD21 at Brooks' Ascot Racecourse sale in July 1995 (Lot 560), since when it has been used sparingly. MoT'd to June 2020, the car is offered with a large box file of history to include a V5C document, numerous bills and expired MoT certificates, and a (copy) instruction manual.

**£14,000 - 18,000**

**€16,000 - 21,000**

273

*Property of a deceased's estate*

## **C.1978 PORSCHE 911 SC 3.0-LITRE COUPÉ**

Registration no. XFB 920T

Chassis no. 9119302484

- *Delivered new in the UK*
- *Porsche service history 1979-1990*
- *In heated storage from circa 1990*
- *Re-commissioned circa five years ago*
- *86,500 miles from new*



A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356, and is still in production today. The 356's rear-engined layout was retained but the 911 switched to unitary construction for the body/chassis and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six-cylinder engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out over 300 horsepower.

The first of countless up-grades came in 1966 with the introduction of the 911S, the latter easily distinguishable by its Fuchs five-spoked alloy wheels and featuring a heavily revised engine. A lengthened wheelbase introduced in 1969 improved the 911's sometimes-wayward handling and then in 1970 the motor underwent the first of many enlargements - to 2.2 litres.

In 1977, Porsche rationalised the 911 range, reducing it to just two models, SC and Turbo, the normally aspirated 3.0-litre SC having a conservatively estimated 180bhp at its disposal initially, an output good enough for a top speed of 140mph-plus.

This manual transmission Porsche 911SC comes with Porsche service history for the period 1979 to 1990, there being eight stamps in the booklet, all from Dick Lovett. Offered from the estate of a deceased Porsche enthusiast, the car was placed in heated storage around 1990 before being retrieved and re-commissioned circa five years ago. Since returning to the road the Porsche has been MoT'd for the last few years and currently displays a total of 86,500 miles on the odometer. In addition to the aforementioned service booklet, the car comes with a full complement of instruction manuals and their associated wallet, a quantity of service invoices, and a V5C Registration Certificate.

Described by the private vendor as in generally very good condition, with excellent paintwork.

**£30,000 - 35,000**

**€35,000 - 41,000**

274

Ex-Louis Holland

## 1910 RENAULT AX 8HP

Registration no. AM 1812

Chassis no. AX24695

- One of the most successful Pre-WWI Renaults
- Highly eligible for many Edwardian motoring events
- Two-Seater bodywork



The little twin-cylinder Renault AX had its first public showing at the 1908 London Motor Show. It was welcomed by the French magazine *Omnia* in the following terms: "It is very much to the taste of the public, who see it as a move towards the *voiturette*... that car for poor people that can render so many services. I hope that they won't weigh down this nice little chassis, built to carry neat two-seater bodywork, with huge coachwork capable of carrying five people!"

But of course they did, for the twin-cylinder Renault chassis was quickly adapted as a taxicab, in which guise the model was well-known in Paris and London, its finest hour being the rushing of reinforcements to the front in September 1914 when the advancing German Army threatened Paris. This achievement earned the Renault taxi the proud title "Taxi de la Marne", its immortality guaranteed by the preservation of one of those gallant Renault taxis in Les Invalides in Paris.

This car, however, is the archetypal two-seater, which became well-known in the hands of one of the great characters of the Veteran Car Club, Louis Holland, who had trained his African Grey parrot to imitate a Klaxon and sing "Get out and get under", and who – apart from a wonderful collection of automobilia – owned 6000 78 rpm gramophone records (including all Edwardian comedian Harry Tate's "Motoring" sketches and a recording of 10,000 trained canaries singing "Liebestraum"...).

Louis was a great friend of Michael Banfield's, so when the opportunity came at a Brooks sale in December 2000 for Michael to acquire Louis' trademark Renault AX, he successfully bid for it. Originally imported through Renault agents A. Gaal Ltd of Hanover Square, Regent Street, London, whose dealer plate is strategically displayed on the bonnet, this well-known Edwardian comes complete with a buff logbook detailing its owners from 1956 until Louis Holland acquired it in 1961. Purchased by the current owner in 2014, AM 1812's red and grey two-seater bodywork bears the gentle patination of appreciative use over the past half-century and is said to be running well.

**£24,000 - 30,000**

**€28,000 - 35,000**

275

## 1960 PORSCHE 218 TRACTOR

Registration no. not registered

Chassis no. 3158

- *From one of the world's premier performance marques*
- *Air cooled diesel engine*
- *Restored in 2019*
- *Outstanding condition*



Following spells at the Austro-Daimler, Mercedes-Benz and Steyr companies, all of which benefited greatly from his monumental engineering prowess, Dr Ferdinand Porsche set up his own design consultancy in Stuttgart on 25th April 1931. Dr Ing hc F Porsche KG's most celebrated product of the 1930s was, of course, the Volkswagen - but the company was also active in other fields, literally so in the case of its tractor project. A handful of prototypes was constructed prior to WW2, the first of which were powered by petrol engines, before Dr Porsche turned to diesel power, eventually developing a series of one-, two-, three- and four-cylinder air-cooled engines ranging in output from 14 to 55bhp. An unusual feature of Porsche's tractor system (fitted to all models right up to the end of production) was its hydraulic coupling between engine and gearbox, which permitted smooth clutch-less gear changes and thus reduced wear on the transmission components.

After the war's end Porsche was barred from producing its own tractors (only companies that had been making tractors prior to and during the war were permitted to do so) and thus was forced to license its designs to other manufacturers.

Agreements were concluded with two companies - Allgaier GmbH in Germany and Hofherr Schrantz in Austria - and then in 1954 Mannesmann AG diversified into tractor manufacture by acquiring the rights to Porsche's engine and Allgaier's tractor design, setting up Porsche-Diesel Motorenbau GmbH. In 1956 Mannesmann built a new manufacturing facility at the old Zeppelin factory in Friedrichshafen-Manzell, where Porsche tractors continued to be built until production ceased. Porsche-Diesel Motorenbau manufactured over 125,000 tractors between 1956 and 1963, many of which were exported, its products gaining the same reputation for sound engineering and superb build quality as their road-car relatives.

This Porsche 218 tractor is powered by a twin-cylinder air-cooled diesel engine of 1,644cc producing 25bhp. The vehicle comes fresh from a 'last nut and bolt' rebuild carried out in Slovakia and completed earlier this year. Presented in outstanding condition, it is offered with NOVA acknowledgement and a selection of restoration photographs.

**£15,000 - 20,000**  
**€17,000 - 23,000**

## C.1919 INTERNATIONAL HARVESTER 8-16 JUNIOR TRACTOR

Registration no. not registered  
Chassis no. to be advised

- *Iconic American-built tractor*
- *Imported from the USA*
- *Mechanically overhauled by a local agricultural engineer*
- *Requires final finishing*



The USA's International Harvester company was created in 1902 by the merger of a group of agricultural equipment manufacturers. The firm is best known for its immensely successful Farmall tractors, production of which commenced in 1924, though before then the company had diversified into the production of light commercial vehicles and trucks.

Offered here is an example of the International 8-16 Junior, a tractor built from 1918 to 1922 in International's factory in Chicago, Illinois. When it was introduced, the 8-16 was built in the style of International's trucks, featuring a sloping bonnet and the radiator behind the engine. The original VB-series was powered by a 251ci (4.1-litre) overhead-valve four-cylinder three-main-bearing engine, borrowed from the Model L truck, and used a three-speed transmission like the smaller trucks. Other noteworthy features included thermo-syphon cooling, steel wheels, contracting band brakes, chain final drive, and a Splitdorf Dixie magnet.

In mid-1919 the upgraded Series HC 8-16 arrived featuring a redesigned engine with the three plain main bearings replaced by two roller bearings. A water-bath air cleaner was another new feature. The International 8-16 was revised again with a larger (284ci, 4.6-litre) engine for 1921. A price war with Ford led to the price of \$1,150 being cut by February 1922 to \$670, with a two-furrow plough included. Over 33,000 8-16s were built, of which it is estimated that some 2,500 were imported into the UK where the price, in 1921, was £310.

This 8-16 Junior was imported from the USA and has been mechanically restored by a local agricultural engineer, the work commencing in 2001. There are photographs of the restoration and related bills on file totalling £5,930, which does not include the cost of the new radiator and carburettor. We are advised that the tractor has been started but not driven (the drive chains have been removed to facilitate movement) and that the mudguards and bonnet need finishing and refitting.

**£14,000 - 18,000**  
**€16,000 - 21,000**

## List of entries in the MPH 26 November Auction

For full details and pictures visit [bonhams.com/25825](http://bonhams.com/25825)

|  |   |
|--|---|
| 1979 Airstream Excella 280   £35,000 - 45,000                              | 1961 Mercedes-Benz 190SL   £50,000 - 70,000               |
| 1961 Alfa Romeo Sprint Speciale   £60,000 - 70,000                         | 1963 Mercedes-Benz 220SE Cabriolet   £45,000 - 55,000     |
| 1997 Alfa Romeo 155 2.0 16V Twinspace   £3,000 - 5,000                     | 1977 Mercedes-Benz 230 Automatic   £14,000 - 22,000       |
| 1995 Aston Martin DB7 Coupé   £12,000 - 15,000                             | 1978 Mercedes-Benz 380SL   £7,000 - 10,000                |
| 2003 Aston Martin DB7 V12 Vantage   £16,000 - 20,000                       | 1981 Mercedes-Benz 500SL   £10,000 - 12,000               |
| 2004 Aston Martin DB9   £25,000 - 30,000                                   | 1985 Mercedes-Benz 380SEL Auto   £3,000 - 5,000           |
| 1955 Austin A90 Westminster Saloon   £3,000 - 5,000                        | 1989 Mercedes-Benz 500 SEC Automatic   £7,000 - 10,000    |
| 1976 Austin Healey 3000 Mk III BJ8   £38,000 - 42,000                      | 1989 Mercedes-Benz 420SL   £14,000 - 18,000               |
| 1952 Bentley MK.VI Special   £45,000 - 55,000                              | 1990 Mercedes-Benz 500SL   £8,000 - 12,000                |
| 2004 Bentley Continental GT   £16,000 - 20,000                             | 1992 Mercedes-Benz 500SL   £7,000 - 10,000                |
| 1974 BMW E9 3.0CSI   £40,000 - 45,000                                      | 1952 MG TD   £11,000 - 14,000                             |
| 1999 BMW Z3M Coupé   £20,000 - 30,000                                      | 1957 MGA 1500 Roadster   £16,000 - 22,000                 |
| 2000 BMW Z3 Coupé   £10,000 - 14,000                                       | 1959 MGA 1600 Roadster   £20,000 - 24,000                 |
| 2001 BMW 325Ci M Sport   £4,000 - 6,000                                    | 1959 MGA 1600 Roadster   £7,000 - 10,000                  |
| 1960 Cadillac Coupe de Ville   £10,000 - 15,000                            | 1972 MG Midget   £4,000 - 6,000                           |
| 1965 Chevrolet Corvette Stingray   £40,000 - 50,000                        | 2000 Mitsubishi Lancer Evolution 6 TME   £12,000 - 15,000 |
| 1972 Citroen DS 20 Pallas   £20,000 - 22,000                               | 1969 Morris 1000 Traveller   £5,000 - 7,000               |
| 1937 DKW Van   £4,000 - 6,000  | 1912 Mors 2½-Litre Décapotable Project   £10,000 - 15,000 |
| 2013 Ex-Top Gear 'Reasonably Priced Car' Vauxhall Astra   £13,000 - 16,000 | 1984 Nissan Cherry Europe GTI   £2,000 - 4,000            |
| 1982 Ferrari 308 GTSi   £38,000 - 45,000                                   | 1993 Nissan Skyline R32 Tommy Kaira   £35,000 - 40,000    |
| 1962 Ford Galaxie Sunliner Convertible   £12,000 - 15,000                  | 1983 Peugeot 104 GL   £2,000 - 4,000                      |
| 1979 Ford Escort RS2000   £10,000 - 15,000                                 | 1968 Porsche 911 SWB   £63,000 - 66,000                   |
| 1985 Ford Escort RS Turbo   £10,000 - 15,000                               | 1973 Porsche 911 T/E   £64,000 - 68,000                   |
| 1986 Ford Capri 2.8 Injection Special   £14,000 - 18,000                   | 1973 Porsche 911 Targa   £59,000 - 64,000                 |
| 1992 Ford Sierra Sapphire Cosworth   £18,000 - 24,000                      | 1973 Porsche 911T   £57,000 - 62,000                      |
| 1964 Glenn Pray Cord   £4,000 - 8,000                                      | 1973 Porsche 914/4 2.0-litre Coupe   £12,000 - 14,000     |
| 1961 Jaguar MK2 3.4   £20,000 - 25,000                                     | 1977 Porsche 911 S Targa   £26,000 - 32,000               |
| 1969 Jaguar E-Type Series II 2+2 Coupé   £35,000 - 45,000                  | 1982 Porsche 911 SC   £32,000 - 36,000                    |
| 1970 Jaguar E-Type Series II Convertible   £55,000 - 65,000                | 1985 Porsche 911 3.2 Carrera   £30,000 - 40,000           |
| 1970 Jaguar E-Type Series II 2+2 Coupé   £22,000 - 28,000                  | 1988 Porsche 944   £13,000 - 16,000                       |
| 1972 Jaguar E-Type Series III V12 Coupé   £25,000 - 30,000                 | 1993 Porsche 928 GTS   £15,000 - 18,000                   |
| 1972 Jaguar E-Type Series III V12 Coupé   £40,000 - 44,000                 | 1993 Porsche 968 ClubSport   £32,000 - 38,000             |
| 1973 Jaguar E-Type Series III V12 Coupé   £29,000 - 34,000                 | 2002 Porsche 911 (996) Targa Tiptronic   £12,000 - 15,000 |
| 1977 Jaguar XJ 4.2C Auto Project   £6,000 - 10,000                         | 2002 Porsche 911 (996) Turbo   £25,000 - 30,000           |
| 1999 Jaguar Sovereign V8 Auto   £3,000 - 4,000                             | 2002 Range Rover P.38 Westminster   £10,000 - 15,000      |
| 1951 Lagonda 2.6 Drophead Coupé   £16,000 - 25,000                         | 1984 Renault 5 TL LE   £4,000 - 6,000                     |
| 1951 Land Rover Series 1 80 Inch   £15,000 - 20,000                        | 1944 Royal Enfield   £1800 - 2,000                        |
| 1973 Land Rover Series 3 Tower Wagon   £14,000 - 18,000                    | 1922 Talbot 8/18hp Tourer with Dickey   £7,000 - 10,000   |
| 1987 Leyland Mini Moke   £3,000 - 4,000                                    | 1977 Toyota Land Cruiser   £12,000 - 15,000               |
| 1969 Lotus Elan +2   £10,000 - 15,000                                      | 1986 Toyota Carina II Executive   £5,000 - 7,000          |
| 1971 Lotus Elan S4   £20,000 - 22,000                                      | 1991 Toyota MR2 T-Bar Turbo   £4,000 - 6,000              |
| 1995 Lotus Elan S2 (M100)   £6,000 - 8,000                                 | 1960 Triumph TR3A   £20,000 - 25,000                      |
| 1971 Maserati Indy   £30,000 - 35,000                                      | 1958 Volkswagen Split Screen Panel Van   £27,000 - 32,000 |
| 1996 Mazda MX5   £5,000 - 7,000  | 1969 Volkswagen Westfalia Caravanette   £15,000 - 20,000  |
| 1949 Mercedes-Benz V170   £27,000 - 32,000                                 |   |

## Bonhams MPH November Auction

Catalogue online | 26 November 2019

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Coachwork by Carrozzeria Frua  
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**1922 BUGATTI TYPE 23**  
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**1931 BUGATTI TYPE 55 ROADSTER**  
Coachwork by Figoni



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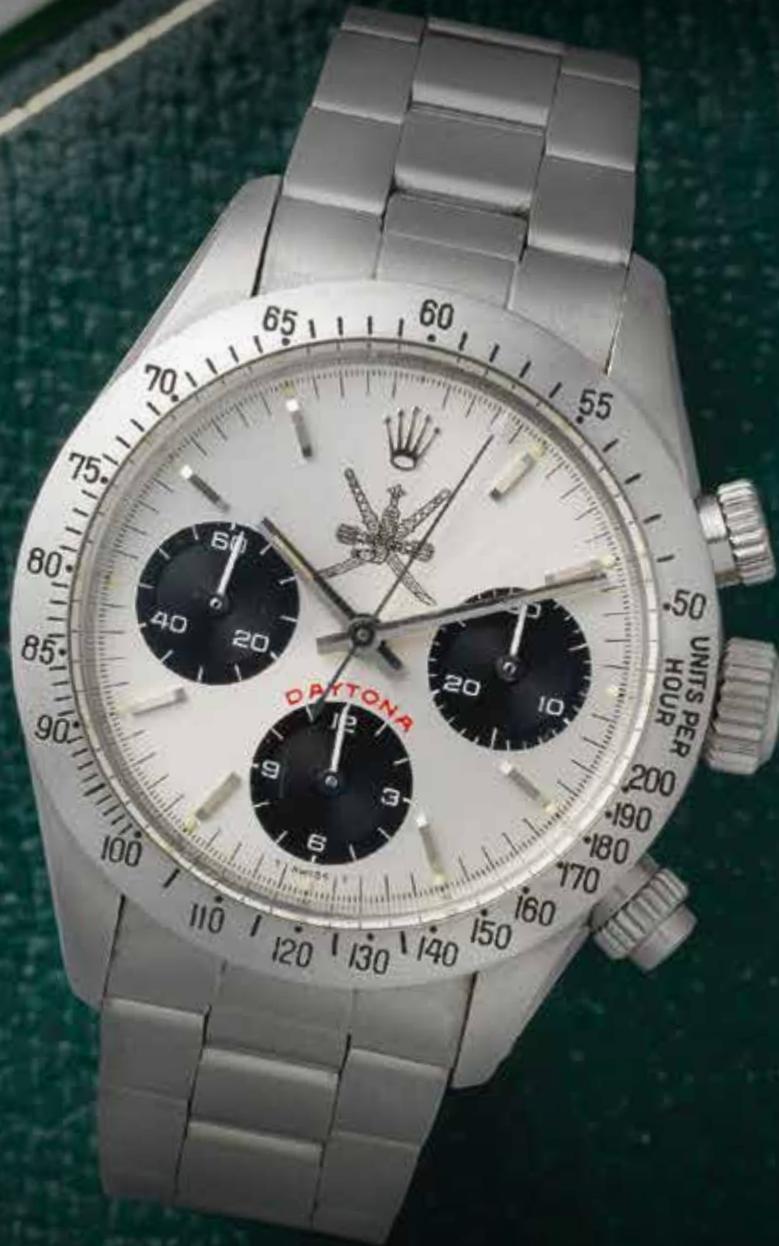
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## Upcoming Auctions 2019

### WATCHES & WRISTWATCHES

Montpelier Street, London | 19 November

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Hong Kong | 26 November

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## Entertainment Memorabilia

Montpelier Street, London | 17 December, 2019

### PREVIEW

15 - 17 December | Montpelier Street, London

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**ITALIA**  
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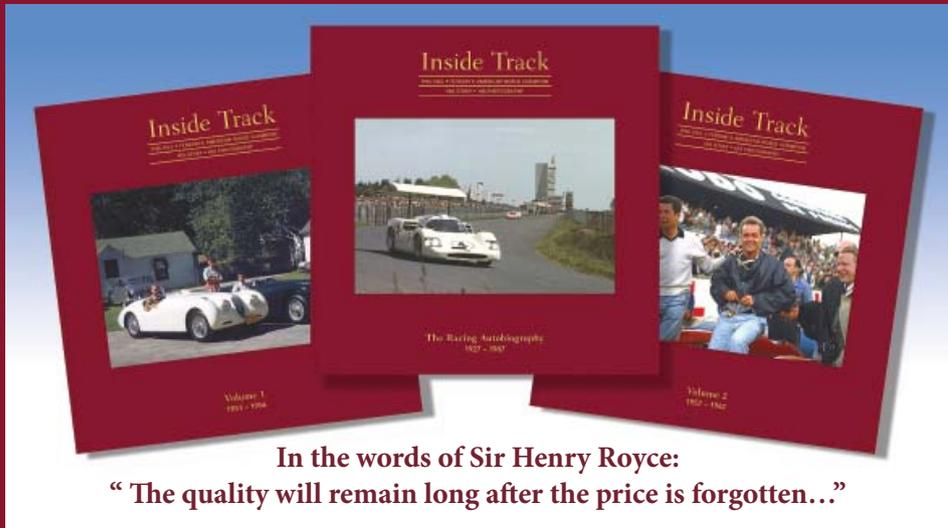
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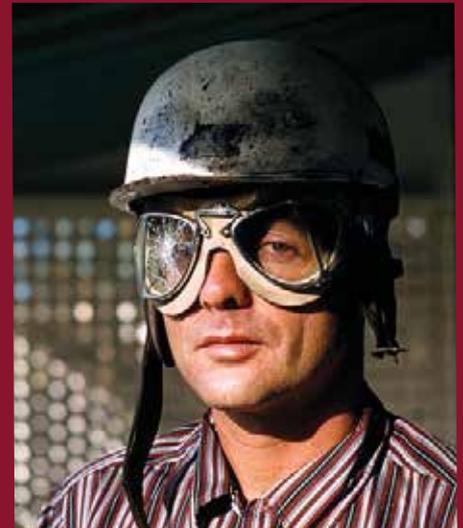
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*Bonhams* does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into 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 all *Lots*'s. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price* of, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

### Bidding by telephone

If you wish to bid at the *Sale* by telephone, 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 *Buyer's Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## 16. CLOCKS AND WATCHES

All *Lots* are sold "as is", and the absence of any reference to the condition of a clock or watch does not imply that the *Lot* is in good condition and without defects, repairs or restorations. Most clocks and watches have been repaired in the course of their normal lifetime and may now incorporate parts not original to them. Furthermore, *Bonhams* makes no representation or warranty that any clock or watch is in working order. As clocks and watches often contain fine and complex mechanisms, *Bidders* should be aware that a general service, change of battery or further repair work, for which the *Buyer* is solely responsible, may be necessary. *Bidders* should be aware that the importation of watches such as Rolex, Frank Muller and Corum into the United States is highly restricted. These watches may not be shipped to the USA and can only be imported personally.

## 17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

### **Proof of Firearms**

The term "proof exemption" indicates that a firearm has been examined at a Proof House, but not proved, as either (a) it was deemed of interest and not intended for use, or (b) ammunition was not available. In either case, the firearm must be regarded as unsafe to fire unless subsequently proved. Firearms proved for Black Powder should not be used with smokeless ammunition.

The term "Certificate of Unprovability" indicates that a firearm has been examined at a Proof House and is deemed both unsuitable for proof and use. Reproof is required before any such firearm is to be used.

### **Guns Sold as Parts**

Barrels of guns sold as parts will only be made available for sleeving and measurements once rendered unserviceable according to the Gun Barrel Proof Act of 1968 to 1978 and the Rules of Proof.

### **Condition of Firearms**

Comment in this *Catalogue* is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending *Bidder* unable to make technical examinations

and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective *Bidders* are advised to consult the ° of bore and wall-thickness measurements posted in the saleroom and available from the department. *Bidders* should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

#### Original Gun Specifications Derived from Gunmakers

The Sporting Gun Department endeavours to confirm a gun's original specification and date of manufacture with makers who hold their original records.

#### Licensing Requirements

##### Firearms Act 1968 as amended

*Bonhams* is constantly reviewing its procedures and would remind you that, in the case of firearms or shotguns subject to certification, to conform with current legislation, *Bonhams* is required to see, as appropriate, your original registered firearms dealer's certificate / shot gun certificate / firearm certificate / museum firearms licence / Section 5 authority or import licence (or details of any exemption from which you may benefit, for instance Crown servant status) for the firearm(s) you have purchased prior to taking full payment of the amount shown on your invoice. Should you not already be in possession of such an authority or exemption, you are required to initially pay a deposit of 95% of the total invoice with the balance of 5% payable on presentation of your valid certificate or licence showing your authority to hold the firearm(s) concerned.

Please be advised that if a successful *Bidder* is then unable to produce the correct paperwork, the *Lot(s)* will be reoffered by *Bonhams* in the next appropriate *Sale*, on standard terms for *Sellers*, and you will be responsible for any loss incurred by *Bonhams* on the original *Sale* to you.

In the case of RFD certificates and Section 5 authorities, we wish to keep an up-to-date copy on file. Please supply us with a Fax or photocopy. It would be helpful if you could send us an updated copy whenever your certificate or authority is renewed or changed.

*Lots* marked 'S1' and bearing red labels are Section 1 firearms and require a valid British Firearms certificate, RFD Licence or import licence.

*Lots* marked 'S2' and bearing blue labels are Section 2 firearms and require a valid British Shotgun certificate, RFD licence or import licence.

*Lots* marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

*Lots* marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

#### Taxidermy and Related Items

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. | 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.  |
| 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>  | 8.1      | 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):   |
| <b>6</b> | <b>PAYMENT</b>   | 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>  |
| 6.1      | 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> .  | 8.1.2    | 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> .   |
| 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. | 8.1.3    | 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.   |
| <b>7</b> | <b>COLLECTION OF THE LOT</b>   | 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> ,   |
| 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.  | 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;   |          |  |
|          |  | 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;                |          |  |

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| 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>   |
|           |  | 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.   | 1.1      | 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> .   |
|           |  | 10.7   | The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.  | 1.2      | 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.   |
| 9.3.3     | in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise. | 10.8   | In the <i>Contract for Sale</i> "including" means "including, without limitation".  | 1.3      | 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> .   |
|           |  | 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.   | 1.4      | 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 <i>Occupiers Liability Act 1957</i> , or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.  | 10.10  | Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i> .   | 1.5      | Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:  |
|           |  | 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> .  | 1.5.1    | 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;   |
|           |  | 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 <i>Contracts (Rights of Third Parties) Act 1999</i> , 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. | 1.5.2    | 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;   |
| <b>10</b> | <b>MISCELLANEOUS</b>   | <b>11</b>  | <b>GOVERNING LAW</b>  | 1.5.3    | we will provide guarantees in the terms set out in paragraphs 9 and 10.   |
| 10.1      | You may not assign either the benefit or burden of the <i>Contract for Sale</i> .  | 10.2   | The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express 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> . |
| 10.2      | 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> .   | <b>APPENDIX 2</b>  | <b>BUYER'S AGREEMENT WITH BONHAMS</b>   | <b>2</b> | <b>PERFORMANCE OF THE CONTRACT FOR SALE</b>   |
| 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.  | All transactions to which the <i>Contract for Sale</i> 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 <i>Sale</i> takes place and the <i>Seller</i> and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the <i>Seller</i> may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. <i>Bonhams</i> has a complaints procedure in place. | <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.   | <b>3</b> | <b>PAYMENT AND BUYER WARRANTIES</b>   |
| 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.  | 3.1.1  | the <i>Purchase Price</i> for the <i>Lot</i> ;  | 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> :   |

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| <p>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</p> <p>3.1.3 if the <i>Lot</i> is marked [A<sup>R</sup>], an <i>Additional Premium</i> which is calculated and payable in accordance with the <i>Notice to Bidders</i> together with <i>VAT</i> 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>.</p> <p>3.2 You must also pay us on demand any <i>Expenses</i> payable pursuant to this agreement.</p> <p>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.</p> <p>3.4 Unless otherwise stated in this agreement all sums payable to us will be subject to <i>VAT</i> at the appropriate rate and <i>VAT</i> will be payable by you on all such sums.</p> <p>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 <i>VAT</i> and any interest earned and/or incurred until payment to the <i>Seller</i>.</p> <p>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.</p> <p>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>.</p> <p>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:</p> <p>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</p> <p>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.</p> <p>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.</p> <p>3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:</p> <p>3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;</p> <p>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;</p> | <p>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;</p> <p>3.10.4 items purchased by you and your Principal through <i>Bonhams</i> 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</p> <p>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.</p> <p>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.</p> <p><b>4 COLLECTION OF THE LOT</b></p> <p>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.</p> <p>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>.</p> <p>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>.</p> <p>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 <i>VAT</i> 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>.</p> <p>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>.</p> <p>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</p> | <p>charges due under the <i>Storage Contract</i>.</p> <p>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>.</p> <p>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.</p> <p><b>5 STORING THE LOT</b></p> <p>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.</p> <p><b>6 RESPONSIBILITY FOR THE LOT</b></p> <p>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.</p> <p>6.2 Please note however, that under the <i>Contract for Sale</i>, the <b>risk in the <i>Lot</i> passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the <i>Lot</i> 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>.</b></p> <p><b>7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS</b></p> <p>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>):</p> <p>7.1.1 to terminate this agreement immediately for your breach of contract;</p> <p>7.1.2 to retain possession of the <i>Lot</i>;</p> <p>7.1.3 to remove, and/or store the <i>Lot</i> at your expense;</p> <p>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;</p> |
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| <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>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>.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> | <p><b>8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT</b></p> <p>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:</p> <p>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</p> <p>8.1.2 deliver the <i>Lot</i> to a person other than you; and/or</p> <p>8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or</p> <p>8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.</p> <p>8.2 The discretion referred to in paragraph 8.1:</p> <p>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</p> <p>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.</p> <p><b>9 FORGERIES</b></p> <p>9.1 We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.</p> <p>9.2 Paragraph 9 applies only if:</p> <p>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</p> <p>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</p> <p>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>.</p> <p>9.3 Paragraph 9 will not apply in respect of a <i>Forgery</i> if:</p> <p>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</p> <p>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.</p> | <p>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>.</p> <p>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>.</p> <p>9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.</p> <p>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.</p> <p>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>.</p> <p><b>10 OUR LIABILITY</b></p> <p>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>.</p> <p>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:</p> <p>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</p> <p>10.2.2 changes in atmospheric pressure; nor will we be liable for:</p> <p>10.2.3 damage to tension stringed musical instruments; or</p> <p>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.</p> <p>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.</p> |
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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 a 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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Bishop Auckland  
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Tel: (01388) 832 329  
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Fax: (01872) 250 179  
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bonhams.com

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bonhams.com

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Fax: +33 1 42 61 10 15  
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## European Representatives

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Elisabeth Str 4  
68165 Mannheim  
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Fax: +49 (0) 621 415551  
Mob: +49 171 700 4984  
michael.haag@bonhams.  
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Thomas Kamm  
Maximilianstrasse 52  
80538 Munich  
Tel: +49 89 24 205812  
Mob: +491716209930  
Fax: +49 8924207523  
thomas.kamm@  
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An St Swidbert 14  
D-40489 Düsseldorf  
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Mob: +49 172 2088330  
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Mob: +39 333 564 3610  
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The Netherlands  
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Los Angeles  
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rupert.banner@  
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mark.osbourne@  
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jed.raoport@bonhams.  
com

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Stephen.Mancuso@  
bonhams.com

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## Rest of the World

**Australia**  
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# Index

| Lot | Year | Model   |
|-----|------|---|
| 203 | 1951 | AC 2-Litre Saloon                                 |
| 258 | 1963 | Alfa Romeo Giulia TI                              |
| 248 | 1937 | Alvis Speed Twenty-Five Drophead Coupé            |
| 202 | 1949 | Alvis TA14 Sports Saloon Project                  |
| 272 | 1962 | Alvis TD21 Sports Saloon                          |
| 222 | 2004 | Aston Martin DB7 Vantage Volante                  |
| 252 | 1965 | Austin-Healey 3000 MkIII Works Replica Rally Car  |
| 243 | 1926 | Bentley 3-Litre Red Label Speed Model Tourer      |
| 244 | 1934 | Bentley 3½-Litre Open Tourer                      |
| 229 | 1939 | Bentley 4¼-Litre All-weather Cabriolet            |
| 268 | 1949 | Bentley Mark VI 4¼-Litre Saloon                   |
| 211 | 1956 | Bentley S-Series Saloon                           |
| 271 | 2002 | Bentley Azure Mulliner Convertible                |
| 260 | 1955 | BMB President Tractor Project                     |
| 269 | 1972 | BMW 3.0 CSI Coupé                                 |
| 238 | 1999 | BMW Z3M Coupé                                     |
| 265 | 1940 | Chris-Craft 19ft Custom Barrel Back Runabout      |
| 212 | 1939 | Citroën Light Fifteen Roadster                    |
| 262 | 1974 | Citroën GS Birotor Saloon                         |
| 214 | 1969 | Dennis D-Type Fire Engine/Car Transporter         |
| 255 | 1948 | Ferguson TE20 Tractor                             |
| 242 | 1973 | Ferrari Dino 246 GT Coupé                         |
| 251 | 1974 | Ferrari 365 GT4 Berlinetta Boxer                  |
| 227 | 1996 | Ferrari F355 Spider                               |
| 210 | 1997 | Ferrari F355 Berlinetta                           |
| 220 | 1998 | Ferrari 550 Maranello Coupé                       |
| 230 | 2004 | Ferrari 360 Modena Coupé                          |
| 224 | 2010 | Ferrari 612 Scaglietti 'One to One' Coupé         |
| 208 | 1926 | FIAT 509 Roadster                                 |
| 257 | 1971 | FIAT 500L Saloon                                  |
| 250 | 1986 | Ford Sierra RS Cosworth                           |
| 276 | 1919 | International Harvester 8-16 Junior Tractor       |
| 266 | 1952 | Jaguar XK120 4.2-Litre Fixed-Head Coupé           |
| 246 | 1960 | Jaguar XK150 3.4-Litre Fixed-Head Coupé           |
| 206 | 1966 | Jaguar E-Type Series I 4.2-Litre 2+2 Coupé        |
| 236 | 1967 | Jaguar E-Type Series I 4.2-Litre Coupé            |
| 253 | 1967 | Jaguar E-Type Series I½ 4.2-Litre Roadster        |
| 218 | 1969 | Jaguar E-Type Series II 4.2-Litre Roadster        |
| 261 | 1973 | Jaguar E-Type Series III V12 Roadster             |
| 223 | 1996 | Jaguar XJS 4.0-Litre Celebration Edition          |
| 263 | 1964 | Jensen C-V8 6.3-Litre Mark II Coupé               |
| 249 | 1922 | Lagonda 11.9hp 'Brooklands Racer'                 |
| 264 | 1930 | Lagonda 2-Litre Low Chassis Tourer                |
| 232 | 1932 | Lagonda 2-Litre Continental Saloon                |
| 270 | 1989 | Lotus Esprit Turbo Coupé                          |
| 209 | 1972 | Maserati Indy America 4.2-Litre Coupé             |
| 219 | 1953 | Mercedes-Benz 300 Cabriolet                       |
| 254 | 1959 | Mercedes-Benz 190b 'Ponton' Saloon                |
| 235 | 1961 | Mercedes-Benz 190 SL Convertible                  |
| 217 | 1966 | Mercedes-Benz 230 SL Convertible                  |
| 225 | 1972 | Mercedes-Benz 280 SE 3.5 Saloon                   |
| 207 | 1990 | Mercedes-Benz 500 SL Convertible                  |
| 233 | 1938 | MG SA Three-position Drophead Coupé               |
| 231 | 1952 | MG Midget TD Roadster                             |
| 201 | 1962 | MGA 1600 Mark II Roadster                         |
| 267 | 1922 | Morris Oxford 11.9hp Light Tourer                 |
| 259 | 1928 | Moxons Tractor                                    |
| 256 | 1935 | Oldsmobile F-35 Touring Sedan                     |
| 275 | 1960 | Porsche 218 Tractor                               |
| 241 | 1962 | Porsche 356B 1600 Cabriolet                       |
| 226 | 1969 | Porsche 911E 2.0-Litre Coupé                      |
| 215 | 1975 | Porsche 911S 2.7-Litre Coupé                      |
| 273 | 1978 | Porsche 911 SC 3.0-Litre Coupé                    |
| 237 | 1994 | Porsche 911 Type 964 Speedster                    |
| 274 | 1910 | Renault AX 8HP                                    |
| 228 | 1932 | Riley 9hp Gamecock Sports Tourer                  |
| 204 | 1935 | Riley 9hp Kestrel Saloon                          |
| 245 | 1926 | Rolls-Royce 20hp Open Tourer                      |
| 216 | 1933 | Rolls-Royce 20/25hp Three-Position Drophead Coupé |
| 234 | 1934 | Rolls-Royce 20/25hp Sedan Coupé                   |
| 239 | 1962 | Rolls-Royce Silver Cloud II                       |
| 247 | 1914 | Rover 12hp Tourer                                 |
| 221 | 1910 | Stanley 10hp Steam Runabout                       |
| 240 | 1916 | Sunbeam 16hp Two-Seater Tourer                    |
| 205 | 1967 | Volvo P1800S Coupé                                |





**Bonhams**  
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