

# Bonhams | mph

11 December 2020 | Bicester Heritage









## Specialist Modern, Popular & Historic Motor Car Auctions

Friday 11 December at 1pm | Bicester Heritage, OX26 5HA

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### VIEWING - WELCOME BACK

In light of the current government guidelines we are delighted to welcome viewing by appointment. All the lots will be on view at Bicester Heritage in our traditional Hanger 113. We will ensure social distancing measures are in place, with gloves and sanitiser available for clients wishing to view car history files. Please email [mph@bonhams.com](mailto:mph@bonhams.com) or call +44 (0) 1869 229 477 for more information.

Wednesday 8 December 9am - 6pm

Thursday 9 December 9am - 6pm

Friday 11 December 9am - 12pm

### BONHAMS PREVIEW

#### Interactive Scheduled Live Video Condition Reports

An interactive scheduled live video condition report feature is available for this auction. Bonhams Preview – Powered By Delegate Live has been developed specifically to enable those who are unable to view in person the ability to do so, by booking an appointment in advance with a specialist who will then show them around the car in detail. Multiple viewers can take part and ask questions in real time. The video condition reports are then also available to view at a later time, too. To schedule, please visit [www.bonhamspreview.delegatelive.com/auctions/26549](http://www.bonhamspreview.delegatelive.com/auctions/26549)

### SALE TIME

Friday 11 December at 1pm

### SALE NUMBER

26549

### CATALOGUE

£10.00 + p&p

### FOLLOW US ON INSTAGRAM

@bonhamsmphclub

### ON FACEBOOK

@bonhamsmphclub

### 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 8pm on Thursday 10 December. 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 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  printed beside the lot number in this catalogue



### Bonhams 1793 Limited

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Registered Office: Montpelier Galleries  
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## **ENQUIRIES**

### **Bonhams MPH**

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beth.hargreaves@bonhams.com

## **CUSTOMER SERVICES**

Monday to Friday 8.30am to 5pm  
+44 (0) 20 7447 7447

Please see the following pages for bidder information  
including after-sale collection and shipment

**Please see back of catalogue  
for important notice to bidders**

## **ILLUSTRATIONS**

Front cover: Lots 331, 316, 338, 407 & 408  
Back cover: Lot 374 (detail)

## **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/26549](http://www.bonhams.com/auctions/26549) and click on the Register to bid link at the top left of the page.

# General Information

## Admission

Bonhams MPH 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 MPH 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 MPH in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams MPH 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 MPH no 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 MPH 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 ( †, ‡, ♂ ) printed beside the lot number in the catalogue.

**For all lots in this sale the Buyer's Premium will be 12.5% + VAT**

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 MPH or its agents for all costs and expenses relating to rectification of such damage.

## Important Information

Bidders should note that the automated 100-point Seller's Assessment is provided by each Seller at the point of consignment using the guidelines below, and is not provided, assessed or verified by Bonhams MPH. Accordingly Customers (Bidders) are on notice that each vehicle is offered "as is / as seen" subject to the Conditions of Sale for the auction, and Customers (Bidders) are strongly recommended to view the Lot(s) being offered, before bidding, in order to satisfy themselves as to their condition; Bonhams MPH will not entertain disputes over Sellers' Assessments.

Extra pictures and full seller assessment available at [www.bonhams.com/26549](http://www.bonhams.com/26549)

## Key for sellers' assessments:

**1/5**

**POOR.** A project vehicle | Requires urgent attention | Damaged | Parts missing

**2/5**

**AVERAGE.** Useable condition | Requires some attention | Light damage

**3/5**

**GOOD.** Drive away | Presents well | Good history file | Drives well

**4/5**

**VERY GOOD.** Well restored | Running and driving with no noticeable faults | Sound throughout

**5/5**

**EXCELLENT.** Concours condition | Beautifully presented | Driving very well

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

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

## 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 Account. Please quote your paddle number and Invoice number as the reference. Our Account details are as follows.

Bank: HSBC

Address: 69 Pall Mall

London, SW1Y 5EY

Account Name: Bonhams 1793 Ltd - Bonhams MPH

Account Number: 12183854

Sort Code: 40-05-20

IBAN Number: GB58 HBUK 4005 2012 1838 54

SWIFT \ BIC: HBUKGB4B

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 MPH or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

## VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:

† VAT at 20% on hammer price and buyer's premium

Ω VAT on imported items at 20% on hammer price.

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

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

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

## NMT

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

## 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

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## 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 address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

Should you be unable to attend the sale but still wish to bid, you can either leave an absentee or telephone bid. These forms can generally be found at the back of the sale catalogue.

## Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. If for any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams MPH 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 MPH 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 MPH use only. Once the form is completed you can either fax or post it back to our offices. Should you post the form back to our offices, please ensure it is posted in ample time prior to the sale day. If you are a first time bidder you must also provide proof of identity. This can be either a copy of your passport or driving licence. This must be sent at the same time as your bidding form.

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

## How fast will the auctioneer go?

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

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

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

## Are there any warranties offered with the vehicles?

No. All vehicles are offered on an 'as seen' basis. It is wise if possible to bring a professional mechanic with you to fully inspect the vehicles. It is also advised that the vehicles are checked before road use. The fully illustrated catalogue will describe the vehicles to the best of our ability on the 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 MPH retain and update all registration documents, therefore please make sure that 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 MPH 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 Beth Hargreaves.

## 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 MPH 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 MPH 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.

<b>For all lot in this sale the Buyer's Premium will be 12.5% + VAT</b>
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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. 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 - E M Rogers - are present at every sale and can quote a price to deliver the vehicle to you. Their contact details are listed in this catalogue, page 10.

##### **IMPORTANT V5/V5C INFORMATION**

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

#### **Complimentary Insurance Cover**

Should you buy a car in the auction today, private purchasers will receive 5 days complimentary insurance, courtesy of our friends at Hagerty UK, subject to their standard terms and conditions.

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)

# Bonhams MPH Team

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## Contacts

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# Bonhams Motoring International Specialist Team

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United Kingdom



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Guy Newton



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Europe



Philip Kantor



Paul Darvill



Gregory Tuytens



Paul Gaucher



Gregor Wenner

West Coast USA



Jakob Greisen



Mark Osborne



Michael Caimano



Derek Boycks

East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Tim Parker

# Collections

## Motor Cars

Vehicles must be collected from the sale venue by 12 noon on Sunday 13 December after which they will be uplifted to local store.

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

## Removal and Storage of Vehicles

All Lots not removed in accordance with the above will be transported by E M Rogers to their depot.

## Vehicle Removal charges

£130 + VAT per vehicle

## Vehicle Storage charges

First 3 days free of charge

## Thereafter

£10 + VAT per motor car per day

## Motor Car Presentation



Chris Bailey  
07889 722333  
chris@showcasesvs.co.uk  
www.showcasesvs.com

## Transport and Shipping

A representative of E M Rogers, 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).



## Contact Sarah, Laura or John

E M Rogers  
2 Ryehill Court  
Lodge Farm Industrial Estate  
Northampton NN5 7UA  
+44 (0) 1604 755 511  
+44 (0) 7885 877 324 (John Rogers)  
traffickedesk@emrogers.co.uk  
www.emrogerstransport.com

## Using the QR codes

To view additional images of each lot simply point the camera of your smartphone or handheld tablet at the QR code next to the lot number and click the link that appears on the screen of your device. You will be directed to the online catalogue for that specific lot. There you will find many more images, a video of the vehicle, together with the full description and more detailed

vendor assessment scores. If you don't have a suitable Device to use the QR code, you can simply view each lot by typing the following into your web browser [www.bonhams.com/26549/](http://www.bonhams.com/26549/) and adding the lot number at the end. For example [www.bonhams.com/26549/324](http://www.bonhams.com/26549/324) to view the Bentley Continental R Coupé. We do hope you find this new system an easy and effective way to view all information pertaining to each lot,



# Directions to Bicester

## Address

Access to the auction is via the  
South gate Bicester Heritage entrance

Hanger 113  
Bicester Heritage  
Buckingham Road, Bicester  
Oxfordshire OX26 5HA

## By road

We are circa 4 miles from either junction 9 or 10 of the M40, 15 miles south west of Silverstone and around 60 miles from Central London. Head for post code OX26 5HA.

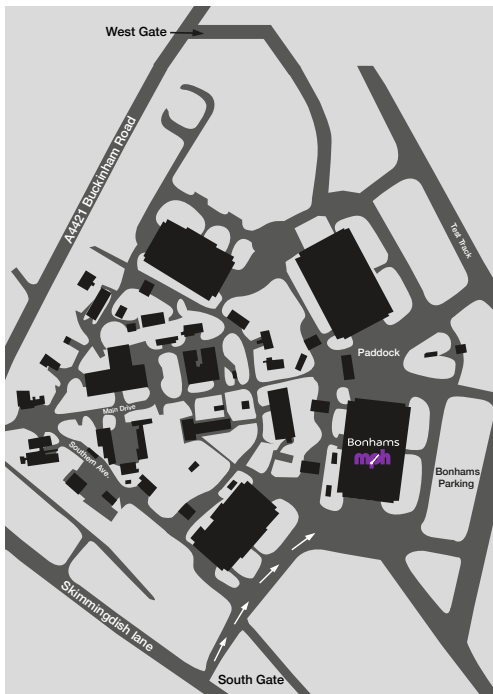
## By rail

We are less than one mile from Bicester North Station, and two from Bicester Village Station (previously known as Bicester Town). Approximate journey times are 45 – 60 minutes from London Marylebone, 15 minutes from Oxford.

## By air

The nearest commercial airport is at Kidlington a few miles away; London Heathrow, London Luton, Birmingham and others are options.

Please follow the Bonhams MPH signs to enter Bicester Heritage via the South Gate off Skimmingdish Lane (A4421).



Access to the auction is  
via the South gate Bicester  
Heritage entrance.

## 1966 Triumph Metisse 500 Scrambler

£8,000 - 10,000

Registration no. GHR 70D

Frame no. H46426

Engine no. KH16539

Odometer reading, 11,111

MOT expiry date, 10/11/2021

- *Built by the late Sam Griffiths (DNG Race Engines)*
- *Purchased from Sam Griffiths' estate in 2017*
- *Bromyard Speed Festival participant*
- *Bringsty Grand Prix competitor at the Goodwood Revival*



This Triumph Metisse formerly belonged to Sam Griffiths, owner DNG Race Engines of Suckley, Worcestershire. Sam began his scrambling career on the ex-Terry Sleeman Triumph Metisse in 1971 and it is believed that this bike harks back to those beginnings but with added enhancements that Sam developed over his career as a master engine-builder. The Metisse is believed to be the last bike Sam built for himself, and since 2010 it has enjoyed considerable success at various events including the Red Marley hill climb. The vendor purchased the Metisse from Sam Griffiths' estate in 2017, since when it has taken part in all the Bromyard Speed Festivals and competed in both Bringsty Grand Prix events at the Goodwood Revival.

## 1934 Raleigh Safety Seven

£10,000 - 11,000

Registration no. AY 4544

Frame no. ZP501

Engine no. Z528

Odometer reading, n/a

MOT expiry date, exempt

- *Ex-VMCC past-president Vic Blake*
- *Restored in 2007*
- *Enjoyed by the previous owner for 16 years*



Nottingham-based Raleigh experimented with cars in the Edwardian period and the 1920s, but it was not until 1933 that its first car entered production. The Raleigh Safety Seven tricycle deployed one wheel at the front and two at the back, an arrangement that allowed more room for passengers than in the rival Morgan three-wheeler. An air-cooled 742cc v-twin motorcycle engine provided the power; the transmission though, was more 'car-conventional', comprising a three-speeds-and-reverse gearbox, single-plate dry clutch, and shaft drive to the rear axle. Up front the single wheel was steered via a motorcycle-type girder fork. This Safety Seven was formerly owned by VMCC past-president Vic Blake. The vehicle was used by the previous owner for 16 years and was restored in 2007.

# 1913 Ariel Sports

£17,000 - 18,000

Registration no. ES1211

Frame no. 1847

Engine no. 6884

Odometer reading. n/a

- *Early White & Poppe-powered Ariel*
- *Relatively recent restoration*
- *Sturmey Archer three-speed hub gear*
- *Regular Pioneer Run competitor*

In 1909 a radical shake-up saw Ariel's existing range replaced by new models powered by White & Poppe's 3½hp, single-cylinder, sidevalve engine. The latter was remarkable for the distance between the valves - 4½" - but despite this peculiarity proved immensely successful, remaining a fixture of the range well into the 1920s, by which time Ariel had taken over its production themselves. This early W&P-powered Ariel was purchased at the Beaulieu Autojumble as a part-restored project in 2014 and subsequently restored, including the Sturmey Archer three-speed hub gear being overhauled by K Heliwell. The Ariel has taken part in the Pioneer Run every year since completion and is offered with a Pioneer Certificate and V5C document.



# STARTERMOTOR




## PUTTING YOUNG PEOPLE IN OLD CARS

Our passion is to see the next generation of young people driving, maintaining and enjoying historic cars. We are more aware than ever that if nothing is done, then the world of classic motoring will begin to disappear.

We believe our old car world can provide a real haven in the digital age: enjoyment, adventure and community. It's a place to belong; where friendship, common interest and mechanical fun can be found in abundance. StarterMotor is determined to ensure a big welcome to the historic motoring community for young people by supporting apprenticeships, lending classics to youngsters and providing amazing historic car events.

The charity is supported by Bonhams MPH, Hagerty, Bicester Heritage, Goodwood, Hero ERA, the VSCC, Blue Diamond Riley Services, Historit and others. It's based at Bicester Heritage.

Registered Charity no. 1171312

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## 2020 Land Rover Defender Desk & Chair

£5,000 - 10,000 No Reserve



This one of a kind, bespoke, handmade desk was made in house at Jaguar Land Rover by the team that builds the new Defender. The unique desk is built from the new Land Rover Defender and highlights the key features of the reimagined icon. Made from the same tough and durable materials as the Defender itself, the desk includes genuine parts from the vehicle and is finished in the launch colour: Pangea Green. Integrated into the bonnet, the desk top is finished in real wood and features integrated power (European) and USB sockets. It incorporates the original and functional front and rear lights as well as Defender's 'puddle lamps', which illuminate from the front wheel arches. The fully adjustable chair, based on the Defender driving seat, is trimmed in leather.

This lot will also appear in StarterMotor's silent auction which features several other fundraising prizes including a Morgan for a weekend, special short stays at the Royal Automobile Club and Club Des Autos and a session with award winning automotive photographer Amy Shore (see [startermotor.co/news](https://startermotor.co/news) for the link). The highest bidder bid for desk will be 'frozen' at the start of the Bicester auction where the bidding will continue 'live'.



302

## Rolls-Royce Corniche Child's Car by Triang 1980s

£300 - 500

originally sold by Harrods, powered by electric motor, red moulded plastic body on steel chassis, , with tan upholstery and matching steering wheel, Length: 120cm. Height: 50cm. Width: 48cm. Play-worn, needs recommissioning.



303

## An Austin J40 pedal car, mid 1960s

£2,000 - 3,000

Chassis no. 27577

Suitable for restoration, finished in dark blue, light blue padded upholstery and matching steering wheel, chromed or over-painted silver brightwork, hub caps detached, original bumpers missing currently fitted with temporary replacements, bonnet lifting to reveal 'engine bay' with spark plugs and cylinder head, and battery bracket, 190cm long, wheels shod with white rubber tyres, playworn, viewing advised.



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## 1955 Morris Minor Series II Saloon

£4,000 - 6,000 No Reserve

Registration no. WPK 93  
Chassis no. FAJ/1/327478  
Odometer reading. 3,709  
MOT expiry date. exempt

- *Ever-popular model*
- *803cc overhead-valve engine*
- *Vendor-scored as 'very good' throughout*



## Seller Assessment score 77/100

mph

A Series II model equipped with the 803cc overhead-valve engine, this Minor four-door saloon is vendor-scored as very good in every respect. Purchased by the deceased in October 2019 from Sherwood Restorations, Nottingham. The previous owner kept the Morris for some 40 years, and commissioned a restoration in the 1980s, and then resprayed again in 2002. During that time only some 3,000 miles were covered. Many bills on file for its maintenance over the years, a really honest car in lovely condition. Running and driving very nicely. The car is offered with V5C document.



## 1965 Morris Minor 1000 Traveller Deluxe Estate

£5,000 - 7,000 No Reserve

Registration no. DUU 102C  
Chassis no. M/A5D1091491  
Odometer reading. n/a  
MOT expiry date. exempt

- *Practical and charismatic post-war classic*
- *New wiring loom*
- *Vendor-rated as very good throughout*



## Seller Assessment score 80/100

mph

In 1962 the Minor underwent its final increase in engine capacity (to 1,098cc) and from then onwards remained virtually unchanged until the last model - a Traveller - rolled off the production line in April 1971. The practical Traveller remained popular to the end, and today the model enjoys an affectionate and enthusiastic following. This Morris Minor Traveller Deluxe is an older restored example, retaining good condition replacement wood frame. Recent servicing in June 2019 included fitment of safety belts and a new wiring loom. The vendor rates the car as good in all respects, however the clutch is slipping and will require replacement. Offered with some history and a V5C Registration Certificate.



**1934 MG PA Project****£8,000 - 10,000 No Reserve**

Registration no. BUA 536

Chassis no. P2161

Odometer reading. n/a

MOT expiry date. exempt

- *Partially restored*
- *Engine free and turning*
- *Requires finishing*

**Seller Assessment score 20/100**

mph

This PA was purchased by the lady vendor's late husband as a restoration project, known to the MG MMM Register, and off the road since the 1970s. Now partially rebuilt, the car is presented as a restored rolling chassis, rebuilt axles, gearbox and steering box. The engine has benefitted from a rebuild but the cylinder head isn't currently fitted. The vendor advises us that the car appears largely complete and that it requires coachwork finishing. Sold strictly as viewed.

**1957 Citroën 2CV  
Saloon Project****£5,000 - 6,000 No Reserve**

Registration no. 957 XVG

Chassis no. 359965

Odometer reading. 98,629

MOT expiry date. exempt

- *One of the 20th Century's all-time classic cars*
- *Recent major service and other works*
- *Offered for further restoration*

**Seller Assessment score 46/100**

mph

Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings. Although the original 375cc air-cooled flat-twin engine grew, eventually, to 602cc, the 2CV's performance remained modest at around 70mph flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. Following a period of storage this 425cc 2CV benefits from a recent (October 2020) service and other works carried out (invoice on file). Nevertheless, the car is reported to require some further restoration before returning to the road and thus is sold strictly as viewed.

## 2010 Bentley Continental GT Speed Coupé

£20,000 - 25,000

Registration no. VX10 KBY

Chassis no. SCBCFE3109AC066435

Odometer reading. 59,531

MOT expiry date. 16/01/2021

- *Landmark modern Bentley*
- *Range-topping model*
- *Automatic transmission*
- *Present ownership since 2018*

**Seller Assessment score 80/100**

mph

The Bentley Continental GT was the first model introduced by Bentley Motors following its acquisition by the Volkswagen Group in 1998. A Torsen-type permanent four-wheel-drive six-speed transmission was standard equipment, and the Continental GT could accelerate from 0-62mph in 4.8 seconds on its way to a top speed of 197.6mph. A mechanically identical Continental GTC Convertible was made available for 2006, followed by another version of the Coupé: the range-topping GT Speed. As its name suggests, the GT Speed offered greater power and increased performance; the 6.0-litre W12 engine produced 600bhp and heaps more torque (553lb/ft), while the running gear was comprehensively upgraded with a strengthened gearbox; firmer suspension; revised steering; optional carbon ceramic brakes; and the Mulliner specification interior. This lovely Bentley Continental GT Speed is presented in Blue Crystal with contrasting Beluga interior leather trim, and was purchased by the lady vendor's late husband in July 2018 from Bentley Berkshire as a weekend car and has been used sparingly. Whilst in his ownership has been serviced by Bentley Bristol, new brakes, two new rear tyres – bills for over £3,500. Vendor-rated as in very good condition throughout, the car is offered with a V5C Registration Certificate and Bentley Handbook.



## 2000 BMW 735i Saloon

£6,000 - 10,000

Registration no. X958 DDA

Chassis no. WBAGG42060DA95753

Odometer reading. 53,827km (33,400 miles)

MOT expiry date. 22/06/2021

- *Imported from Japan circa 2016/2017*
- *Automatic transmission*
- *Comprehensive BMW service history*

BMW joined battle with rivals Mercedes-Benz and Jaguar with the launch of its 7-Series luxury saloons in 1977. Running gear followed BMW's well-established pattern for its larger models, comprising all-independent suspension and disc brakes all round. It goes without saying that equipment levels were of the highest order. The example offered here belongs to the third (E38) generation, which was produced from 1994 to 2001. The E38 was the first car available with curtain airbags; the first European car to offer satellite navigation; and the first BMW to offer a built-in television. An automatic transmission model, the car was imported from Japan by the vendor circa 2016/2017 and comes with comprehensive BMW service history.

**Seller Assessment score 83/100**

mph



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## 1997 Jaguar XJ6 3.2-Litre Sports Saloon

£5,000 - 7,000

Registration no. J300 PMJ

Chassis no. SAJJPALG3BP812116

Odometer reading. 63,000

MoT expiry date . 11/04/2021

- *Good service history*
- *Recently repainted bonnet and roof*
- *Recent new brake pads all round and new tyres*
- *Original wallet and handbooks*

**Seller Assessment score 78/100**

mph

Jaguar grasped the nettle bravely in 1986 with the launch of an entirely new XJ6 - code-named XJ40. The new XJ's outward similarity to the old one masked a host of improvements: a simpler bodysell constructed from fewer panels; new advanced anti-corrosion technology; increased passenger and luggage space; and revised suspension giving superior ride and handling. Two new six-cylinder engines replaced the long-running XK series; these were the 3.6-litre, 24-valve, twin-cam AJ6 already seen in the XJ-S and a 2.9-litre single-cam unit. In the early 1990s, these two were replaced by AJ16 24-valve units of 3.2 and 4.0-litres capacity, both of which would find their way into the updated X300 Series introduced for 1995. Embodying the Jaguar traditions of grace, pace, and luxury, this XJ6 3.2-litre saloon has covered 63,000 miles from new. The accompanying service record consists of 17 stamps, the most recent relating to a service by marque specialists Jagutek of Ely (new brake pads all round and new tyres, etc). Benefiting from a recently repainted bonnet and roof, this is a tidy car that presents nicely and drives very well. This superb modern Jaguar comes complete with its original wallet and handbooks; two sets of keys; and a V5C Registration Certificate.



# 1985 Rolls-Royce Silver Spirit Saloon

£6,000 - 10,000

Registration no. HJZ 8309

Chassis no. SCAZS0007FCH13643

Odometer reading. 65,311

MOT expiry date. 03/11/2021

- *Present ownership since 2012*
- *Complete with original cut crystal glasses*
- *New tyres all round 5,000 miles ago*
- *Brakes overhauled in 2016*

Based on the 'Shadow II, the Silver Spirit and the long-wheelbase Silver Spur were announced in the autumn of 1980. Rolls-Royce's familiar and dependable 6,750cc V8 engine remained essentially unchanged, but significant improvements were made to the newcomers' self-levelling rear suspension. The styling too came in for revision, with a lower waistline, increased glass area, and a more modern angular look. Inside, the Crewe firm's exemplary standards of equipment and finish were maintained. Purchased in 2012, this Silver Spirit presents exceptionally well and comes complete with the original cut crystal glasses stored under the armrest between the rear seats. New tyres were fitted all round 5,000 miles ago and the brakes were overhauled in 2016 (all invoices available).

**Seller Assessment score 97/100**

mph



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## 1996 Mercedes-Benz SL500 Convertible with Hardtop

£5,000 - 10,000

Registration no. N581 RGB

Chassis no. WDB1290672F140454

Odometer reading. 110,600

MOT expiry date. 28/11/2020

- *Present ownership since 2012*
- *Automatic transmission*
- *Reportedly very reliable and fun to own*
- *Rear suspension requires attention*

In 1989 Mercedes-Benz introduced a sleek new design in the modern idiom for its range of sports roadster. This new Type 129 body used three different engine types: 6.0-litre V12, 5.0-litre V8, and 3.0-litre straight six. As installed in this SL500, the V8 produced 326bhp and offered stupendous performance, delivering a 0-62mph time of 6.2 seconds and a top speed of 155mph. As one might expect, the SL luxury sports cars were leaders in their class and lavishly equipped in the best Mercedes-Benz tradition. This SL500 convertible was purchased by the current vendor in 2012 and is described as very reliable and fun to own, with fabulous performance. Offered in need of re-commissioning due to suspension faults, the car is sold strictly as viewed with no MoT due to insufficient time.

**Seller Assessment score 85/100**

mph

313  
**No Lot**



# 1963 Morris Mini Traveller

£10,000 - 15,000

Registration no. ALB 822A

Chassis no. MAW4/436098

Odometer reading. 106,550

MOT expiry date. exempt

- *Effectively only two owners from new*
- *Present ownership since 1988*
- *Professionally restored 2012-2015*
- *998cc engine (original 850cc unit included)*

**Seller Assessment score 95/100**



Approximately 12 months after the Mini saloon's introduction, estate car versions appeared in the form of the Morris Mini Traveller and Austin Countryman, both of which were based on the long-wheelbase Minivan floor pan. At first the duo were available only with 'woody' embellishment, a style that had proved immensely popular on the Morris Minor Traveller, though in the Mini's case the timber was not structural. Naked, all-steel versions appeared later. The vendor advises us that this example has effectively had only two owners from new. The vendor purchased it in 1988 with fewer than 20,000 miles recorded. The previous owner was a chauffeur who had polished the car more than it was driven; he died and ownership was transferred twice in a short time (including the dealer the vendor bought it from). In 2001 at 67,000 miles the engine was replaced with a 998cc unit as the original 850cc was insufficiently powerful for local hills. (The original engine is included but would need re-commissioning after long-term storage.) The car was well looked after and regularly driven until its restoration in 2012-2015, since which it has seen little use. The restoration was carried out by marque specialists Dorchester Mini and took nearly three years at a cost of over £15,500 (bills on file).



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# 1988 Jaguar XJ-S V12 HE Auto Coupé

£8,000 - 12,000

Registration no. E22 KAN

Chassis no. SAJJNAEW3BA151183

Odometer reading. 66,150

MoT expiry date: 26/02/2021

- *First owned by Sir David Jason  
(and signed by him)*
- *Three previous keepers*
- *Present ownership since August 1995*
- *Factory fitted electric glass sunroof*

Finished in Goodwood Green with Parchment leather interior, the automatic transmission XJ-S offered here has the HE (high efficiency) V12 engine and was first registered to actor Sir David Jason (David Jason Enterprises). Having had three previous keepers, 'E22 KAN' was acquired by the vendor in August 1995. Since then the car has been maintained by Jaguar specialist Mr Stewart Hunt of XJ Engineering, Bentley, Surrey and comes with all service receipts, etc. Rated by the vendor as very good in all respects, this ultimate XJ-S comes complete with its original jack and tools in their cloth pouch, and has wiring for a 1st generation mobile phone. The car has been signed by Sir David Jason.

## Seller Assessment score 82/100

mph



## 1976 Mini Pickup 1,275cc

£15,000 - 20,000

Registration no. UNP 579R

Chassis no. XKU1-310169A

Odometer reading. 52,706

MOT expiry date. exempt

- *Professionally restored*
- *Thousands of pounds spent*
- *Tuned 1,275cc engine*

Following the Mini saloon's introduction in August 1959, the van version of BMC's revolutionary small car arrived in January 1960, followed by the pickup in 1961. Built on a longer wheelbase than the saloon, the commercial Mini's front-wheel drive and compact independent rear suspension enabled it to match many more-expensive medium-sized vans for interior space. Identical - apart from the badging - Austin and Morris versions were built for the first nine years, the models being known subsequently as the Mini Van and Mini Pick-up. Benefiting from thousands of pounds spent, this Mini Pickup has been treated to a 'last-nut-and-bolt' refurbishment by the owner's respected restoration company specialising in Aston Martins. All panels used are new Heritage items and the paintwork is 'better-than-factory' quality. The best Mini Pickup we have seen, the vehicle starts and drives without fault and with a tuned 1,275cc engine is extremely nippy!

**Seller Assessment score 93/100**

mph



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## 1979 Mini Van 848cc

£10,000 - 15,000

Registration no. NRP 759V

Chassis no. V/146844L

Odometer reading. 78,014

MOT expiry date. November 2021

- *Professionally restored*
- *Thousands of pounds spent*
- *Only 20 miles since completion*

**Seller Assessment score 83/100**

mph

Following the Mini saloon's introduction in August 1959, the van version arrived in January 1960. Built on a longer wheelbase than the saloon, the commercial Mini's front-wheel drive and compact independent rear suspension enabled it to match many more-expensive medium-sized vans for interior space. Identical - apart from the badging - Austin/Morris versions were built for the first nine years, the model being known subsequently as the Mini Van. A 998cc engine became available in 1967 but most customers opted for the more economical 848cc unit. Always more Spartanly equipped than the saloon, the van retained the Mk1's front grille, sliding windows, and external door hinges to the end of production in 1983. Purchased ten years ago, this Mini Van has been treated to a comprehensive professional restoration at a cost of several thousand pounds. All new panels used are genuine Heritage items including the floors, inner/outer sills, wings, etc, etc. Other new components include the windscreen; correct 'Leyland' moulded carpeting; Newton Commercial seats; tyres, brakes, and suspension; and chrome handles all round. Only some 20 miles have been covered since the rebuild's completion and the vehicle is said to start instantly and run very well. A super little van, ready to use as a workhorse, for promotional purposes, or on the show circuit.



## 1969 Morris Mini Cooper MKII

£14,000 - 18,000

Registration no. MBV 411G

Chassis no. KA256-1263891A

Odometer reading. n/a

MOT expiry date. 25/02/21

- *Used as a race/rally car – said to be running well*
- *Fitted with Downton 1,275cc head*
- *Genuine MKII Cooper with BMHT Certificate*

**Seller Assessment score 63/100**

mph

No trailer queen, this much used and enjoyed MKII Cooper has the added benefit of a Downton 1,275cc cylinder head and is said to be rapid. Our vendor says the bodywork and paint is in average order and while it could be improved tells the story of its earlier outings and has a purposeful air, buoyed along by functional wheelarch extensions and period-specification alloy wheels. The interior remains in good order and has a bias towards its competitive life, courtesy of extra instrumentation. Seats, carpets and door cards remain in good order a rollcage is fitted. Engine starting and running is reported to be good but presentation is average and could be improved. Running gear is vendor-assessed as very good and the electrics are said to be good. Some history accompanies this lot which is ready to go and an ideal entry into historic motor sport. A BMHT certificate on file confirms this is a genuine MKII Cooper, priced very sensibly and providing lots of bang for your buck!



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## 1988 Austin Metro 1.3-L Hatchback

£3,000 - 5,000 No Reserve

Registration no. E907 PFL

Chassis no. SAXXFMND1BD673562

Odometer reading. 30,297

MOT expiry date. 01/11/2021

- *Two owners from new*
- *Kept garaged and well cared for*
- *'Time warp' condition*

British Leyland's first 'Supermini', the Austin Metro debuted in 1980, 21 years after the ground-breaking Mini. Despite compact overall dimensions the Metro was surprisingly roomy inside, and although the old A-Series engines were retained, was a big hit with the general public and a considerable commercial success.

This Metro has had only one previous owner, who bought the car new in 1988. Always garaged and exceptionally well cared for, it displays a total of only some 30,000 miles on the odometer and is presented in 'time warp' condition. Featuring its original carpets, radio, instruments, etc, the unmarked interior is particularly noteworthy. Driving like new, this quite exceptional Metro is offered with its original handbook and a V5C document. A unique opportunity.

**Seller Assessment score 88/100**



# 1960 Alvis TD21 Coupé

Coachwork by Park Ward Ltd.  
£16,000 -20,000

Registration no. 669 UYK

Chassis no. 26213

Odometer reading. n/a

MOT expiry date. exempt

- *Stylish 'Gentleman's Express'*
- *Previously owned by an Alvis Owner Club member for 30 years*
- *Restored in the 2000s*
- *Recent new wiring loom and brakes*

**Seller Assessment score 66/100**

mph

The first production Alvis styled by Swiss coachbuilder Graber appeared at the Paris Motor Show in October 1955. Based on the existing TC21 Grey Lady chassis, the newcomer brought a much-needed injection of Continental style and modernity to the Coventry manufacturer's range. Lighter, stiffer and with a much smaller frontal area than the traditionally styled Grey Lady, the Graber Alvis enjoyed much improved handling and a maximum speed in excess of 100mph. The first Graber-styled model, the TC108G, was built by coachbuilders Willowbrook before production switched to Park Ward on the introduction of the restyled TD21 for 1959. The TD21 retained Alvis's torquey, 3.0-litre, overhead-valve six, which now produced 120bhp courtesy of a redesigned cylinder head. Inside, there were improvements to the accommodation, with increased headroom and legroom, especially in the rear. Lockheed servo-assisted disc brakes were optional, becoming standardised for 1960. Its previous custodian, an Alvis Club member, owned this TD21 for over 30 years and restored the car, including rebuilding all the mechanicals, in the early 2000s. The vendor purchased the Alvis in the spring of 2020. Recent works include installing a new wiring loom and replacing the braking system. Running and driving well, although cosmetically improveable, this gentlemanly Alvis TD21 is a car for the connoisseur. Offered with a V5C document.



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## 1938 Morgan 4/4 Series 1 Roadster

£18,000 - 24,000

Registration no. FZ 192

Chassis no. 551

Odometer reading. 5,695

MOT expiry date. exempt

- *One of only 900-or-so built pre-war*
- *Coventry Climax engine*
- *Professionally restored in 1992/1993*
- *Engine and gearbox rebuilt and upgraded 2007-2009*

**Seller Assessment score 85/100**

mph

The first four-wheeled, four-seater Morgan – the 4/4 – appeared in 1936 powered by Coventry Climax's 1,122cc, four-cylinder, inlet-over-exhaust engine. For the 1939 season a special Standard 1,267cc overhead-valve four-cylinder engine was introduced and would continue to power the 4/4 model up to 1950. One of only 900-or-so of its type built pre-war, this historic early Morgan 4/4 was restored in 1992/1993 and although described by the vendor as very serviceable, would benefit from a repaint. There are a few scratches to the seat back and a few marks on the dashboard where items were removed/replaced during restoration, but otherwise the interior is said to be spotless. According to the vendor, the car starts 'on the button' and runs smoothly, while the Meadows gearbox makes the usual noises and takes a bit of getting used to. All electrical equipment works fine with the exception of the fuel gauge (stuck on 'full'). The history file contains notes and photographs relating to the £18,000 rebuild carried out in 1992 by marque specialist George Proudfoot, and we are advised that further works on the engine and gearbox were undertaken in 2007-2009. The latter cost £22,000 and included many useful improvements: electric fan, water pump, and Phoenix steel crankshaft and con-rods.



# 1948 Land Rover Series I 80 Inch

£20,000 - 25,000

Registration no. 517 XUG

Chassis no. R861831

Odometer Reading. 24,090

MOT expiry date. exempt

- *Early example*
- *Some history*
- *Said to have good engine and running gear*

By their very nature many Land Rovers lead a hard life but while some early examples fell by the wayside this December 1948 'lights behind the grille' survivor is a pleasing reminder of the earlier models. The vendor notes bodywork, light green paint, glass and wheels/tyres to be good and that the interior, including the seats and dashboard, is in good order. It has a Capstan winch fitted to the front bumper which is a genuine original Land Rover accessory and a skid plate. The two-litre engine is vendor-described as good for starting, running and presentation, and the running gear and electrics are also reported to be good. There is some history accompanying this lot.

**Seller Assessment score 60/100**

mph



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## 2000 Land Rover Discovery 2 Autobiography

£10,000 - 12,000

Registration no. X513 JOH

Chassis no. SALLTGM27YA284846

Odometer reading. 167,072

MOT expiry date. October 2021

- *One of only two Discovery 2 Autobiography models made*
- *Waxoyled in 2014*
- *Much work done including a new water pump in 2016, new headlining in 2017 and a new clutch master cylinder in 2020*
- *Present ownership since 2013*

**Seller Assessment score 71/100**

mph

Prototype for a new range-topping version that was not proceeded with, this vehicle is one of only two Land Rover Discovery 2 Autobiography models ever made. The engine and clutch were replaced on 21st October 2013 at 112,303 miles at cost of £6,582. Since then the Discovery has been serviced and maintained by Guy Salmon Land Rover, Northampton. The Discovery comes with full service history documented in its Land Rover Service Record Book, a large presentation folder with comprehensive documentation and photographs, all past MoT certificates (except 2008 and 2012), a host of road tax discs, an IAEA-approved independent consulting engineer's valuation report, a BMIHT Certificate and detailed VED history. Also included are the original launch Press Release and two original launch photographs, a feature article from *Land Rover Owner International* magazine and *Autocar* Letter of the Week and a Guinness World Record certificate and souvenir items from the World's largest parade of Land Rover and Range Rover vehicles, Northamptonshire. When purchased in 2013, the rear VHS player was found to be missing. The unit has been replaced by a VEBA DVD player and matching screens which complement the original Harmon Kardon in-car entertainment system. In addition to participating in the World's largest parade of Land Rover and Range Rover vehicles in 2018, the Discovery was also selected for the Institute of Advanced Motorists' VIP line-up at Gaydon in 2016 and Silverstone in 2017.



## 1999 Bentley Continental R Coupé

£35,000 - 40,000

Registration no. YLN 305

Chassis no. SCBZB15EIXCH63154

Odometer reading. 89,250

MOT expiry date. 28/07/2021

- *On Bentley's stand at the Paris Motor Show*
- *More than £26,000 spent in last three years*
- *Three owners from new*

Combining almost supercar performance with room for four (and their luggage) was a task Bentley engineers tackled well with the Continental R. Highly praised when new, today they still offer true continent-cruising capabilities but at a fraction of the cost they were when new. This 1999 example, in the classic green over oatmeal pairing, has had three owners from new, and was shown on Bentley's stand at the Paris Motor Show. Our vendor reports the bodywork, paint, glass and trim to very good, as are the wheels/tyres. The seats, headlining and trim are very good and the carpets and door cards are good, they say. The engine is rated as excellent for starting and running and very good for presentation and the running gear is very good. A history file – said to be very good – comes with this car.

**Seller Assessment score 80/100**

mph



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## 2001 Aston Martin DB7 V12 Vantage Coupé

£24,000 - 28,000

Registration no. WA51 THN

Chassis no. SCFAB12301K302374

Odometer reading. 29,870

MOT expiry date. 19/11/2021

- *Desirable Vantage model*
- *Full Aston Martin Service history*
- *Bodywork and paint said to be very good*

If a 'regular' DB7 wasn't fast enough buyers could choose the Vantage model, and MPH is delighted to offer this 2001 example. Our vendor reports the bodywork and metallic blue paint to be very good, as is the trim. Wheels/tyres are also reported to be very good. Internal trim, dashboard, door cards and carpets are ranked as very good, the headlining in good order. The engine is reported to be excellent for starting and very good for running and presentation while the running gear, including gearbox, suspension and brakes, is said to be good, as is the electrical system. Just under 30,000 Miles from new this vantage benefits from full Aston Martin service history.

**Seller Assessment score 72/100**

mph



## 1966 Sunbeam Tiger Mk1A

£25,000 - 35,000

Registration no. LJU 683E

Chassis no. B382002233HR0FE

Odometer reading: 33,890 (133,890)

MoT expiry date: 11/11/2021

- *Iconic Anglo-American sports car*
- *Rare home-market Mk1A*
- *Replacement 260ci engine (original included in the sale)*



## Seller Assessment score 67/100

mph

From a total Tiger production of 7100 only 17 Mk1A examples were sold to UK private buyers and approximately 10 survive. This car carries the very last "Jensen date" before production commenced of the 4.7 litre Mk2. Unusually, LJU remains unmodified, complete with original steering wheel and under-bonnet components. Restoration during the 1990s is documented, the original Midnight Blue being changed to red. The owner reports that the installed replacement 260ci engine runs well and quietly, albeit with some sign of wear. Twin stainless steel exhaust systems are fitted. The original gearbox and rear axle are reportedly in excellent condition with the brakes working effectively after recent overhaul. A fresh MOT shows LJU is a chance to acquire a rare car ready for enjoyment, whilst offering potential for some improvement.



## 1971 Jensen Interceptor III

£20,000 - 25,000

Registration no. MWP 525K

Chassis no. 1284652

Odometer reading: 56,896

MOT expiry date: exempt

- *Offers room for improvement*
- *Some history*
- *Realistically guided*



## Seller Assessment score 43/100

mph

Interceptor interest has grown dramatically in the past few years and for someone looking out for a worthy improvable candidate this 1971 model might be the answer. It comes to the sale with vendor-assessed good bodywork and glass while the paint and trim is reported to be average. The interior does offer room for improvement as the vendor says the seats, headlining, dashboard and trim are in average order. Further improvement is possible with the engine, which is said to be average for running and presentation: the running gear, in its entirety is reported as average with the same being said of the electrical system. Some history accompanies this lot.



328

## 1957 Citroën DS19 Saloon

£18,000 - 24,000

Registration no. 693 UXM

Chassis no. 29854

Odometer reading. n/a

MOT expiry date. exempt

- *One of the 20th Century's most iconic automobiles*
- *Early original example*
- *In the UK since 1989*
- *Mille Miglia eligible*



## Seller Assessment score 80/100

mph

Finished to a high standard, this DS appeared at the 2006 Goodwood Festival of Speed Cartier Style et Luxe, to be judged by film director George Lucas among others, and appeared again at the Goodwood Festival of Speed in 2015, this time on the stand of DS Automobiles. The current vendor purchased the Citroën at Bonhams' Goodwood Members' Meeting Sale in March 2016 (Lot 81), since when it has been serviced and fitted with a new battery. It should be noted that this car is a potential Mille Miglia entrant, early DS19s having competed in the original event and the contemporary version. Early examples as good as this one are rarely found now.



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## 1991 Jaguar XJ-S 4.0-Litre Coupé

£6,000 - 10,000

Registration no. J40 LXJ

Chassis no. SAJJNAED3EK181246

Odometer Reading. 90,056

MOT expiry date. 08/09/2021

- *Automatic transmission*
- *Running gear vendor-rated as excellent*
- *Good history file*



## Seller Assessment score 86/100

mph

Finished in red with grey leather interior, this automatic transmission XJ-S Coupé has the 4.0-litre version of the 24-valve AJP engine that had replaced the long-running XK type. The vendor rates the running gear as excellent and describes the car as generally very good in all other respects. The history file is vendor-rated as good.



## 1929 Austin Seven 'Chummy' Tourer

£5,000 - 8,000 No Reserve

Registration no. UU 2875

Chassis no. 83532

Odometer reading. n/a

MOT expiry date. exempt

- *'Barn find' for restoration*
- *Off the road since 1970*
- *deal VSCC 'starter car'*

**Seller Assessment score 37/100**

mph

A huge success from the moment deliveries commenced in January 1923, the Austin Seven remained in production until 1939. Simply constructed, economical and easily maintained by the home mechanic, the Seven brought motoring within the financial reach of the man in the street, who hitherto would probably have settled for a motorcycle combination. Its introduction helped save the ailing Austin concern and by the mid-1920s the Seven dominated the light car market in Britain. In essence the Seven changed little in the course of its 17 years in production, retaining the 'A'-frame chassis, transverse front spring, rear quarter ellipsics, and four-cylinder sidevalve engine to the end. There were, of course, numerous detail improvements along the way, a longer wheelbase, roomier bodies, coupled brakes, and a three-bearing crankshaft to name but four. The sole version available when production commenced was the 'Chummy' tourer; saloon, fabric saloon and coupé models, plus a roomier tourer, were on offer by 1929. A 'barn find', off the road since 1970, this Chummy should be a relatively straightforward restoration project, being all complete, and is the ideal VSCC 'starter car'. The engine turns over, the paintwork is surprising good, and the body appears solid. Sold strictly as viewed.



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## 1928 Ford Model A Tudor Sedan

£9,000 - 12,000

Registration no. SV 7691

Chassis no. F6807

Odometer reading. tba

MOT expiry date. exempt

- *Manufactured in Ontario, Canada*
- *Exported new to New Zealand*
- *Restored in NZ the 1990s*
- *Brought to the UK in 1994*
- *Present ownership since circa 2012*

**Seller Assessment score 61/100**

mph

This Model A Tudor (two-door) sedan was manufactured in Ontario, Canada in the autumn of 1928 and exported to New Zealand where it was first registered in 1929. Built for the British Empire market, it is right-hand drive and has the larger, 3.3-litre engine. Discovered as a 'barn find' in the 1980s, the Model A was fully restored in Christchurch, New Zealand in 1993 and brought to the UK in 1994 to join a private collection, at which time it had covered only some 1,600 miles since restoration. 'F6807' is finished in its original colour scheme of Dawn Grey and Gunmetal Blue with grey woollen cloth interior rim. The car was purchased by the vendor circa 2012 following some years in storage and having covered only 136 miles since importation. Being pre-1931 this Model A is eligible for all VSCC events, and has been driven by the present owner on the Club's Welsh Trial. The vendor advises us that the engine has a repaired block but runs fine, and that the electrics have been converted to 12-volt operation. The car is offered with a V5C Registration Certificate, and a spare engine (with cracked block) is included in the sale.



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**1925 Gwynne Eight Tourer****£10,000 - 15,000 No Reserve**

Registration no. PE 4270  
 Chassis no. 001522  
 Odometer reading. n/a  
 MOT expiry date. exempt

- *Rare British light car*
- *Purchased by Larry and Christine Hayek*
- *Long-term family ownership*
- *Average condition*

**Seller Assessment score 40/100**

mph

Known as 'Nellie', this rare Gwynne Eight was purchased by Larry and Christine Hayek, the children of Friedrich von Hayek, the famous economist. The Gwynne was eventually sold on, and in their later years the Hayeks repurchased it as a project. The car has remained in the family since then and is rated by the vendor as in average condition in most respects.

333

**1932 Austin Seven Box Saloon****£800 - 1,200 No Reserve**

Registration no. APU 192  
 Chassis no. tba  
 Odometer reading. n/a  
 MOT expiry date. exempt

- *'Barn find' for restoration or spares*
- *Off the road since 1970*
- *Engine turns over*

**Seller Assessment score 20/100**

mph

This 'barn find' Seven was taken off the road in 1970. Somewhat dilapidated, it was bought by the deceased owner to turn into a special but this never happened. The car is complete, and the engine turns over, but the body is in poor condition. A spare engine and gearbox are included in the sale together with a front axle and assorted spares.

334

**1965 Lamborghini 1R Tractor****£8,000 - 12,000**

Registration no. not Registered  
 Chassis no. 16632  
 Odometer reading. n/a  
 MOT expiry date. exempt

- *Classic Lamborghini tractor*
- *Purchased in Italy*
- *Used for grass cutting*

**Seller Assessment score 50/100**

mph

Finished in Lamborghini's classic orange/blue livery, it has the potential to draw crowds, especially when exhibited alongside the most beautiful supercars sharing the marque's famous 'Raging Bull' emblem, such as the legendary Miura and Countach. Unfortunately, nothing is known of the history of this Lamborghini tractor, which the vendor bought while on holiday in Italy and uses to mow the lawn!

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## 1939 Lancia Aprilia Saloon

£18,000 - 22,000

Registration no. HPU 262

Chassis no. 389385

Odometer reading. n/a

MOT expiry date. exempt

- *Landmark of automotive design*
- *Resident in Northern Ireland since the 1950s*
- *Present ownership for some 30 years*
- *Restored 25 years ago*
- *Good history file*

**Seller Assessment score 84/100**

mph

Launched in 1937, two months after Vincenzo Lancia's death, the Aprilia set new standards in production car design. Presaging post-war developments, the saloon broke away from the traditional 'three-box' layout and incorporated all-independent suspension and hydraulic braking, while the unitary construction bodyshell and overhead-camshaft narrow-angle V4 engine were advances Lancia devotees had enjoyed for many years. Rather than being merely a styling device, the Aprilia's streamlined shape had been determined by wind tunnel experimentation. This meant that despite having only 1,351cc (later 1,485cc) at its disposal, the Aprilia was good for nearly 80mph and stopped and handled better than anything in its class. 'Mirror-image' doors and pillar-less construction ensured that for ease of passenger access the Aprilia was unrivalled. We are advised by the vendor that this Aprilia was brought to Northern Ireland in the 1950s by a 'Linen Baron' together with a large quantity of spares (still available). The vendor restored the car around 25 years ago, including an interior re-trim in top quality leather. Since its acquisition some 30 years ago the Lancia has always been stored in a heated garage. The vendor advises us that the engine, transmission, steering, and brakes are in excellent condition, and describes the paintwork as a little tired, though rust free.



## 1934 Graham Paige 'Brookes Special'

£30,000 - 40,000

Registration no. HAA 594

Chassis no. tba

Odometer reading. n/a

MOT expiry date. exempt

- *Based on a Graham-Paige supercharged straight-eight saloon*
- *Built in the late 1940s*
- *Present ownership since 1988*
- *Refurbished while in the present ownership*

**Seller Assessment score 60/100**

mph

The Brookes Special was first registered on 17th March 1949 but had started life as a 1934 Graham-Paige supercharged straight-eight saloon. It is well documented in The Autocar magazine of 31st August 1951 as No.340 in the Talking of Sports Cars series, and in The Enthusiasts Guide to Vintage Specials by John Bateman (copies available). Its creator, R C Brookes, had to saw off the damaged rear section of the original chassis frame, which he combined with the rear frame of a large Austin and the back axle from an eight-cylinder Chrysler to arrive at a wheelbase of 9'. The bespoke body was said to be inspired by the 4½-Litre Bentley, Vauxhall 30-98, and Railton Light Sports; the bonnet was taken from a Delage. The windscreen came from a 1922 Cluely and the steering wheel from a 1925 Bean, while the dashboard was fashioned from a piece of mahogany over 100 years old. Weighing half a ton less than the Graham-Paige saloon and with considerably reduced frontal area, the Brookes Special was said to possess a decent turn of speed. The project took Brookes five years to complete. Its recently deceased owner purchased the car on 7th October 1988 and during his ownership it was again refurbished.



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## 1954 Rolls-Royce Silver Dawn 4½-Litre Saloon

£30,000 - 35,000

Registration no. 260 AMX

Chassis no. 5P3G

Odometer reading. n/a

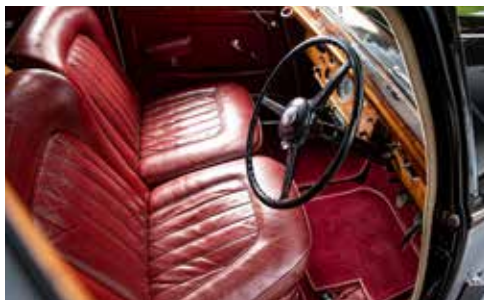
MOT expiry date. exempt

- *The first Rolls-Royce with 'factory' bodywork*
- *Offered from the estate of the late John Hodgson (Alpine Eagle)*
- *An older restoration*
- *Recent front brakes overhaul*

**Seller Assessment score 74/100**

mph

Introduced in 1949, the Silver Dawn is notable as the first Rolls-Royce to feature 'factory' bodywork, this 'standard steel' coachwork having debuted on the Mark VI Bentley in 1946. Better suited to the owner driver market, the Silver Dawn was produced alongside the Mark VI and the coachbuilt Rolls-Royce Silver Wraith, albeit in far fewer numbers. A separate chassis was retained, the same basic design being built in three different wheelbase lengths, while other noteworthy features included independent front suspension, hydraulic front brakes and a new 4,257cc six-cylinder engine (enlarged to 4,566cc for 1951) incorporating inlet-over-exhaust valve-gear. A much needed improvement to the standard bodywork arrived in mid-1952 in the shape of an enlarged boot together with associated changes to the rear wings and suspension, subsequent models being known as the E-Series Silver Dawn and R-Type Bentley. An older restoration, this E-Series Silver Dawn is offered from the estate of the late John Hodgson, proprietor of the renowned classic car restoration company, Alpine Eagle. As one would expect, the Rolls-Royce has been carefully maintained during John's ownership and runs and drives very well. Recent works include replacing the headlining and carpet set; re-colouring the trim; and overhauling the front brakes. The car is offered with a V5C Registration certificate and a history file.



# 1965 Jaguar E-Type Series I 4.2-Litre Coupé

£45,000 - 55,000

Registration no. DXJ 487C

Chassis no. 1E20659

Odometer reading. n/a

MOT expiry date. exempt

- Offered from the estate of the late John Hodgson (Alpine Eagle)
- Restored in the 1990s
- Considerable recent refurbishment
- Arguably the most desirable of all E-Type variants

**Seller Assessment score 81/100**

mph

The Jaguar E-type offered here was purchased by the late John Hodgson - proprietor of the renowned classic car restoration company, Alpine Eagle - at a UK auction in 2011. It had been purchased by the immediately preceding owner from Henry Pearman's celebrated Eagle E-Types in 1993. It is understood that a full restoration was carried out in the 1990s, including a bare metal repaint; interior re-trim; and engine and gearbox overhauls. Recent works include a service and the fitting of a new water pump; radiator; cooling fan; alternator belt; ITB performance air filter; and a stainless steel exhaust system including manifolds. In addition, the running gear has been refreshed: the front brakes; front dampers; and front suspension bushes/joints all being overhauled, and the suspension repainted, while the wheels have been refurbished and shod with Pirelli Cinturato tyres. Handsomely finished in Opalescent Silver Blue with black leather interior, the E-Type is rated as either good or very good in almost every respect. The car comes with a history file containing the V5C document; maintenance records; expired MoTs; and a Jaguar Heritage Certificate. Combining the stylistic purity of the original with the superior 4.2-litre engine, the 'Series I 4.2' is considered by many to be the most desirable E-Type of them all.



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## 1962 Bentley S2 Continental Sports Saloon

Coachwork by James Young  
£80,000 - 120,000

Registration no. FSV 701

Chassis no. BC105AR

Odometer reading, n/a

MOT expiry date, exempt

- *One of only 41 S2 Continentals by James Young*
- *First owned by Edmundo Ros, OBE*
- *Repainted and re-trimmed in 2008/2009*
- *Extensive history file*

**Seller Assessment score 75/100**

mph

In total, James Young bodied 41 S2 Continental chassis, completing this four-door, six-light car to the order of Edmundo Ros, the famous Latin American bandleader. Ros owned the Coconut Grove club in London's Regent Street. The Continental was retailed via Jack Barclay Ltd and registered to Ros at his home, Edritt House in Mill Hill, London NW7. The original registration was 'EWR 1'. Three subsequent owners are listed on the card, the last of whom, one J Haggis of Gargrave, North Yorkshire, acquired the Bentley in September 1966. The history file also contains bills from Jack Barclay and Bentley Motors relating to servicing carried out in the 1960s, together with a quantity of expired MoTs. More recently, the Continental has benefited from a bare metal re-spray by Clays Vehicle Repairs, Blakelands, undertaken in 2008 at a cost of £18,500, which was followed by an interior re-trim by Philip Block Upholstery in 2009. Hillier Hill serviced the car that same year (£2,126) while in September 2015 the carpets were renewed by Sean Ingram Carpets (£964). In August 2016 the Continental received a service by Bentley specialists PLG Auto Services (£2,866), which included fitting a new fuel tank and brake pipes, and some rewiring. New over-riders from Flying Spares were fitted that same month, and in October 2016 a new rear window was made and installed. Bills relating to all the aforementioned works are on file together with photographs of the body repaint and interior re-trim. The last word in Gran Turismo motoring in its day, this gorgeous James Young-bodied Bentley Continental is offered with a V5 registration document.



## 1991 Mercedes-Benz 500SL

£8,000 - 10,000

Registration no. H291 EFB

Chassis no. WDB1290662F030421

Odometer reading. 71,200

MOT expiry date. 17/11/2021

- *One owner from new*
- *Full service history*
- *Hardtop and rack included*
- *New front brake pads*



## Seller Assessment score 61/100

mph

This automatic transmission Mercedes-Benz 500SL Convertible in Turquoise Metallic has the 5.0-litre V8 producing 326bhp. The car has only had one owner (and driver) since new and comes with full service history (mostly Mercedes-Benz). Over £7,000 worth of extras were included when new and the car comes with hardtop and rack (for collection in East Sussex post-sale). A Foxguard alarm system was installed just after sale. Little use in recent years, the Mercedes has covered circa 71,200 miles from new and is rated by the vendor as in good condition throughout and starts and runs well. New front brake pads fitted in September 2020 with MoT also recently issued.



## 1968 Land Rover Series IIA 4x4 Utility

£8,000 - 10,000

Registration no. ROL 701G

Chassis no. 24136283G

Odometer reading. 59,432

MOT expiry date. exempt

- *Factory hardtop*
- *Optional rear bench seat*
- *Recently retrieved from long-term storage*
- *New rear brake cylinders*



## Seller Assessment score 66/100

mph

Coach painted in Bronze Green, the vehicle has been fitted with a superior Perkins diesel engine, which starts well and is economical and powerful enough to keep up with modern traffic. The Landie is also fitted with the desirable overdrive gearbox and freewheeling hubs. New brake cylinders were fitted to rear axle in November 2020. 'ROL 701G' has covered fewer than 1,400 miles since May 2006 and was retrieved recently from long-term warehouse storage in Herefordshire. We are advised that a test drive of 20 miles demonstrated that its major functions are in working order; that it starts enthusiastically; changes into all gears; and that the overdrive unit engages correctly.



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## 1988 Porsche 928 S4 Coupé

£10,000 - 15,000

Registration no. E709 CTU  
Chassis no. WP0ZZZ92ZJS841089  
Odometer reading. 89,680  
MOT expiry date. 06/10/2021

- Automatic transmission
- Full service history
- Major cam-belt service October 2020



## Seller Assessment score 61/100

mph

Introduced in 1978, the Porsche 928 arrived featuring a 4.6-litre V8 engine, and in that year won the European Car award, to date the only sports car to do so. Becoming the 928 S4 in 1987, its engine now produced 320bhp courtesy of a 32-valve cylinder heads and enlargement to 4,957cc. The 928 S4 could now top 160mph. This automatic transmission S4 comes with a most substantial folder of servicing and maintenance history going back to the purchase date, including the stamped original service book and numerous invoices. The car has just had a major cam-belt service carried out by marque specialist Paul Anderson, and is rated by the vendor as in good condition throughout.



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## 2003 Mercedes-Benz CLK55 AMG Coupé

£7,000 - 12,000

Registration no. KB03 PJJ  
Chassis no. WDB2093762F066864  
Odometer reading. 131,000  
MOT expiry date. 20/12/2020

- Four owners from new
- Present ownership since 2014
- Upgraded running gear and engine (400bhp)
- Excellent service and maintenance history



## Seller Assessment score 84/100

mph

Offered here is a well-specified, CLK55 (no sunroof) with Distronic and Bose, powered by an AMG 5.4-litre V8. In 2007 at 58,000 miles the original owner upgraded the car with a Quaife LSD, stiffer anti-roll bars, larger exhaust, later AMG brakes, and a de-restricted DMS re-map for 400bhp at cost of £5,894. The current owner bought the Mercedes in 2014. 'KB03 PJJ' has extensive maintenance history from new with two long-term owners, while service receipts for the last six years total £9,500. We are advised by the vendor that all the required services have been completed, including the important 'A Service' in the autumn of 2020. Four new correct Continental tyres were fitted at the same time.



# 1987 Ford Capri 5.0 V8 Coyote Coupé

£32,000 - 36,000

Registration no. E2 COY

Chassis no. WFOCXXGAECGR57988

Odometer reading. 9,500

MOT expiry date. 27/09/2021

- *Unique specification*
- *Ford Coyote (Mustang) engine producing 435bhp*
- *Tremec five-speed manual transmission*
- *Upgraded suspension, brakes, and steering*

**Seller Assessment score 100/100**



This unique Capri is powered by a Ford Coyote (Mustang) four-cam 32-valve 'crate' engine producing a maximum of 435bhp. The transmission consists of a Tremec T3550 five-speed manual gearbox and hydraulic clutch, which is connected to an Atlas rear axle with ZF limited-slip differential and 3.44:1 final drive ratio. Significantly upgraded, the braking system features Wilwood 310mm rotors with four-pot alloy callipers at the front, and a Ford Cosworth-specification disc conversion at the rear. As one would expect, the suspension, too, has been upgraded, incorporating Bilstein struts at the front and Bilstein-damped single-leaf de-cambered springs at the rear; ride height is adjustable. A Capri power-assisted steering rack is used, fitted with a cockpit-adjustable bias valve. Built specially for this car, the front wheels are Image three-piece 'Billet 19' 9Jx18, while the rears are Image three-piece 'Billet 19' 10.5Jx18, shod with Toyo R888R tyres all round. The interior is original Capri, albeit re-trimmed, and the car has been fitted with central locking and a Thatcham-approved immobiliser. The custom front grille incorporates removable headlight covers (to make the car road legal). We are advised by the vendor that the Capri's theoretical maximum speed is 171mph... A full listing of the car's specification is available, and the original registration is on retention.



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## 1977 Alfa Romeo Alfetta GTV Coupé

£14,000 - 18,000

Registration no. VRE 167S

Chassis no. 0002200

Odometer reading. 98,952

MOT expiry date. exempt

- Formerly owned by Autocar journalist Richard Bremner
- UK-supplied right-hand drive model
- Recent cosmetic restoration
- Recent engine top-end rebuild

**Seller Assessment score 74/100**

mph

Introduced in 1972, the Alfetta saloon combined a new body shape with - initially - the 1.8-litre version of Alfa Romeo's familiar twin-cam four-cylinder engine. Independent front suspension and a De Dion rear transaxle were features (the latter incorporating a combined gearbox/final drive) as were disc brakes all round. The Alfetta family was extended in 1976 with the arrival of a Giorgetto Giugiaro-styled coupé - the GT - with 1.8-litre engine, which was followed by the GT 1.6 and 2000 GTV, the latter's larger motor producing 122hp at 5,300rpm. A comfortable and capable Grand Tourer, the GTV 2000 remained in production until 1987, with survivors becoming increasingly collectible. A UK-supplied, right-hand drive, early chrome bumper car, this Alfetta GTV formerly belonged to *Autocar* journalist Richard Bremner. The car has just undergone a cosmetic restoration, which the vendor assures us is of a high standard. In addition, the engine top-end was overhauled with new valves; the carburettors rebuilt; and the original interior cleaned and re-coloured. The car is offered with a V5C Registration Certificate and comes with a very good history file of bills, photographic record of restoration etc.



## 1984 Ferrari 308 GTS QV Targa Coupé

40,000 - 50,000

Registration no. SJJ 30

Chassis no. 51763

Odometer reading. 64,500

MOT expiry date. 22/07/2021

- *Ultimate Quattrovalvole model*
- *Present ownership since 1992*
- *Recent (August 2020) cam-belt service*

**Seller Assessment score 76/100**

mph

Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB - Ferrari's second V8-engined road car - marked a return to Pininfarina styling following the Bertone-designed 308 GT4 that had launched this highly successful series in 1973. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted 3-litre quad-cam engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308 GTB to a top speed of over 150mph. Further developments included the introduction of an open-top GTS version with Targa-style removable roof; the adoption of Bosch fuel injection; and, finally, cylinder heads with four valves per cylinder on the Quattrovalvole (QV) model. Representing the 308 in its ultimate, Quattrovalvole form, this GTS was sold new via H R Owen in London and has belonged to the vendor, believed its fourth owner, since 1992. The car benefits from recent (August 2020) expenditure of £3,500 on a full cam-belt service and general check-over. Noteworthy features include up-rated fuse boxes and electric window boosters. In the vendor's own words; "this is a genuine and honest vehicle that has been very well maintained".



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# 2012 Ferrari California Hardtop Convertible

Coachwork by Pininfarina  
£60,000 - 80,000

Registration no. tba

Chassis no. ZFFLJ65TIC0182927

Odometer reading. 3,822km (2,370 miles)

MOT expiry date. 27/12/2020

- *Landmark Ferrari model*
- *Two owners from new*
- *Unique specification*
- *'As new' condition*

**Seller Assessment score 100/100**



"The Ferrari California might just be the firm's most radical model. It's the first Ferrari road car to have a front-mounted V8 engine, the first to have a dual-clutch gearbox and, although not the first to have a removable hard-top, is the first to follow the current trend of having a fully retractable one that electrically folds into its boot." - *Autocar*. Autocar rated the California ahead of the Bentley Continental GTC, Lamborghini Gallardo Spyder and Aston Martin DBS for its blend of everyday usability and outright enjoyment. Praise indeed. This left-hand drive Ferrari California was ordered new by the current vendor and registered in the name of his business partner in Kuwait. Ownership was transferred to the vendor on 23rd November 2016 and the Ferrari imported into the UK in October 2017. The car has covered a little over 2,000 miles and is presented in effectively 'as new' condition. Modern-day Ferraris are almost infinitely customisable to the purchaser's taste; rarely are two exactly alike and this example features special order Azzuro California paintwork; carbon fibre vents; coloured safety belts; central tunnel in leather; Armrest in leather; cup holder; Daytona seat stripes; special wheel rims; high-power hi-fi, etc, etc. Also ordered with Ferrari's seven-year service plan, the final and seventh service was performed by Maranello Egham in 2018 at 2,788kms. Presented in excellent condition, this fabulous and exclusive Ferrari supercar is offered with sundry bills, owner's manual, service book etc and a V5C document.



## 1959 MG A 1600 Roadster

£20,000 - 25,000

Registration no. 168 UYK

Chassis no. GHNL74583

Odometer reading. 40,500

MOT expiry date. exempt

- *Imported from the USA in 2015*
- *Left-hand drive*
- *Considerable recent refurbishment*
- *Drives beautifully*

**Seller Assessment score 87/100**

mph

After the disappointments of the Twin Cam model, engine enlargement was seen as the way forward for the MGA. The result was a capacity increase from 1,489cc to 1,588cc that raised maximum power to 79.5bhp and boosted torque by 17 percent. Acceleration was improved and the MGA in '1600' form was now a true 100mph-plus car. To cope with the extra performance, disc front brakes were adopted and the suspension up-rated. The more-refined coupé version, with wind-up windows and lockable doors, continued as before while the roadster now came with sliding side windows. This left-hand drive MGA 1600 Roadster was imported from the USA in 2015 and purchased at auction by the current vendor in November 2016. Since then the car has been fitted with new wire wheels, a new interior, new chrome bumpers, a new braking system, and a new convertible hood. In addition, the engine was removed to detail both it and the engine bay, and a boot-mounted luggage rack has been installed. An exceptionally solid example that presents well and drives beautifully, this delightful MGA Roadster is ready to use and enjoy. The car is offered with sundry bills and a V5C Registration Certificate.



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## 1962 Jaguar Mk2 3.4-Litre Saloon

£15,000 - 20,000 No Reserve

Registration no. 8 VKK

Chassis no. 158962DN

Odometer reading. tba

MOT expiry date. exempt

This Mk2 has belonged for almost its entire life to the previous vendor, who acquired it in 1968. A highly original example, the car was restored in 2010 and benefits from £900 spent recently on the chrome-work. The Mk2 comes with its old-style buff logbook, sundry restoration bills, and a V5C document.

- *Single ownership from 1968-2020*
- *Restored in 2010*
- *Highly original*
- *Overdrive transmission*

**Seller Assessment score 40/100**

mph



## 1976 Mercedes-Benz 350SL Convertible

£10,000 - 15,000

Registration no. SAK 571

Chassis no. 10704322012136

Odometer reading. 153,103

MOT expiry date. exempt

- *Automatic transmission*
- *Body refurbished and repainted in 2011*
- *Interior re-trimmed in 2011*

Although larger than their predecessors, the 350 SL convertible and 350 SLC coupé retained the overall look of the long-running 230/250/280 SL family and were the first Mercedes-Benz sports cars to use a V8 engine, the latter's 200bhp more than offsetting the increase in bulk. All-independent suspension ensured superb ride and handling, while four-wheel disc brakes restrained the 130mph-plus performance. There was a choice of either four-speed manual or similar automatic transmission, and the 350 SL/SLC were luxuriously equipped in the finest Mercedes-Benz tradition. This automatic transmission 350 SL convertible's body was refurbished in 2011 and re-sprayed, the interior being re-trimmed at the same time in nice chequered cloth. Running and driving nicely, the car comes with a handbook and V5C document.

**Seller Assessment score 59/100**

mph



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# 1989 BMW 530i Saloon

£6,000 - 10,000

Registration no. F257 MNA

Chassis no. WBAHC52060BE47229

Odometer reading. 82,300

MOT expiry date. 14/07/2021

- *Six-cylinder model*
- *Desirable five-speed manual gearbox*
- *Recently re-commissioned following six-plus years in dry storage*
- *Good service history*

**Seller Assessment score 71/100**

mph

"Having created a very good looking bodysell, engineered for safety and durability, BMW's computerised build techniques had also resulted in exemplary panel fit and paint finish, which were second to none" – Lawrence Meredith, BMW 1975-2001. First introduced in 1972, BMW's 5-Series had established itself as market leader among medium size luxury sports saloons by the time the third generation arrived in 1988. 'E34' in factory parlance, the newcomer was larger yet aerodynamically more efficient than its predecessor thanks to a more streamlined and curvaceous bodysell designed with enhanced safety as a priority. BMW's customers had long been accustomed to matchless build quality and the E34's was as good as the best. Being a relatively early 530i, the car offered here has the long-established M30B30 inline six-cylinder engine producing 185bhp, which was smoother, more reliable and less costly to service than the later version's V8. Equipped with the desirable factory five-speed manual gearbox, the car has recently been re-commissioned following more than six years in dry storage. Importantly, the interior is in very good condition with no dashboard cracks or creaks. Finished in blue with grey upholstery, the car comes with a V5C document and good service history.



## 2002 Renault V6 Clio Sport

£25,000 - 30,000

Registration no. LF52 KBJ

Chassis no. VF1C61A0624663231

Odometer reading. 44,000

MOT expiry date. 30/10/2021

- *Collectible 'modern classic'*
- *Full service history*
- *One of the hottest of hot hatches*

France's largest motor manufacturer introduced the outrageous Clio V6 in 2001. Like its exotic Renault 5 Turbo forebear, the V6 abandoned the original Clio's front engine/front-wheel drive layout, instead carrying its engine where the rear seats would have been. This radical re-engineering was undertaken in the UK by Tom Walkinshaw Racing, which was entrusted with building the first series of the Clio V6. Tuned to produce 227bhp, the 24-valve engine was sourced from the rival PSA Group. This example of Renault's instantly collectible 'modern classic' is described by the vendor as an excellent, very clean, low mileage car with full service history. Said to be very useable and great fun to drive, it represents a rare opportunity to own what is still one of the hottest of hot hatches.

**Seller Assessment score 80/100**

mph



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## 1985 Citroën 2CV Van

£8,000 - 12,000

Registration no. B275 KSX

Chassis no. VF7A2KA00KA077367

Odometer reading. n/a

MOT expiry date. exempt

- *Iconic Citroën light commercial vehicle*
- *Rare right-hand drive example*
- *Professionally restored in 2018/2019*
- *Rated as excellent throughout*

Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1949. Intended to provide basic transport in a period of post-war austerity, the 2CV outlived its humble beginnings, going on to attain cult status as the favoured car of the environmentally-concerned motorist. It was built in civilian, military, and commercial versions; the latter, a small delivery van, being known as the 'Fourgonette'. A rare right-hand drive example, the Fourgonette offered here has the desirable 602cc engine. Professionally restored in 2018/2019 by the vendor's company, Spray Booth Ltd, the vehicle is rated by him as excellent throughout and is said to run 'sweet as a nut'.

### Seller Assessment score 98/100

mph



# 1997 Land Rover Defender 110 TDi

£10,000 - 15,000

Registration no. P483 NMA

Chassis no. SALLDHA67VA121591

Odometer reading. circa 151,000

MOT expiry date. tba

- *2.5-litre turbo diesel engine*
- *Restored during 2019*
- *Converted to accommodate a bed in the rear*

Following the successful reception of the all-new Land Rover Discovery in 1989, it was decided to give the traditional Land Rover its own name: Defender. Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover. Restored during 2019, this single-cab Defender 110 TDi pickup has been converted to accommodate a bed in the rear, as well as a sink and gas hob, for the vendor's son to take to music festivals and other events. The vehicle is rated by the vendor as either very good or excellent in every respect.

## Seller Assessment score 91/100



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## 2015 Land Rover Defender 90 XS TD 4x4 Utility

£40,000 - 45,000

Registration no. PC10 CDO

Chassis no. SALLDWBP7FA474645

Odometer reading. 11,500

MOT expiry date. exempt

- *Desirable XS specification*
- *2.2-litre turbo diesel engine*
- *Upgraded leather and Alcantara interior*
- *Side exhausts*

**Seller Assessment score 97/100**

mph

Following the successful reception of the all-new Land Rover Discovery model in 1989, it was decided to give the traditional Land Rover its own name: Defender. It was inevitable that advances in electronics pioneered in mainstream passenger cars would eventually trickle down to the utilitarian Defender, which by the new millennium had gained anti-lock brakes (ABS), Electronic Brakeforce Distribution (EBD) and Electronic Traction Control (ETC), all of which were aimed at improving traction to keep up with its increasingly capable rivals. Steel doors, enabling the use of electric window lifts and central locking for the first time, were new for the 2002 model year. Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover. The kinds of incremental improvements mentioned above would continue to be made regularly until production of the traditional Land Rover Defender ceased in January 2016. A wonderful example, this late low-mileage Defender on the 90" wheelbase incorporates the top-of-the-line XS package and features side exhausts and an upgraded interior trimmed in black leather and Alcantara. The vendor rates the vehicle as either very good or excellent in every respect.



## 2013 Land Rover Defender 110 XS TDCi

£32,000 - 38,000

Registration no. WD63 LHE

Chassis no. SALLDHYP7EA447103

Odometer reading. circa 34,500

MOT expiry date. 23/01/2021

- *2.2-litre turbo diesel engine*
- *Generously equipped*
- *Upgraded with tail lift*

Following the successful reception of the all-new Land Rover Discovery in 1989, it was decided to give the traditional Land Rover its own name: Defender. Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover. This Defender 110 XS has covered circa 34,500 miles from new and is rated by the vendor as either very good or excellent in every respect. As an XS model its generous specification includes half-leather seats; heated front seats; electric front windows; remote central locking; air conditioning cold climate pack; and heated front windscreen.

**Seller Assessment score 90/100**

mph



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## 2014 Mini Cooper S F56

£10,000 - 15,000

Registration no. OW14 BWO

Chassis no. WMWXM720802A23376

Odometer reading. 37,000

MOT expiry date. 30/01/2021

- *2.0-litre engine*
- *Automatic transmission*
- *Vendor-rated as very good/excellent*

**Seller Assessment score 85/100**

mph

The original, iconic Mini was always going to be a hard act to follow but the new 21st Century Mini, created by brand owners BMW, has taken over where the old one left off. A three-door hatchback, which many maintain is what the original should have been from the outset, the new Mini is bigger in every respect than its forebear, while the clever retro styling nevertheless maintains close visual links with Issigonis's masterpiece. Beneath the skin the new Mini boasts independent front suspension by means of struts and lower wishbones with a coil-sprung multi-link arrangement at the rear, while the rack-and-pinion steering has power assistance as standard, all of which contributes to handling characteristics that make the new car as much fun to drive as the old. All models are equipped with four-wheel disc brakes, moderated by ABS. The new Mini debuted in 2001, the One and Cooper being the only models on offer at first. Diesel and Cooper S models followed, the latter's supercharged engine producing 170bhp, which was good enough for a top speed of 138mph, a figure owners of original Minis can only dream about. Rated by the vendor as either very good or excellent in every respect, this Mini Cooper S has the 2.0-litre engine and automatic transmission. Offered with a V5C document.



## 2002 Aston Martin DB7 V12 Vantage Volante

£20,000 - 25,000

Registration no. GK02 PZM

Chassis no. SCFAB32312K402819

Odometer reading. 57,000

MOT expiry date. 20/11/2021

- *Good colour combination*
- *In need of some re-freshing*
- *Some history*

Unlike many other coupé-based convertibles the DB7 Volante worked well, which in turn saw it selling well around the world. This 2002 example comes to the sale with good bodywork and metallic dark blue paint. External trim, glass and wheels/tyres are said to be good. The interior (cream seating, dark blue carpet and dashboard) is reported as good but both front seats could benefit from cleaning. The engine is rated as good for starting and running, while under bonnet appearance and the running gear and electrical system as good. There is some history with this lot, unused for the last 4 years while in storage this V12 Vantage Specification Volante will require some recommissioning before returning to the road. Offered with a fresh MOT, V5C and service history.

**Seller Assessment score 63/100**

mph



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## 1992 Land Rover Camel Trophy

£16,000 - 22,000

Registration no. K311 YKV

Chassis no. SALLDHMF7JA918763

Odometer reading. 110,200

MOT expiry date. 28/09/2021

- *Prepared as a support vehicle for the Camel Trophy*
- *Has been to India and back three times*
- *Numerous endurance rallying upgrades*
- *Present (third) ownership for 22 years*
- *2.5-litre diesel engine*

**Seller Assessment score 51/100**

mph

"Land Rover's close association with the annual Camel Trophy, over a period of 17 years, enhanced the company's image. The worldwide coverage it gained in the press and on television reminded potential buyers of the toughness inherent in Land Rovers, and it gave them a vital dash of glamour and adventure." – Eric Dymock, The Land Rover File. A Camel Trophy support vehicle, this Land Rover has been to India and back three times. The Camel Trophy was a competition held annually between 1980 and 2000, and was best known for its use of Land Rover vehicles over challenging terrain. The event took its name from its main sponsor, the Camel cigarette brand. Although standard production models, the participating Land Rovers were always prepared by the company's Special Project Division or its successors. Powered by the 2.5-litre diesel engine, 'K311 YKV' features twin fuel tanks, a winch, two batteries, a snorkel, a Brownchurch roof rack, and an external-to-internal roll cage. The current (third) owner has owned the Land Rover for 22 years and advises us that it is on its third genuine gearbox, which is perhaps not surprising given the life it has led. The Landie is said to run and drive well.



## 2003 London Taxis International TX2 Gold Taxicab

£6,000 - 10,000

Registration no. LF03 PPY

Chassis no. SCRT4B6ME3C153410

Odometer reading. circa 1,300

MOT expiry date. 15/11/2021

- *First owned by Sultan Qaboos of Oman*
- *Many special features*
- *Fully serviced annually*
- *Full service and MoT history*
- *Exempt from London's Ultra Low Emission Zone (ULEZ) charge*

**Seller Assessment score 100/100**



Offered here is a 17-year-old purpose-built London taxicab that has covered a mere 1,300 miles from new (an average of 76 miles annually). The vehicle was owned from new by Sultan Qaboos of Oman as part of his vast vehicle collection in London. It was first registered in 2003 and is the London Taxi International TXII Gold model. This was the top-of-the-range model at the time and has the advantage of full air-conditioning front and rear; walnut dashboard; chrome grille and door handles; intercom system, etc. At further expense a centre console was fitted in the rear to house a fully remote, high quality Alpine sound system, and an occasional fold-down passenger seat in the front. The rear compartment also boasts floor lighting and a fold-down wheelchair access ramp. This taxicab looks, drives, and smells brand new. Kept in a heated garage since new, it has had occasional use only yet has always been fully serviced annually and maintained regardless of how infrequently used. The taxi comes with full service and MoT history, and as one would expect is said to run and drive beautifully. While it has never been used as a London taxicab, it is exempt from the city's Ultra Low Emission Zone (ULEZ) charge.



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## 1964 Ford Anglia Saloon

£8,000 - 10,000

Registration no. ADV 917B

Chassis no. H21D/244622E

Odometer reading. 84,000

MOT expiry date. exempt

- *Classic 1960s Ford saloon*
- *Recent extensive bodyshell refurbishment*
- *Running and driving very well*

**Seller Assessment score 81/100**

mph

Ford belatedly switched to an overhead-valve engine for its smallest family saloon with the introduction of the Anglia 105E in September 1959. An ultra short-stroke design, the 997cc four proved to have a real appetite for revs and bags of tuning potential, as demonstrated by its success in Formula Junior and Formula 3. The newcomer's McPherson strut/live axle running gear was sourced from the superseded Anglia/Prefect 100E but the new four-speed gearbox represented a welcome advance on its predecessor's three-speeder. The styling too was novel, with 'grinning' radiator grille and reverse-slope rear window, the latter affording greater rear headroom as well as keeping clean in bad weather. The 105E Anglia in its various guises was an outstanding sales success for Ford, selling more than a million before production ceased in 1967. Finished in blue with matching original vinyl interior, this 105E Anglia currently displays a total of 84,000 miles on the odometer. The car benefits from recent refurbishment in the form of a new floor; new jacking points; new rear spring hangers; and a re-spray. Presenting nicely and running and driving very well, the car is offered with an original Anglia handbook; sundry bills; and a V5C registration document.



## 1959 Cadillac Coupe de Ville

£25,000 - 30,000

Registration no. MSU 570

Chassis no. 59J017914

Odometer reading. n/a

MOT expiry date. exempt

- *From the zenith of Cadillac's 'tail fins' period*
- *Imported from Arizona in 1989*
- *Present ownership since 1991*
- *Completely restored in 1991/1992*

**Seller Assessment score 78/100**

mph

Nothing has stunned the automotive world more than Cadillac's 1959 range. Quite apart from its outlandish styling, as controversial today as it was back then, the '59 line-up marked the introduction of a new 390ci (6.4-litre) 325bhp V8 engine. Now widely recognised as one of Cadillac's best, this new engine was almost completely overshadowed by the coachwork it propelled; with their pillar-less profile, huge tail fins, glitzy chrome, colour-matched interiors, and 'jukebox' dashboards, the '59 Cadillacs are peerless icons of a bygone age and among the most highly prized of all post-war American automobiles. Boasting Leviathan dimensions of 18' 6" (length) by 6' 7" (width), this magnificent Cadillac Deville was imported from Arizona in 1989 and has belonged to the vendor since September 1991. Reportedly, the Cadillac was rust-free when imported and has never required any welding. The car was completely restored in 1992/1992 and the original engine and gearbox rebuilt. It has been kept garaged at all times but not used for the last 3-4 years because of the owner's failing health. Typically well specified, this Deville was delivered with all optional extras: power steering; power brakes; air conditioning; electric seats; electric windows; electric quarter-lights; Autronic Eye (automatic headlight dipping); electric self opening/closing boot lid; electric radio antenna; self seeking (valve) radio; and spotlights in the front bumper.



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## 1979 Morris Marina

£4,000 - 6,000

Registration no. GLG 974N

Chassis no. MA4S9S-411791M

Odometer reading. 24,800

MOT expiry date. 29/09/2021

- *Historically significant British Leyland model*
- *Off the road for some 30 years*
- *Re-commissioned in 2014*
- *Good history file*

The first new model conceived under the auspices of British Leyland, the Morris Marina replaced the Minor and was aimed at the all-important medium-sized saloon market sector dominated by the Ford Escort and Vauxhall Viva. The work of Harry Webster, drafted in from Triumph, the Marina made use of existing BL components in the form of modified Morris Minor front suspension and the A- and B-Series engines, and this conventional mechanical ensemble was clothed in either a four-door saloon or two-door fastback body. An estate version followed and the ageing B-Series engine was replaced by the modern overhead-camshaft O-Series before production ended in 1980. Finished in white with original brown interior, this very nice and highly original Morris Marina four-door saloon has covered a little under 25,000 miles from new. The car was taken off the road in 1982 and not re-commissioned until 2014, hence the limited mileage. Benefiting from a recent professional re-spray in its original colour, the Marina is running and driving very nicely. The car is offered with service history in the form of the original stamped Morris Service Passport; sundry bills; expired MoTs; and previous owner's notes. A unique opportunity.

**Seller Assessment score 83/100**

mph



## 1969 MGC 'Sebring' Competition Coupé

£24,000 - 28,000

Registration no. UVP 737H

Chassis no. GCD002193

Odometer reading. 80,000

MOT expiry date. 04/04/2021

- Prepared for circuit racing
- Regular competitor in sprint and track-day events at Goodwood
- Race Logic equipment
- Twice a 'Le Jog' participant

**Seller Assessment score 66/100**

mph

This competition prepared MGC coupé carries modified bodywork in the so-called 'Sebring' style. The original Sebring body was developed in the 1960s by BMC's Competitions Department and also by various independents, most notably John Sprinzel, the 1959 British Rally Champion. With its lengthened, streamlined nose and tapering fastback tail, the lightweight aluminium Sebring body was more commonly applied to the works Austin-Healey Sprites and MG Midgets, enabling these small sports cars to compete successfully for class honours in the long-distance endurance classics like Le Mans, the Targa Florio and, of course, the Sebring 12 Hours. Today, Sebring body kits for the MGB and MGC are available from Moss Europe Ltd. We are advised by the vendor that 'UVP 737H' is set up for circuit racing and that the car has regularly competed in sprint and track-day events at Goodwood. Some glass has been replaced with Perspex and new, lighter racing seats have been installed. Also installed is Race Logic equipment with front and rear cameras. The old seats and glass are available with the car. The MG has a good history file and was rallied in South Africa and has completed Le Jog in the UK twice.



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# 1959 Bentley S-Type Saloon

£15,000 - 20,000

Registration no. WYX 426

Chassis no. B24HA

Odometer reading. 49,589

MOT expiry date. exempt

- *Arguably the most user-friendly of all post-war Bentleys*
- *Recent extensive refurbishment*
- *Requires re-commissioning*

Fast (100mph-plus), relatively economical and cheaper to maintain than the successor V8-engined versions, the classically elegant S-Type is arguably the most user-friendly of all post-war Bentleys. One of the last made, this S-Type was purchased by the current owner in 2004. Since then the car has benefited from the fitting of new inner/outer rear wings and comprehensive mechanical refurbishment with Taylors of Chichester, as evidenced by bills on file. Having been used only sparingly of late, the Bentley will require the customary safety checks before returning the road. The paintwork appears in good order although there is some evidence of blistering in a few places and may require some attention at some stage. Offered with a V5C document.

**Seller Assessment score 60/100**

mph



# 1981 Jaguar XJ6 3.4 Saloon

£8,000 - 10,000

Registration no. JYM 266W

Chassis no. JAALA3CC327770

Odometer reading. 25,000

MOT expiry date. 25/08/2021

- *Desirable colour combination*
- *Previously owned by the Saudi Royal Family*
- *Showing 25,000 miles*
- *Excellent bodywork and paint*

Introduced in 1979 the Series 3 marked the last incarnation of the XK-engined XJ range. Offered here is an example of the 3.4 model and it comes to the sale with vendor-described excellent bodywork, metallic green paint and glass, the trim and wheels/tyres said to be very good. The interior – beige leather seats, dashboard, door cards and headlining – is said to be very good throughout. Engine starting, running and presentation is reported to be very good and the running gear is also said to be very good throughout. The electrics are said to be good. There is some history with this lot.

**Seller Assessment score 79/100**

mph



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## 1949 Fordson 7V Box Van

£25,000 - 35,000

Registration no. RSJ 195

Chassis no. 7202779V7

Odometer reading. n/a

MOT expiry date. exempt

- *Mobile catering outlet*
- *Featured in Granchester and Call the Midwife*
- *Ford Cologne V6 engine and gearbox*
- *Receipts totalling tens of thousands of pounds on file*

**Seller Assessment score 79/100**

mph

Fordson was the name under which commercial and agricultural vehicles produced at Ford's Dagenham, Essex plant were marketed. Produced between 1937 and 1949, the 7V replaced the preceding BBE and was representative of the trend towards 'forward control' designs. A choice of wheelbase lengths was available to suit payloads of between two and five tons, while the standard engine was Ford's ubiquitous 3.6-litre sidevalve V8. A Perkins diesel was an option. Known as 'Joseph', this charming and unique Fordson Box Van has featured in the popular period-set television drama series Granchester and Call the Midwife as well as 'Practical Classics' Magazine in December 2018. It is currently in use as a mobile catering outlet, specialising in quality tea, coffee, and tasty snacks. The history file contains receipts totalling £40,000 relating to its restoration in 2017. Some £20,000 worth of catering equipment is installed in the back, with wood panelling, ceramic tiling, and wooden worktops. Other noteworthy features include a Francino coffee machine, Zenith grinder, Burco boiler, Mainho 800 griddle, two under-counter refrigerators, and twin sinks. It should be noted that the engine has been replaced with a more modern and reliable Ford Cologne V6 unit together with its dedicated gearbox. A unique business opportunity for the commercial vehicle enthusiast.



## 2007 London Taxis International TX4 Gold Taxicab

£6,000 - 10,000

Registration no. LM56 NDK

Chassis no. SCRT4C8ME6C200768

Odometer reading. c.45,400

MOT expiry date. 17/06/2021

- *Built to the special order of Lord Andrew Lloyd Webber*
- *Never used as a licensed taxicab*
- *Many special additional features*
- *Automatic transmission*

**Seller Assessment score 65/100**

mph

This London Taxicab was formerly owned by Lord Andrew Lloyd Webber, the world famous composer and musical theatre impresario. Lord Webber used the taxi as a mobile office while being chauffeured around his London productions, taking advantage of its tight turning circle and access to the bus lanes! First registered in 2007, this is an example of the London Taxi International TX4 Gold, the top-of-the-range model at the time, which has the advantage of full air-conditioning front and rear; walnut cappings; intercom, etc. This vehicle was further modified at great expense to Lord Webber's individual specification to include a full leather interior; privacy glass; dropdown television screen; and a fully integrated remote-control Alpine sound system. 'LM56 NDK' has never been used as a licensed taxicab, hence the warranted low mileage of only 45,425. The vehicle has always been kept fully serviced and is described by the vendor as mechanically excellent. It said to be very solid with only some slight bubbling and age-related marks on the bodywork, and is vendor-rated as either good or very good in every respect. Affording the convenience of automatic transmission, this is a unique vehicle with the potential for a multitude of uses.



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## 1969 Jaguar E-Type Series 2 4.2-Litre Coupé

£45,000 - 55,000

Registration no. XRK 20H

Chassis no. 1R20342

Odometer reading. 121,000

MOT expiry date. 12/10/2021

- *An older restoration*
- *Enthusiast owned*
- *Maintained by Classic Performance Engineering, Bicester*
- *Good history file*

**Seller Assessment score 65/100**

mph

Although conceived and developed as an open sports car, the Jaguar E-Type debuted at the Geneva Salon in March 1961 in 3.8-litre Coupé form, causing a sensation with its instantly classic lines and 150mph top speed. In 1965 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 2 announced in October 1968, though modifications began to be phased in during 1967. Externally the Series 2 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 Series 2 improvements. An honest, enthusiast-owned Jaguar E-Type, 'XRK 20H' has been used regularly for drives to Le Mans over the last decade. It was previously owned by a JEC member, who had the car restored. While in the current ownership the E-Type has been looked after by Classic Performance Engineering, Bicester. Presented in good condition, and at a sensible guide price, the car comes with a nice history file and a V5C document.



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# The Les Thomas Collection

Lots 370 - 374



Born into a farming family in Somerset, Les Thomas became an apprentice motor mechanic at the war's end and a few years later set up Thomas Motors in Yeovil. A member of Yeo Vale Motor Cycle Club, Les was a keen motorcycle trials rider and enjoyed a competitive life of some ten years. He built and rode the 'Les Thomas Special', a Triumph Tiger Cub-engined trials iron, of which around eight were made.

He also rode Greeves and Ariel machines in trials, amassing a huge collection of trophies. The highlight of his competitive career was winning a Silver Medal at the 1961 International Six Days Trial, held that year in Wales.

In the 1960s Les Thomas Motors moved out of Yeovil to a much larger site of what had been the Preston Plucknet Flax Works. A second site was purchased to enable Les to extend his links with nascent motorcycle manufacturer, Talon Mickmar. This venture involved him with the Mickmar trials motorcycle, designed by Mick Martin. In 1973 he expanded his business further, setting up Yeovil Motor Cycle Services and obtaining a Yamaha agency. In addition to the trails bikes, Les owned a wide variety of motorcycles over the years including a 1950s Norton International; 1914 Indian V-Twin; 1914 Zenith Gradua V-Twin; 1952 Norton ES2; and even a humble BSA Bantam.

In the late 1970s Les acquired a Rolls-Royce Silver Ghost in poor condition and fully restored it. The project consumed some 4,000 hours and Les's efforts were justly rewarded when the Ghost won 'Best in Show' at the Concours Automobiles Classiques et Louis Vuitton, Bagatelle in 1998. The Ghost was followed by an outstanding array of historic cars from all eras of motoring: 1914 Sunbeam; 1929 Bentley 4½-Litre; 1915 Standard; 1936 Riley Supercharged Special; Morgan Aero three-wheeler; Aston Martin DB2, DB6, and DB7; 1938 Rover Ten; Austin-Healey 3000; Maserati Sebring; 1952 Lagonda 2.6-Litre; 1910 Renault; 1907 Darracq; and a 1904 Clement Bayard that he and his wife Marion drove on the London-Brighton Run for 18 years consecutively. Almost all the cars that Les owned won 'Best in Show' awards and the admiration of knowledgeable enthusiasts.

## 1938 Rover Ten Coupé

£4,000 - 6,000 No Reserve

Registration no. CAC 943

Chassis no. 881220

Odometer reading. 38,482

MOT expiry date. exempt

- *First registered by the Rover Car Company*
- *Restored in the late 1990s*
- *Mileage total believed correct*

'CAC 943' was first registered by the Rover Car Company on 1st June 1938 and allocated to a director. Restored in the late 1990s, this Rover Ten was in the immediately preceding ownership for 12 years and is understood to have been carefully maintained and cherished by its enthusiast owner. Noteworthy features include a working sunroof and opening windscreen. Highly original and a past concours winner, the Rover has been a regular attendee at car club events, rallies, and road runs. It is believed that the exceptionally low mileage of 38,482 is correct. The car is offered with a V5C Registration Certificate and a most substantial history file (inspection recommended).

**Seller Assessment score 80/100**

mph



*Ex-Louis Holland***1910 Renault AX****£18,000 - 22,000 No Reserve**

Registration no. AM 1812

Chassis no. AX24695

Odometer reading. n/a

MOT expiry date. exempt

- *One of the most successful Pre-WWI Renaults*
- *Eligible for many Edwardian motoring events*
- *Said to be running well*

**Seller Assessment score 60/100**

mph

The little twin-cylinder Renault AX had its first public showing at the 1908 London Motor Show and was quickly adapted as a taxicab, in which guise it was well-known in Paris and London. The archetypal Renault AX two-seater, this car became well-known in the hands of one of the great characters of the Veteran Car Club, Louis Holland, who trained his African Grey Parrot to imitate a Klaxon and sing "Get out and get under"! Apart from a wonderful collection of automobilia, Holland also owned 6,000 78rpm gramophone records, including all of 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 arose at Brooks' December 2000 sale for Michael to acquire Louis' Renault AX, he successfully bid for it. Originally imported through Renault agents A Gaal Ltd of London's Hanover Square, whose dealer plate is strategically displayed on the bonnet, this well-known Edwardian comes complete with a buff logbook detailing its owners from 1956 up to Louis Holland's acquisition in 1961. Purchased by the immediately preceding owner in 2014, 'AM 1812' boasts nicely patinated red and grey two-seater bodywork and is said to be running well.



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# 1907 Darracq 10/12hp Two-Seater

£15,000 - 20,000 No Reserve

Registration no. FX 323

Chassis no. 10652

Odometer reading. n/a

MOT expiry date. exempt

- *Restored in the 2000s*
- *Model R engine*
- *Self-starter*
- *VCC dated*

**Seller Assessment score 60/100**

mph

Alexandre Darracq made a fortune in the bicycle industry's boom years of the late 19th Century and like many of his contemporaries turned his attention to powered transport. After two false starts, Darracq launched his first successful internal combustion-engined automobile in 1900. That first 6½hp single-cylinder voiturette was followed by a range of twins and fours, and the marque soon established a reputation for sporting prowess. This 1907 Darracq was purchased by preceding owner Jack Crouch at Brooks' Beaulieu auction in September 1999 as a dismantled restoration project. A comprehensive 'last-nut-and-bolt' restoration ensued: the engine being overhauled with professional specialist assistance and a new radiator, Zenith carburettor, and tyres fitted. In addition, the buttoned upholstery was renewed; mudguards and bonnet panels fabricated; the fuel system checked; the wiring replaced; and the body repainted and finished with gold coachlines. The (non-original) engine is from a Model R and is fitted with a self-starter. Restoration-related correspondence and information are on file. Since the car's purchase by the vendor, some work has been done on the ignition system to get it running. Accompanying paperwork consists of a V5C Registration Certificate; historic Darracq information; drawings, technical data and images; and the all-important VCC dating certificate.



## 1914 Sunbeam 16/20 Cabriolet

Coachwork by Sunbeam

£50,000 - 70,000 No Reserve

Registration no. B6 264

Chassis no. AF379

Odometer reading. n/a

MOT expiry date. exempt

- *Highly original*
- *Known ownership history*
- *An older restoration*
- *VCC dating certificate*

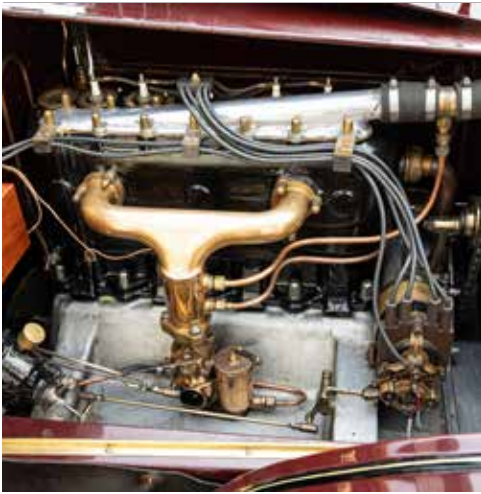
**Seller Assessment score 80/100**

mph

Beautifully appointed and clearly very original, even down to the leather hood, this 16/20hp Cabriolet was built to special order by Sunbeam in July 1914 for Mrs Margaret Roby, whose husband Walter owned a brass foundry in Lancashire. Mr Roby died in 1921 and the Sunbeam remained hidden and unused until after Mrs Roby's death in 1945, being discovered in 1946 by Geoffrey Frank in a scrapyard in need of restoration.

Frank restored the Sunbeam and obtained a VCC dating certificate (number '104'), following which the car was sold at a Beaulieu collectors' car auction in 1963 to Ray Woollett (for £1,950). Jetway Ltd (1965) and Ray Woollett (1966) are recorded as previous owners the accompanying old-style logbook. In 1976 the Sunbeam was bought by Ron Skerman, and in 1988 was sold to David Robson, from whom it was purchased in 2010 by the current vendor. The engine was rebuilt while in David Robson's ownership, since when the car is believed to have seen relatively little use. Featured in 'Sunbeam - The Brass Period' by Bruce Dowell & Alan Richens, this 16/20hp model will cruise at 45 mph and is certain to delight the fortunate next owner.





## 1957 AC Aceca Coupé

£70,000 - 90,000 No Reserve

Registration no. 851 CPD

Chassis no. AE511

Odometer reading. n/a

MOT expiry date. exempt

- *One of 151 built with the 2.0-litre AC engine*
- *Previous long-term family ownership of 40 years*
- *Repainted in the 2000s*
- *Re-trimmed circa 2014*

**Seller Assessment score 80/100**

mph

A chance encounter with John Tojeiro's sports-racer prompted AC Cars' management to put the design into production in 1953 as the Ace. The car's pretty Ferrari 166-inspired barchetta bodywork was retained, as was the twin-tube ladder frame chassis and Cooper-influenced all-independent suspension, while the power unit was AC's own venerable, 2.0-litre, long-stroke six. A hardtop version - the fastback-styled Aceca coupé - debuted at the Earls Court Motor Show in October 1954.

One of 151 built with the 2.0-litre AC engine, this particular Aceca previously belonged to the same family for some 40 years. A recognised marque specialist, the immediately preceding owner was President of the Aceca Club and thus well known in Aceca circles, being responsible for organising the remanufacture of many unobtainable spare parts. Its late owner carried out all of the Aceca's maintenance and servicing himself (hence there are no accompanying bills) and it is understood that it has benefited from extensive cosmetic refurbishment in recent times, the body having been repainted in the 2000s and the interior re-trimmed around 2014. Rare, desirable, and offering exceptional value for money, this beautiful Aceca Coupé is offered with a V5C Registration Certificate.



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*ex-Hugh Fearnley Whittinghall***c.1982 Land Rover 109"****£30,000 - 40,000**

Registration no. HEB 170X

Chassis no. 25108476B

Odometer reading. TBC

MOT expiry date. 02/04/2021

- *Built specially for TV chef Hugh Fearnley-Whittinghall*
- *Featured in Channel 4's 'A Cook On The Wild Side'*
- *Fully restored by John Brown 4x4*
- *Signed by Hugh Fearnley-Whittinghall*

This unique Land Rover on the 109" wheelbase chassis was built specially for TV chef Hugh Fearnley-Whittinghall's Channel 4 series 'A Cook On The Wild Side'. The vehicle has been fully restored by classic Land Rover specialists John Brown 4x4 to 'like new' condition. The roof-mounted boat is the sleeping quarters, while the back of the Landie features a full kitchen with a two-burner hob, oven, and fridge, all in very good working order and covered by a wind/ waterproof canopy. Ancillaries include running water for the shower and wash basin as well as a 'vintage' ice cream maker. The bulkhead has been signed by Hugh since the restoration was completed and the vehicle is said to run and drive like new.

**Seller Assessment score 60/100**

mph



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## 2012 Local Motors Rally Fighter

£40,000 - 60,000

Registration no. E856 TEW

Chassis no. 007

Odometer reading. 11,900

MOT expiry date. tba

- *6.2-litre GM LS3 V8 Turbocharged engine producing upward of 500BHP*
- *Automatic transmission*
- *Glassfibre bodywork*
- *15th Anniversary Gumball 3000 Rally participant*

**Seller Assessment score 98/100**

mph

Looking a bit like a Lancia Stratos on steroids, the Rally Fighter was manufactured by Local Motors of Chandler, Arizona. Introduced in 2009, it is notable as the first car developed using co-creation design over the Internet, the exterior design being submitted by Californian Sangho Kim and selected through online community votes. The build process was also highly unusual: the customer being expected to visit one of Local Motors' micro-factories to help assemble their car. The glassfibre-bodied, front-engined Rally Fighter is powered by a 6.2-litre GM LS3 V8 producing 430bhp, which drives the rear wheels via a four-speed GM automatic transmission. The suspension features double A-arms up front and a four-link Ford 9" axle at the rear, with coil springs and telescopic shock absorbers all round. This gives 16" of suspension travel in the front and 20" in the rear, sufficient to tackle the most demanding terrain. The interior features a full roll cage and custom Recaro racing seats together with amenities such as air conditioning, stereo system, and power windows. Pricing for the Rally Fighter started at \$99,900 and with its generous specification this example would have cost in excess of \$100,000. Similar vehicles have been used in the movies Fast & Furious 8 and Transformers 4, and this one took part in the 15th Anniversary Gumball 3000 Rally.



# 1989 Chevrolet Silverado 'Havoc' Monster Truck

£35,000 - 45,000

Registration no. not UK Registered

Odometer reading. n/a

MOT expiry date. n/a (not road legal)

- Famous US-built Monster Truck
- Previously known as 'Nasty Habits'
- 'Ride truck' with seating for eight passengers
- One of only four ride trucks in the UK

**Seller Assessment score 76/100**

mph

Now known as 'Havoc', this Monster Truck was originally called 'Nasty Habits' in the USA and was originally built as a Mud Truck in Washington State. After competing for many years, the vehicle was converted from a Mud Truck to a Monster Truck and competed and won the 'Monster Jam' event a few times. 'Nasty Habits' has had a few body changes over the years and much history may be found online. Laid up in 2010, 'Nasty Habits' was purchased by the vendor in Washington, USA in late 2015 and brought to this country dismantled. The vehicle has since been treated to a full 'last-nut-and-bolt' restoration using advice from the previous owner. The rebuild took 14 months, with everything renewed and a new Chevrolet 7.4-litre Big Block engine from Tim Adams Racing Engines installed. Havoc was rebuilt to accommodate ride experiences and driving experiences, and to serve as a back-up truck, although never needed in that role. We are advised that 'Havoc' has been serviced meticulously and used at only four events: twice at the Santa Pod Monster Truck Nationals; once for exhibition at the NEC; and once at an agricultural show. 'Havoc' can accommodate eight passengers and will happily run all day long. An exciting, profitable business opportunity.



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## 2013 Chevrolet Silverado 'Mayhem' Monster Truck

£50,000 - 60,000

Registration no. not UK Registered

Odometer reading. n/a

MOT expiry date. n/a (not road legal)

- *Built in the USA in 2013*
- *'Ride truck' with seating for eight passengers*
- *One of only four ride trucks in the UK*
- *An exciting business opportunity*

**Seller Assessment score 85/100**

mph

Known as 'Mayhem', this Monster Truck was built in Bohemia, New York in 2013 by TNT Monster Trucks using a Chevrolet Silverado 2500HD pickup as the basis. Built as a 'ride truck' with seating for eight passengers in the rear, the vehicle was brought into the UK in 2013 as a fairground attraction and has been demonstrated at shows across the country. It is one of only four ride trucks out of a total of around nine Monster Trucks in the UK. The vendor says that 'Mayhem' has never missed a beat and would perform at shows carrying passengers around the arena and over cars non-stop all day. The truck has been meticulously maintained and treated to a full engine service every month of the season from April to October. 'Mayhem' has been part of the vendor's family and a lucrative enterprise, providing ride and driving experiences over 30,000 times in the last five years. Noteworthy features include the standard Chevrolet 6.0-litre V8 engine; up-rated transmission; standard truck cab with working air conditioning, radio, and plush interior; 66" wheels; rear 'crab' steering for better manoeuvrability; and dual control to the passenger foot-well so the passenger has braking control. An exciting business opportunity.



# 1994 Leyland DAF T244

## Cargo Troop Carrier

£4,000 - 8,000

Registration no. not registered -

Military 101 REGT RA

Chassis no. SBLAV44CEOL127125

Odometer reading. n/a

MOT expiry date. (not road legal)

- *Originally in service with the 101st Regiment Royal Artillery*
- *Present ownership since 2015/2016*
- *Part of the vendor's Monster Truck business*
- *Used exclusively for ferrying customers off-road*

The Leyland DAF T244 4-tonne truck was selected for general utility use by the British Armed Forces in 1989. Powered by a 5.9-litre Cummins turbo-diesel engine, the T244 was an entirely orthodox, forward control, all-wheel drive design with a conventional cargo body boasting a removable tailgate and dropsides. This example was originally in service with the British Army's 101st Regiment Royal Artillery and was purchased by the vendor circa 2015/16. Since acquisition the vehicle has formed part of the vendor's Monster Truck business and been used exclusively for ferrying customers around the off-road courses and to take children to areas of the venue. We are advised that the brakes were overhauled recently and are very effective.

**Seller Assessment score 73/100**

mph



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## 2006 Raptor 6-wheel Accommodation Trailer

£8,000 - 10,000

Registration no. n/a

Chassis no. tba

Odometer reading: n/a

MOT expiry date. expired

- *Used to accommodate the vendor's Monster Truck team*
- *Sleeps ten comfortably*
- *Rear garage suitable for 1 ton in weight*
- *Comprehensively equipped*

This Raptor trailer has been used to accommodate the vendor's Monster Truck team at their events. We are advised that it sleeps ten comfortably. There is a toilet and shower in the master bedroom and another shower outside. The rear lounge has a vanity sink and TV, while other noteworthy features include ceiling fans; a full-size American fridge-freezer; 6kVA onboard generator; onboard waste tanks for grey and black water; full-length pullout awning; rear garage suitable for 1 ton in weight; onboard fuel dispenser with pump and 100-litre onboard tank; and new tyres all round. In addition, the sound system boasts internal and external speakers, and there is plentiful under-body storage.

**Seller Assessment score 59/100**

mph



*One owner from new***2005 Winnebago Vectra Evolution**

Coachwork by Winnebago on Freightliner

**£110,000 - 130,000**

Registration no. WA060DL

Chassis no. 10S81F289423

Odometer reading: circa 7,600

MoT expiry date. 30/11/2021

- *Imported into the UK in November 2005*
- *One owner from new*
- *8.9-litre diesel engine*
- *Driven to the sale*

**Seller Assessment score 81/100**

mph

Arguably the biggest name in motor homes, Winnebago is recognised the world over as market leader in the provision of luxury mobile accommodation. The firm was founded in 1958 in Forest City, Winnebago County, Iowa as a manufacturer of travel trailers. The first motor home rolled of the Winnebago Industries production line in 1966. Since then the term 'Winnebago' has become synonymous with 'motor home' and is commonly used as a generic term for such vehicles. Winnebago's flagship model, this Vectra Evolution was purchased from RV World of Nokomis, Florida and imported into the UK in November 2005 (Florida title on file). It was first registered in the UK in May 2006 and has had only one owner. The vehicle is built on the Freightliner Evolution chassis and is powered by a Cummins 8.9-litre turbo-charged diesel engine producing 400bhp, which drives via an Allison six-speed electronic transmission. Four external slide-outs make for generous living space, while an internal slide-out creates an L-shaped kitchen. There are also two double beds; a shower and toilet; fridge freezer; grill, etc and a large generator fitted to the front compartment. Used on one continental tour, the vehicle has covered only some 5,600 miles from new and will be driven to the sale. A unique opportunity. Please note, the Winnebago will be offered with a fresh MOT.



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## 2009 Ford Transit Transporter

£3,000 - 5,000 No Reserve

Registration no. AE59 GHU

Chassis no. WF0NXXTTFN8D67455

Odometer reading. 19,000

MOT expiry date. 04/10/2021

- *Ordered new by the Police*
- *Seldom used by them*
- *14' vinyl-covered load section*
- *Driving very nicely*

## Seller Assessment score 66/100

mph

One of the most successful commercial vehicles of all time, the Ford Transit van was introduced in 1962, immediately setting the standard for a host of subsequent imitations from rival manufacturers. The Transit resulted from collaboration between Ford in Germany and the UK, and was marketed more like a saloon car, the emphasis being on its almost limitless permutations of body design, seating, engines and trim. This diesel-engined, double-cab Ford Transit single-axle Covered Transporter has a vinyl-covered load section with an internal length of 14' (4.26 metres). Ordered new by the Police, but seldom used, the vehicle was bought by the vendor in 2016 and is said to drive very nicely with just over 19,000 miles from new.





## 1995 Mercedes-Benz E220 Saloon

£5,500 - 7,500

Registration no. N698 ATW

Chassis no. WDB1240222C266838

Odometer reading. 58,000

MOT expiry date. 06/04/2021

- *Only two owners from new*
- *Comprehensive service history*
- *Recently re-sprayed*
- *Very straight bodywork*

**Seller Assessment score 79/100**

mph

The introduction of the 200E and 220E models in 1992 made the Mercedes-Benz E-Class (E='Executive') W124 bodysell available with the smaller, more economical engines of 'Compact' C-Class. These new engines featured twin overhead camshafts, four valves per cylinder, and variable inlet timing, and Mercedes claimed that their more efficient combustion both improved fuel economy and reduced emissions. In October 1993 there was a change of name for the E-Class models, the 'E' becoming a prefix rather than a suffix. At the same time the cars were mildly face-lifted, the most obvious change being a frame-less grille recessed into the bonnet panel. In this form the W124 saloon lasted only two years, being replaced in mid-1995 by the W120. Finished in grey/blue metallic with matching fabric interior, this E220 saloon has the 2.2-litre four-cylinder engine producing 150bhp, which is good enough for a top speed of around 130mph. The car has had only two owners from new and comes with comprehensive service history. It retains its original interior and boasts very straight bodywork that has recently been re-sprayed. An honest car, running and driving well, the Mercedes comes with its service book; numerous maintenance bills and expired MoTs; an original Mercedes-Benz handbook/owner's manual; and a V5C Registration Certificate.



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## 1971 Austin Mini 1275 GT

£20,000 - 25,000

Registration no. VUF 161K

Chassis no. XAD2395017A

Odometer readin. 58,000 miles

MOT expiry date. exempt

- *One registered keeper*
- *Matching numbers*
- *Restoration completed in 2019*
- *Lead-free conversion*

**Seller Assessment score 60/100**

mph

This matching-numbers Mini 1275GT was originally registered in Brighton, while the bulk of the history file's invoices and notes originate from South London, as did the original owner, who sold 'VUF 161K' to a Mini collector in 2014. A complete strip down and rebuild was commissioned, which was only completed in November 2020. The rebuild included a high-quality repaint in Flame Red, with the same attention to detail inside and underneath, and the vendor advises us that all bracketry has been cleaned, stripped, and then painted or cadmium/zinc plated as per factory specification. The original cylinder head has been converted to run on lead-free petrol. Fit and finish are said to be superb, and this Mini 1275GT would be at home on any concours lawn. One of the last Hydrolastic suspension models, the car retains its original chassis and engine plates, and has a dated wiper motor and the correct distributor. Other noteworthy features include original optional GT reclining seats; the original GT leather-bound steering wheel; and correct 10" diameter Rostyle wheels shod with wider-section performance tyres. The comprehensive MoT history substantiates the low odometer reading of 58,000 miles, and 'VUF 161K' also comes with its original logbook. The car is only being sold to make room for the owner's next project: a works rally Mini.



*Ex-Stig Blomqvist***1971 Saab 96 V4****£24,000 - 28,000**

Registration no. MCW 375

Chassis no. tba

Odometer reading. 14,509

MOT expiry date. exempt

- *Competed in the 1971 Swedish Rally Championship*
- *Reportedly the winning car of Stig Blomqvist*
- *In the UK since 1990*
- *Winner of the 1992 Historic Rally Car Register Post-Historic Championship*
- *Restored in 1992*

The vendor advises us that this SAAB 96 was built to Group 2A specification and competed in the 1971 Swedish Rally Championship; reportedly it is the winning car driven by Stig Blomqvist. Accompanying documentation lists the next owner as rally driver Ola Stromberg followed by Paul Darlington in the UK (from 1990). The SAAB went on to win its class in the 1992 Historic Rally Car Register Post-Historic Championship and that same year was fully restored. Rated by the vendor as either very good or excellent in every respect, this historic SAAB comes with an invitation to drive at the Goodwood Festival of Speed Rally Stage in 2021. A detailed listing of its specification is on file.

**Seller Assessment score 79/100**

mph



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# 1966 Morris Mini Cooper 1275 'S' Mk1 Sports Saloon Project

£22,000 - 26,000

Registration no. KGT 909D

Chassis no. KA254/676221

Odometer reading. tba

MOT expiry date. exempt

- *Genuine Cooper 1275 'S'*
- *First owned by actress Sarah Miles*
- *Barn stored sine 1977*
- *Offered for restoration*

Barn stored since 1977, when it was last MoT'd, this genuine Mini Cooper 1275 'S' has had two former keepers, its first owner being actress Sarah Miles (original green logbook on file). The car is offered for restoration and sold strictly as viewed. The front seats are reported to be in remarkably good condition beneath the protective covers.

**Seller Assessment score 25/100**

mph



## 1992 Honda Beat Convertible

£3,000 - 5,000 No Reserve

Registration no. K216 DGM

Chassis no. PP11022495

Odometer reading. 91,250km

MOT expiry date. 09/03/2021

- *Collectible 'cult' kei car*
- *Rare in the UK*
- *Well maintained*
- *Good history file*

**Seller Assessment score 79/100**

mph

The last car to be approved by Soichiro Honda before he died in 1991, the Beat was one of a number of small sports cars conceived to take advantage of Japan's tax-efficient 'kei' class. Its design originated from Pininfarina, who then sold the rights to Honda. Around 33,600 Beats were produced in total, most leaving the factory in the first year of production. Although powered by a diminutive 656cc three-cylinder motor, the mid-engined Beat had an impressive 75bhp at its disposal and weighed just 1,700lb. On the road this translated into a 0-60mph time of around 9 seconds and a top speed of 90mph. Produced between 1991 and 1996, the Beat was never imported officially into the UK, the 100-or-so (possibly more) examples believed to be in this country having been brought in privately. Finished in eye-catching red with grey/blue fabric interior, this example has belonged to the present owner since the summer of 2017. Well maintained, it is rated by the vendor as in generally very good condition and comes with an original owner's handbook; a V5C document; and plenty of history and paperwork. More fun for its size than just about any other car on the road.



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## 1968 Land Rover Series 2a Breakdown Truck

£15,000 - 18,000

Registration no. VPB 28F

Chassis no. 25114123D

Odometer reading. 48,270

MOT expiry date. exempt

- *Owned from new*
- *Equipped with jib, winch, and additional lights*
- *Never restored but always maintained*
- *Original logbook*

**Seller Assessment score 72/100**

mph

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that continue to characterise the Land Rover today. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. The Series II's arrival also marked the standardisation of only two different wheelbase lengths - 88" and 109" - the Series I's 107" option being dropped. This Series IIA recovery truck has been owned from new by the Clacy & Sons Garage in Whitchurch, Hampshire. Noteworthy features include a Harvey Frost hand-operated jib; front winch; additional front lights; and flashing lights on the roof. Driving well, the vehicle boasts all new brakes and twin batteries with isolators, so will always start. It has never been restored but has always been maintained. Offered with its original logbook, 'VPB 28F' represents a wonderful opportunity to buy a working Land Rover.



## 1947 Field-Marshall Series 1 Tractor

£10,000 - 15,000

Registration no. HYD 155

Chassis no. 3661

Odometer reading. n/a

MOT expiry date. exempt

- *Historic British tractor*
- *Singe-cylinder two-stroke diesel engine*
- *Extensively restored in 2017*



## Seller Assessment score 63/100

mph

The Marshall tractor was manufactured by Marshall Sons & Co in Gainsborough, Lincolnshire from 1930 onwards, the name changing to Field-Marshall in 1945 when the company introduced an all-new design. This improved tractor was powered by a single-cylinder two-stroke diesel engine (of around 6 litres capacity) coupled to a very large flywheel. The design was developed through Series 2, Series 3, and Series 3A, finally ceasing production in 1957. This Field-Marshall was extensively restored by agricultural engineers Robert H Crawford & Son of Frithville, Lincolnshire in 2017 and has seen very little use since then (detailed invoice for £8,960 on file). The vehicle is rated by the vendor as very good throughout.



## 1941 Field Marshall Model M Tractor

£20,000 - 25,000

Registration no. 413 HUY

Chassis no. 1176

Odometer reading. n/a

MOT expiry date. exempt

- *Historic British tractor*
- *Singe-cylinder diesel engine*
- *Restored condition*
- *Starting problem*



## Seller Assessment score 58/100

mph

The Marshall tractor was manufactured by Marshall Sons & Co in Gainsborough, Lincolnshire from 1930 onwards, the name changing to Field-Marshall in 1945. The Model M, as seen here, was a development of the Marshall 12/20 of 1935. The 12/20 tractor was a completely new design powered by a 4.7-litre single-cylinder diesel engine. In 1938 the 12/20 was redesigned and the model coding changed, this new tractor becoming the Model M. The vendor advises us that, although restored, this Model M is currently very difficult to start. As far as is known the tractor is in good condition mechanically, although the starting problem needs rectification. Accordingly, the vehicle is sold strictly as viewed.



391

## 1922 Bean 11.9hp Tourer

£8,000 - 12,000

Registration no. ME 5904

Chassis no. 432214

Odometer reading. tba

MOT expiry date. exempt

- *Present ownership since 2008*
- *Running order*
- *Great value vintage tourer*



## Seller Assessment score 59/100

mph

Established component suppliers to the British motor industry, the Staffordshire-based firm of Harper Sons & Bean turned motor manufacturing after WWI, acquiring the rights to the pre-war Perry 11.9hp from Willys-Overland. This charming Bean 11.9hp tourer was purchased by the vendor in January 2008 from a gentleman in Horsham, although it is unclear how long the previous owner had the car. It seems the Bean was originally green but the colour was changed to red at some time. The vendor advises us that the car is in running order and is believed good mechanically with excellent bodywork and interior. The top glass section on the windscreen is missing but the replacement glass is included with the car.



392

## 1984 Land Rover Series III 88"

£7,500 - 8,000

Registration no. A154 UMA

Chassis no. SALLBAAG1AA208530

Odometer reading. 92,425

MOT expiry date. 21/07/2021

- *One of the last Series IIIs produced*
- *Un-restored*
- *Well looked after*
- *Ready to use*



## Seller Assessment score 66/100

mph

This un-restored Land Rover is one of the very last Series IIIs made. The vehicle is described by the vendor as a good solid example, a good starter and running well. In presentable condition, it is said to have been well looked after and is ready for everyday use. Offered with a V5C and fresh MoT.



## 1993 Ferrari 348 TS

£55,000 - 65,000

Registration no. K4 AEG

Chassis no. ZFFKA36C000094406

Odometer reading. 17,460

MOT expiry date. 01/09/2021

- *Rare UK-supplied right-hand drive model*
- *In storage since 2015*
- *Re-commissioned in 2020 (including cam belts)*
- *Original Ferrari wallet and books*



## Seller Assessment score 98/100

mph

Mid-engined like its predecessor, the 348 differed by mounting its 3.4-litre V8 engine longitudinally, allowing it to be positioned lower in the chassis. Another new departure was the transverse five-speed gearbox: a spin-off from F1 technology that enabled weight to be concentrated within the wheelbase, further improving the roadholding. A rare, UK-supplied right-hand drive model, this 348ts has covered only 17,460 miles from new and comes with full service history. In storage since 2015, the Ferrari was re-commissioned in 2020, including a full service, change of cam belts, new water pump, etc. The car comes complete with its original Ferrari wallet and books; various bills and receipts; a V5C Registration Certificate; and a car cover.



## 2007 Bentley GTC

£27,000 - 35,000

Registration no. S400 MH

Chassis no. SCPBE23WS7C049156

Odometer reading. circa 75,000

MOT expiry date. tba

- *Landmark modern Bentley model*
- *Automatic transmission*
- *Serviced recently*
- *Original books and manuals*



## Seller Assessment score 92/100

mph

Premiered in 2003, the Bentley Continental GT was the first model introduced by Bentley Motors and the first Bentley to employ mass production manufacturing techniques. A mechanically identical Continental GTC Convertible was made available for 2006. This lovely Continental GTC Convertible is finished in the rare colour combination of Blue Midnight with Magnolia leather interior and Cherry hood, the latter being particularly unusual. Serviced this year, the Bentley comes with its original books and manuals, and various bills and receipts. All electrics work as they should. The hood operates correctly but we are advised there is a sensor issue which sometimes displays on the dashboard informing the driver the hood is not fully closed when it in fact is.



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395

## 1991 Volkswagen Golf GLX Mk2 Hatchback

£4,000 - 5,000 No Reserve

Registration no. J738 MJK

Chassis no. WVWZZZ1GZNW006404

Odometer reading. tba

MOT expiry date. tba

- *Delivered new in Paris*
- *Left-hand drive*
- *Single family ownership until 2013*
- *Re-commissioned and serviced in 2019*

**Seller Assessment score 92/100**

mph



Sold new in Paris, this left-hand drive Golf was used there and in the south of France where it remained until 2007. The owner returned to the UK in 2007 for health reasons, ownership passing to the son. The vendor purchased the Golf in 2013. Re-commissioned in 2019 and serviced, the car is offered with a fresh MoT and a large history file. A rare 1.8 GLX.

396

## 2004 Audi TT Quattro 3.2-Litre

£3,500 - 4,500 No Reserve

Registration no. SM04 AEF

Chassis no. TRUZZZ8N941023655

Odometer reading. 68,000 (see text)

MOT expiry date. 30/11/2021

- *DSG gearbox check passed*
- *New brake discs/pads and new tyres.*
- *Speedometer changed at 112,000 miles*
- *Full service history*

**Seller Assessment score 90/100**

mph



Equipped with custom alloy wheels supplied by Audi, this TT Quattro Coupé recently passed its DSG gearbox check and benefits from new brake discs/pads and new tyres. It should be noted that the instrument cluster was changed (due to a faulty temperature gauge) and that the current odometer reading is 68,000, making the total from new 113,000 miles.

397

## 2000 Alfa Romeo GTV Lusso 2.0 T.Spark Coupé

£2,500 - 3,500 No Reserve

Registration no. W157 HKL

Chassis no. ZAR91600006063708

Odometer reading. 71,383

MOT expiry date. 30/11/2021

- *Delivered new to an Army colonel in Germany*
- *Full service history*
- *Recently re-commissioned from storage*

**Seller Assessment score 91/100**

mph



This GTV was delivered new to an Army colonel in Germany and first serviced there at 12,000 miles. Regular specialist and main dealer services are recorded thereafter up to 2015 at 71,200 miles. Serviced (including belts) in 2019 and re-commissioned from storage, the car is offered with its service book, handbooks, logbook, old MoTs, and various bills and receipts.

**1990 Citroën BX 1.6-Litre****£2,500 - 3,500 No Reserve**

Registration no. H762 WWV

Chassis no. VF7XBXB0057XB1493

Odometer reading. 68,000

MOT expiry date. 01/11/2021

- *Formerly owed by a Citroën Car Club member (2010-2018)*
- *Cam belt, water pump, and drive belt replaced during his ownership*
- *Hydraulic suspension working properly*
- *Comprehensive history file*

**Seller Assessment score 81/100**

A member of the Citroën Car Club, the previous keeper purchased this BX in 2010 at 58,000 miles. The comprehensive history file records everything during his ownership until the car was sold to the current owner in 2018. Major works included replacing the cam belt, water pump, and drive belt. The hydraulic suspension works as it should.

**1972 Land Rover Series III 4x4 Utility****£5,000 - 8,000**

Registration no. KYX 694K

Chassis no. 90601144A

Odometer reading. 44,665

MOT expiry date. exempt

- *Used for towing a horse trailer*
- *Kept in generally good mechanical condition*
- *New front and rear cross members*

**Seller Assessment score 57/100**

This diesel-engined Series III Land Rover has been kept in generally good mechanical condition as it has been used for towing a horse trailer, and is vendor rated on average as 'good' throughout. The vendor has had both the front and rear cross members replaced together with some of the suspension springs (noted as an advisory after the last MoT in 2016).

**2002 MG TF 160 Sprint****Estimate 0000000**

Registration no. L13 MMG

Chassis no. SARRDLBPC2D604927

Odometer reading. 84,200

MOT expiry date. 16/06/2021

- *Works include cylinder head replacement at 58,000 miles, up-rated brake discs, pads and ARB and wheels recently refurbished*
- *Cam belts in date (and water pump)*
- *Stainless rear silencer, new down pipe and new windscreen in 2019*

**Seller Assessment score 59/100**

Featuring an Elise lightened pulley; cam belts in date (and water pump); stainless water pipes; a new alternator and new radiator within recent years. New up-rated brake discs and pads are fitted, Bilstein dampers and Goodridge steel braided brake lines. Service records show that the cylinder head gasket was replaced at 30,000 miles and the head itself at 58,000 miles. The car's exterior is said to present well while the interior is described as presentable (no rips) but aged and tatty. Has been a daily driver, MG show car at Brooklands, commuter vehicle and school run car with the occasional MGOT day for the past 3 years (almost).

401

## 1973 Jensen Interceptor Series III Sports Saloon

£22,000 - 28,000

Registration no. WLL 526M

Chassis no. 1368746

Odometer reading. 56,100

MOT expiry date. exempt

- *Present ownership for the last 30 years*
- *Unused from 2009 to 2013*
- *Well maintained*



## Seller Assessment score 49/100

Finished in white with black leather interior, this Interceptor MkIII has belonged to the vendor since May 1990. The car comes with a detailed list of all maintenance carried out from that date onwards, testifying to the fact that it was been very well cared for. The Jensen was unused from 2009 to 2013, since when the front suspension has been overhauled; all brake callipers stripped and cleaned; and new front brake hoses fitted (June 2013). Other parts replaced/renewed since then include gearbox seals and sump gasket; air conditioning clutch unit; differential pinion seal; front seat belts; windscreen wiper motor; and power steering rack seals. The vendor rates the car as average/good in most respects.



402

## 2005 Maserati Quattroporte

£8,000 - 12,000

Registration no. not UK Registered

Chassis no. ZAMCD39C000018747

Odometer reading. 72,684

MOT expiry date. 31/01/2021

- *Main dealer and specialist service*
- *Two owners since 2011*
- *New correct-specification Pirelli tyres fitted 1000 miles ago*



## Seller Assessment score 86/100

This 2005 example has very good panels, excellent glass and external trim, and good paint – in this case, a lesser-seen red. The two-tone (red and black) interior has lasted very well, with seats, door cards, dashboard and headlining all said to be excellent. The high specification includes electric rear screen blinds, electric and heated rear seats and built-in satellite navigation. Careful maintenance, as the service history suggests, means the engine's starting and running is said to be excellent (the underbonnet area is extremely tidy) and running gear is excellent. A new clutch and flywheel was fitted at 64,000 miles which, at 71,500 miles, is shown as nine percent worn.



## 1950 Bentley Mark VI 4¼-Litre Special

£28,000 - 34,000

Registration no. KYU 777

Chassis no. K474FV

Odometer reading. tba

MOT expiry date. exempt

- *One of only a believed handful produced*
- *Built by the Wilkins brothers*
- *Present ownership since 2016*
- *Offered for re-commissioning*

**Seller Assessment score 66/100**

mph

In the absence of anything remotely resembling its Vintage-era touring models from the post-war Bentley range, enthusiasts with a yen for stripped-down, wind-in-the-hair excitement had little choice but to opt for a conversion such as that offered here. This Bentley Mark VI Special was purchased by the current vendor at a UK auction in 2016 having belonged to the previous owner since 2011. The car is one of a believed handful (three or four) built by brothers Henry and Edward Wilkins, sons of the founder of the Servis washing machine company, Walter Wilkins. Henry owned a sizeable collection of mainly pre-war cars (Rolls-Royces and Bentleys among them) and the brothers also restored cars to help fund the collection's upkeep. It is understood that 'KYU 777' was built as a 21st birthday present for Edward's son Charles. The Bentley has been off the road since the clutch burnt out and is offered in need of re-commissioning. The engine runs but the brakes are non-operational (the handbrake works). Finished in blue with black leather interior and blue carpets, the car features wind-up windows and a folding convertible hood, while the trunk incorporates a fitted tool kit and storage compartment. The car comes with a V5C document and is sold strictly as viewed, a straight forward decommissioning project ideal for the dark nights.



## 1979 Lotus Eclat V8 'Spyder Donington' Coupé

£15,000 - 20,000

Registration no. XCE 656T

Chassis no. 7811/1364A

Odometer reading. tba

MOT expiry date. exempt

- *3.5-litre Rover V8 engine*
- *Built in 1990*
- *Used in Spydersport's publicity material*
- *In storage since 2000*
- *Offered for re-commissioning*

**Seller Assessment score 64/100**

mph

Built by Spydersport Ltd, the Spyder Donington was a conversion kit for the Lotus Elite/Eclat consisting of a rolling backbone chassis designed to accommodate the 3.5-litre Rover V8 engine, replacing the original Lotus frame and 2.0-litre 16-valve four. Lotus themselves had built a Rover V8-engined Elite prototype, only for the project to be vetoed by Colin Chapman who was intent on using only Lotus's own power plants. The Spydersport chassis was rust and corrosion inhibited and the Rover five-speed manual gearbox was specified. The Spyder Donington could be ordered with power assisted steering and air conditioning, while other noteworthy features included a Jaguar XJ limited-slip differential with inboard disc brakes. This Eclat-based Spyder Donington was last on the road in 1999 and has been in storage since 2000. The car was converted in 1990 and used in Spydersport's publicity material (see file). Previous owner I P Morrison clearly found driving the Lotus a daunting prospect: "Lotus V8 too fast for me. Please buy it before (a) I kill myself or worse still (b) I lose my licence!" Although running and driving, the car will require re-commissioning following its lengthy period of storage and thus is sold strictly as viewed.



## 1993 Mercedes-Benz 500E Sports Saloon

£25,000 - 30,000

Registration no. K944 OUF

Chassis no. WDB1240361B952747

Odometer reading. 202,000km  
(approximately 125,500 miles)

- *Limited edition luxury sports saloon*
- *Imported from Germany in 1999*
- *Full history since importation*
- *Benefits from considerable expenditure by the vendor*

**Seller Assessment score 78/100**

mph



In 1984 Mercedes-Benz introduced a revised range of seven medium-sized saloons, all sharing the new W124 body style and with engines ranging from a 2.0-litre four up to a 3.0-litre six. Larger-engined versions were added as the range matured before the W124's ultimate expression - the limited edition 500E - arrived in 1991. First shown at the Paris Salon in 1990, the 500E had been developed with assistance from Porsche, and despite possessing all the luxury accoutrements associated with a range-topping Mercedes-Benz, contrived to be lighter than the 500 SL sports car. Each hand-built example was transported back and forth between the Mercedes-Benz factory and Porsche's plant in Zuffenhausen. It took a full 18 days to complete each one. Powered by the 500 SL's 5.0-litre, 32-valve V8, the 500E delivered shattering performance, reaching 60mph in six seconds and topping out at around 170mph. Finished in blue/black with mushroom leather interior, this left-hand drive 500E was imported from Germany in 1999 and comes with full history from the time of importation. The car has had three owners in the UK and benefits from considerable expenditure by the vendor. Benefiting from refurbished wheels (in 2019) and Continental tyres all round, this exciting modern Mercedes comes complete with its book pack, service pack, spare key, and all old MoTs.

# 1974 Citroën 2CV Twin-Engined 4x4 Special

£20,000 - 30,000 No Reserve

Registration no. not UK Registered

Chassis no. 54KA6411

Odometer reading. n/a

MOT expiry date. exempt

- *Built by champion Parisian racer Jack Hanon for desert racing*
- *Two Citroën GSA 1.3-litre engines*
- *Known ownership history, race and exhibition record*
- *Present ownership since 2014*
- *Restored to original specification*

**Seller Assessment score 60/100**

mph

No doubt inspired by Citroën's own twin-engined Sahara 4x4, this 2CV desert racer was built in the 1980s by Frenchman Jack Hanon, who wanted to compete in the Rallye de l'Atlas, a gruelling 1,800-mile race across Morocco's Atlas Mountains. After more than 3,000 hours of work, this unique vehicle emerged from his garage in the Paris suburb of Gennevilliers. The chassis consists of two Citroën Ami frames cut and welded together, while motive power (130bhp) is supplied by two Citroën GSA flat-fours, one at either end. Both engines retain their transmissions, with a shared gear lever and single clutch pedal. For access to the major components, all the glassfibre body panels fore and aft of the doors can be raised upwards. The car has 12" of ground clearance, coil-sprung shock absorbers all round, and inboard disc brakes front and rear. Hanon and his 2CV competed in the Rallye de l'Atlas and other races in Morocco for a decade, commencing in 1985. Taking the 2CV with them, Hanon and his wife then immigrated to Canada where he died in the mid-1990s. His widow kept the car for 20 years before selling it to her tenant, who sold it to the vendor in 2014. The new owner then commenced a complete restoration to 1985 specification and restored Coup de Coeur livery. The car has a New Hampshire, USA title and is currently resident in Holland.



# 1994 Maserati Ghibli Coupé

£10,000 - 15,000

Registration no. M755 GGP

Chassis no. ZAM336B00RA400014

Odometer reading. 53,270

MOT expiry date. 21/08/2021

- *Rare right-hand drive model*
- *2.8-litre twin-turbocharged V6 engine*
- *Automatic transmission*
- *Good history file*

**Seller Assessment score 79/100**

mph

First applied to its fabulous, Ghia-styled supercar of the 1960s, Maserati revived the 'Ghibli' name in the 1990s for the Biturbo: the Modena company's mainstream model throughout the 1980s and the first series-production road car to employ a twin turbo-charged engine. Introduced in 1992, the export-market Ghibli came with a 2.8-litre V6 producing 284bhp, which was sufficient for a top speed in excess of 160mph. A five-speed manual gearbox and electronic adaptive suspension damping were standard equipment on this luxuriously equipped supercar, which from 1993 also featured anti-lock brakes and from 1995 came with a six-speed Getrag gearbox. A four-speed automatic became available in 1994. Two years later the engine and exhaust system were revised to meet the latest EU emissions legislation and at the same time the model was renamed 'Ghibli GT'. This rare, right-hand drive, automatic transmission Ghibli comes with a comprehensive history file containing all bills and invoices for servicing and maintenance carried out between 1994 and 2015 together with photographs documenting its restoration. Since 2015 the Ghibli has seen little use but has continued to be MoT'd yearly. Vendor-rated as in very good condition throughout, interior included, and will have been driven to the sale.



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## 2008 KTM X-Bow Sports

£25,000 - 35,000

Registration no. not UK Registered

Chassis no. VBKABLA78G000120

Odometer reading. 37,200km (23,100 miles)

MOT expiry date. tba

- ◉ Formerly registered in Kuwait
- ◉ NOVA declaration made
- ◉ Comes with brand new KTM helmets and car cover
- ◉ Freshly serviced; new tyres
- ◉ Oakley Design enhancements

**Seller Assessment score 70/100**

mph

Collaborating with legendary Italian racing car manufacturer, Dallara, motorcycle manufacturer KTM commenced work on the X-Bow project in 2005 and displayed the first example at the Geneva International Motor Show in 2007. The X-Bow chassis was made of carbon fibre, while the vestigial bodywork seemed to have been designed to reveal rather than conceal the underlying components. Anyone familiar with KTM's Super Duke sports roadster will recognise the look, as both of these seemingly dissimilar vehicles are the work of Gerald Kiska. But rather than use one of its motorcycle engines, KTM chose the VW-Audi Group's 2.0-litre turbocharged TFSI motor. As one might imagine, with 237bhp propelling a lightweight (790kg) chassis, acceleration is spectacular, the 0-62mph dash being accomplished in only 3.9 seconds. Despite its track-focused design, the X-Bow could be road registered; demand swiftly overtook projected sales, leading KTM to establish a new factory dedicated to X-Bow manufacture. Benefiting from a fresh service and new tyres, this Kuwaiti-registered X-Bow is offered with a NOVA declaration. Finished in orange (but currently wrapped in gloss black) the car comes with KTM helmets and a KTM full car cover. Noteworthy special features include an ECU tune, sports exhaust, and carbon fibre exterior modifications: all by Oakley Design. Please note if this lot is remaining in the EU once purchased, EU import tax will need to be paid at 20%.



## 1985 Ford Capri MkIII 2.8i Coupé

12,000 - 16,000

Registration no. B858 XKX

Chassis no. WFOCXXGAECEY49977

Odometer reading. 28,441

MOT expiry date. tba

- *Two owners from new*
- *Present owner for 34 years*
- *Kept garaged and rust-free*
- *Recently re-commissioned*

**Seller Assessment score 79/100**



Inspired by the success of the Mustang in the USA, Ford introduced the Capri to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval', but beneath the skin the car remained typically Ford, sharing engines, gearboxes, and many other components with the rest of the range. The first major revision arrived in 1974 in the form of the MkII, which benefited from a more practical hatchback body restyled along cleaner lines. The old V4 engines were dropped, the MkII options being 1.3 and 1.6-litre pushrod fours; 1.6 and 2.0-litre overhead-cam fours; and the 3.0-litre pushrod V6. Built from 1979 to 1987, the final (MkIII) Capri featured a new quad-headlight front end with chin spoiler: wide rubbing strakes on the flanks; and black external 'brightwork'. This Capri MkIII has the fuel-injected 2.8-litre V6 engine that replaced the old 3.0-litre unit in 1981. 'B858 XKX' has had only two owners from new: the current for 34 years during which time it covered only 15,000 miles. Kept garaged, the Capri is said to be rust-free and very original, with none of the common corrosion or dashboard deterioration issues. Unused for the last 20 years, it has recently been re-commissioned and comes with some service history.



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## 1936 Rolls-Royce 20/25hp Saloon

£20,000 - 25,000

Registration no. BVP 888

Chassis no. GTK30

Odometer reading. 27,099

MOT expiry date. exempt

- *Present ownership since 2014*
- *Extensive professional renovation undertaken*
- *Over £49,000 spent*

**Seller Assessment score 93/100**

mph

The introduction of a smaller Rolls-Royce, the 20hp, in 1922 enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. A development of the 20hp, the 20/25hp debuted in 1929, early chassis, apart from an enlarged and revised engine, being identical to those of the final Twentys. Thus the 20/25 inherited the right-hand gearchange lever and servo-assisted brakes introduced on its predecessor for 1926, as well as Phantom-style vertical radiator shutters. 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. Since the current ownership of this 20/25 commenced in 2014, extensive mechanical renovation has been undertaken by Rolls-Royce specialists A & S Engineering and Wilton Morgan – engine, suspension, steering, new wiring loom, upgraded clutch, etc - while bodywork renovation has been completed by SuperSpray Bodyshop. Over £49,000 has been spent on the car's refurbishment since 2014 and all receipts are available. A history file was professionally prepared by Classic Vehicle History and comes with the car.



## 1983 Ferrari 400i

Coachwork by Pininfarina

£35,000 - 45,000

Registration no. A17 WNR

Chassis no. ZFFEB06C000046333

Odometer reading. 54,287

MOT expiry date. 16/11/2021

- *Rare right-hand drive model*
- *Automatic transmission*
- *Over £50,000 of expenditure in the last 15 years*

**Seller Assessment score 61/100**

mph

Launched in 1976, the 400 GT had acquired a 4.8-litre version of Ferrari's four-cam V12 engine but otherwise differed little from its 365 GT/4 2+2 predecessor. The 400 GT reaffirmed Ferrari's determination to compete with the world's finest luxury sports saloons and was intended to attract the type of mature yet discerning customer who previously might have opted for a Bentley or Mercedes-Benz. This latter requirement made the option of automatic transmission a necessity. The unit chosen - General Motors' three-speed Hydramatic - was widely regarded as the world's best, having been used by Cadillac and subsequently by Rolls-Royce and Jaguar among others. Ferrari's splendidly equipped 2+2 featured self-levelling independent rear suspension; power-assisted steering; electric windows; and optional air conditioning. Sadly, even after it received fuel injection, the 400 GT (now the 400i GT) remained effectively a Europe-only model because of the expense involved in crash-testing two cars for US safety assessment. By the time production of the final 412 version ceased in 1989, Ferrari's finest 2+2 had been in production for a remarkable 17 years, though its exclusivity meant that there were seldom more than 200 sold in any one year. This rare right-hand drive 400i has well documented history, with large amounts of recent expenditure and known history for all its life.



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## 1961 Mercedes-Benz 300d 'Adenauer' Limousine

£50,000 - 60,000

Registration no. 440 XUG

Chassis no. 18901022002641

Odometer reading. 63,485

MOT expiry date. exempt

- *The last word in automotive luxury in its day*
- *Automatic transmission*
- *Rare right-hand drive model*
- *Superb history file with thousands spent*

**Seller Assessment score 61/100**

mph

Refinements appropriate for the company's top-of-the-range luxury saloon included an improved steering mechanism and remote electrical control of the rear suspension ride height. Initially developing 115bhp (DIN), the 3.0-litre, overhead-camshaft six-cylinder engine was increased in power for succeeding models. Other improvements included larger brakes (with servo-assistance from 1954); optional power steering; and three-speed automatic transmission as standard on the 300d. Custom built by Mercedes-Benz's most experienced craftsmen, the conservatively styled 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. It was the car of choice among West German government officials, and throughout Europe and the USA was widely favoured by businessmen, financiers, and politicians. Indeed, 'Adenauer' became the 300 saloon/limousine's unofficial model name, after German Chancellor Konrad Adenauer, its most famous customer. This 'Adenauer' formerly belonged to Sir Freddie Laker. There are numerous bills on file amounting to vast sums spent on the vehicle, which include a full respray and interior trimming, which is vendor-rated as in very good condition and comes with an old-style logbook, article trimmings featuring the car and various model related manufacturers brochures/manuals.



413  
**No Lot**



## 1975 Rolls-Royce Corniche

Coachwork by H J Mulliner, Park Ward Ltd.

£30,000 - 40,000

Registration no. JBN 549N

Chassis no. CRH19358

Odometer reading. 94,330

MOT expiry date. exempt

- *One of the last coachbuilt Rolls-Royces*
- *Previously registered in Canada*
- *Last MoT'd in 2010*

**Seller Assessment score 61/100**

mph

Recalling its glamorous Grandes Routières of pre-war days such as the Phantom II Continental, Rolls-Royce's final coachbuilt models - entrusted to the company's in-house coachbuilder Mulliner, Park Ward - were limited to just two: a two-door coupé or similar convertible, the former arriving in March 1966 and the latter in September the following year. The cars were hand built in the best traditions of British coachbuilding using only materials of the finest quality, including Wilton carpeting, Connolly hide, and burr walnut veneers, a necessarily lengthy process that took all of 20 weeks for the saloon and slightly longer for the more complex convertible. This painstaking attention to detail resulted in a price some 50% higher than the standard Silver Shadow's. Nevertheless, demand for these more glamorous alternatives to the much more numerous Shadow was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971. Despite its sky-high asking price, the model proved a major success for Rolls-Royce; periodically revised and up-dated, it remained in production well into the 1990s, the last (Convertible) examples being delivered in 1995. It was once registered in British Columbia, Canada and last MoT'd in 2010, the car comes with a large history file including numerous bills and recent expenditure.



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# 1962 Rolls-Royce Silver Cloud II

£25,000 - 32,000

Registration no. 700 UKM

Chassis no. SAE437

Odometer reading. tba

MOT expiry date. exempt

- *UK delivered*
- *Returned from the USA in 2014*
- *Recent refurbishment*

Delivered new in the UK, chassis number 'SAE437' subsequently went to the USA from whence it returned in 2014. The car presents very well, having undergone a considerable amount of mechanical work including; rebuilding the front brake cylinders; replacing power steering pipes; and a detailed inspection of the underside (invoices, V5C, and copy build sheets are supplied on file).

**Seller Assessment score 64/100**

mph



## 2004 Volvo C70 T Cabriolet

£2,000 - 4,000 No Reserve

Registration no. FA04 PVP

Chassis no. YVIN48K25J061021

Odometer reading. 94,267

MOT expiry date. 05/07/2021

- *Landmark Volvo model*
- *Comfortable open-top family motoring*
- *2.0-litre turbo engine*
- *Manual transmission*



**Seller Assessment score 60/100**

mph

Designed with input from TWR, Volvo's C70 commenced deliveries as a 1997 model, breaking Volvo's tradition of boxy, rectilinear designs; it was also the Swedish manufacturer's first luxury coupé since the 780 of the late 1980s. There was also a convertible version. According to Peter Horbury, Volvo's design chief at the time: "Our vision was to design a convertible that would meet the needs of a family of four looking for comfortable blue-sky motoring in a vehicle also providing stylish looks, performance and faultless driving and road-holding." This C70T Convertible is described as mechanically sound, with paintwork reported to present nicely. The grey leather interior also presents generally well, while the electric soft-top is in good working order with no rips or tears.

## 1983 Volkswagen

### Golf Mk1 GTI

£8,000 - 10,000

Registration no. A907 DPN

Chassis no. 17EW078293

Odometer reading. 42,102

MOT expiry date. 01/11/2021

- *Iconic early 'Hot Hatch'*
- *'Barn find' condition*
- *Offered for refurbishment*
- *Good history file*



**Seller Assessment score 86/100**

mph

A rare survivor of the iconic Golf GTi in its earliest, purest form, this highly original 1.8-litre example of one of the most collectible of modern classics is presented in 'barn find' condition, ripe for sympathetic refurbishment. Sold strictly via viewed, the car comes with a V5C document and a substantial quantity of invoices and supporting history.

## 1974 BMW 3.0/3.5 CSi Coupé

£42,000 - 60,000

Registration no. CDM 696M

Chassis no. 2265786

Odometer reading. 51,000

MOT expiry date. exempt

- *Iconic BMW sports coupé*
- *Extensively restored*
- *Upgraded with the later 3.5-litre engine and manual gearbox*



## Seller Assessment score 64/100

mph

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 2800CS'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. Presented in extensively restored condition, this BMW 3.0 CSi has been upgraded with the 3.5-litre engine and sought after 5 speed manual gearbox from the successor 6-Series models. Offered with a V5C, as well as sundry restoration invoices and photographs.



## 1976 BMW 3.3-Litre Saloon

£30,000 - 40,000

Registration no. NTG 208P

Chassis no. 3090218

Odometer reading. tba

MOT expiry date. exempt

- *Top-of-the-range model*
- *Left-hand drive*
- *Imported from Denmark*
- *Extensively restored*



## Seller Assessment score 61/100

mph

With a maximum power output of 148bhp the 2500 was good for a top speed of 110mph with the 2800 a shade faster. Even more performance was available from the larger-engined models that appeared later, beginning in 1971 with the 3.0S and Bosch fuel-injected 3.0Si. Offered here is an example of the range-topping 3.3Li, a long wheelbase fuel-injected model not sold in the UK. This example was imported from Denmark, where it was one of the Prime Minister's official cars, and has since been extensively restored. The car comes with a V5C, original users manual and a set of colour photos documenting the restoration.



## 1929 Ford Model A Speedster

£10,000 - 14,000

Registration no. BF83 82

Chassis no. AA72835

Odometer reading. 300 post-restoration

MOT expiry date. exempt

- *Unique one-off body*
- *Recent cosmetic restoration*
- *Requires completion – an exciting winter project*

Following in the Model T's wheeltracks would not be easy for the model that succeeded it, but the Model A rose to the task admirably. Its popularity extended way beyond the Ford showrooms and as the years passed it became a go-to car for the emerging hot rod scene, as well as those looking at other forms of motor sport. This unique Model A speedster presents very well, the minimal bodywork echoing 1920s boardtrack racers and imparting a rakish air, and its green paint appears good. The equally minimal 'interior' features two bucket seats (with lap belts) and enough instruments to keep within the legal speed limit and monitor the engine. The car benefits from recent restoration work, however the engine requires rebuilding to complete the work. A recent independent inspection is available detailing all the work which will be required, please contact a specialist to discuss this exciting project.

**Seller Assessment score 59/100**

mph



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## 1977 Land Rover Series III 4x4 Station Wagon

£8,000 - 14,000

Registration no. SFJ 441R

Chassis no. 9213632A

Odometer reading. 85,200

MOT expiry date. 22/09/2021

- *Present ownership since 2016*
- *Partially restored at time of purchase*
- *Restoration completed by an  
Aston Martin specialist*
- *Interior believed mostly original*

**Seller Assessment score 66/100**

mph

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism, and in the course of more than 60 years in production this supremely versatile vehicle would prove itself adaptable to innumerable civilian and military roles. A Series III model on the 88" wheelbase, this 6/7-seater Land Rover Station Wagon was purchased by the vendor in 2016. The Series III had been introduced in 1971 and would prove to be one of the longest-lived models. Mechanical changes were relatively few, the major improvements being an all-synchromesh gearbox and a bigger clutch, the most obvious departure from the preceding IIA being an extensively revised and up-rated interior. The vehicle was in a partially restored state when purchased with necessary body work and paint completed, and we are advised by the vendor that the subsequent mechanical and electrical work was duly completed by a well-known Aston Martin specialist. The vendor rates the engine as excellent for starting and running, and describes the running gear as in very good condition throughout, while the black vinyl interior is believed to be mostly original. Finished in pale green with cream roof and matching wheels, this well presented 'Landie' is offered with a V5C document. The history file includes a Heritage Certificate and details of significant sums spent by the vendor to bring the vehicle up to its current standard.



## 1965 Jaguar S-Type 3.4-Litre Sports Saloon Project

£2,000 - 4,000 No Reserve

Registration no. JAF 315E

Chassis no. 1B591DN

Odometer reading. tba

MOT expiry date. exempt

The 3.4-litre S-Type has been owned by the vendor since February 2018 when it was driven from Ross-on-Wye to his home in Cornwall. Always dry stored, the car has been started and moved regularly and is said to start 'on the button'. It is now offered for sale as a restoration project and sold strictly as viewed.

- *Dry stored*
- *Started and moved regularly*
- *Offered for restoration*

**Seller Assessment score 42/100**

mph



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423

## 1977 Mini 1000 1,275cc Saloon £5,000 - 7,000

Registration no. TLJ 697R  
Chassis no. XL2SIN-438632A  
Odometer reading. 64,200  
MOT expiry date. exempt

- *An older restoration*
- *1,275cc MG Metro engine*
- *Numerous other upgrades*
- *Refreshed interior*



## Seller Assessment score 62/100

mph

An older restoration said to start and run well, this Mini 1000 has been upgraded with a 1,275cc MG Metro engine. Other upgrades including front disc brakes, a Magniflow exhaust, and 12" Performance alloy wheels. We are advised by the vendor that the bodywork, paint and trim are in good condition, and that the upgraded interior was refreshed in 2020.



424

## 1988 Jaguar XJ-S 3.6-Litre Coupé £5,000 - 7,000 No Reserve

Registration no. G627 XDU  
Chassis no. SAJJNAEC3CAI66183  
Odometer reading. 187,783  
MOT expiry date. 09/11/2021

- *Automatic transmission*
- *Re-commissioned after eight years in storage*
- *Wheels restored in November 2020*
- *Said to be rust-free*



## Seller Assessment score 78/100

mph

The V12-engined XJ-S's 150mph performance was not achieved without penalty, its prodigious thirst causing sales to nosedive as oil prices soared. However, the arrival of the High Efficiency V12 in 1981 and the introduction of a smaller six (the XJ-S was the first model to receive Jaguar's new and much more economical 3.6-litre AJ6 engine) enabled it to weather the storm. Owned by the vendor since 1992, this 3.6-litre automatic transmission XJ-S is offered fresh from re-commissioning after eight years storage. Said to be rust-free, the car boasts nicely presented paintwork and exceptionally good headlining, while the alloy wheels were restored in November 2020. The XJ-S is vendor-rated as very good in almost all respects and is said to drive very well.





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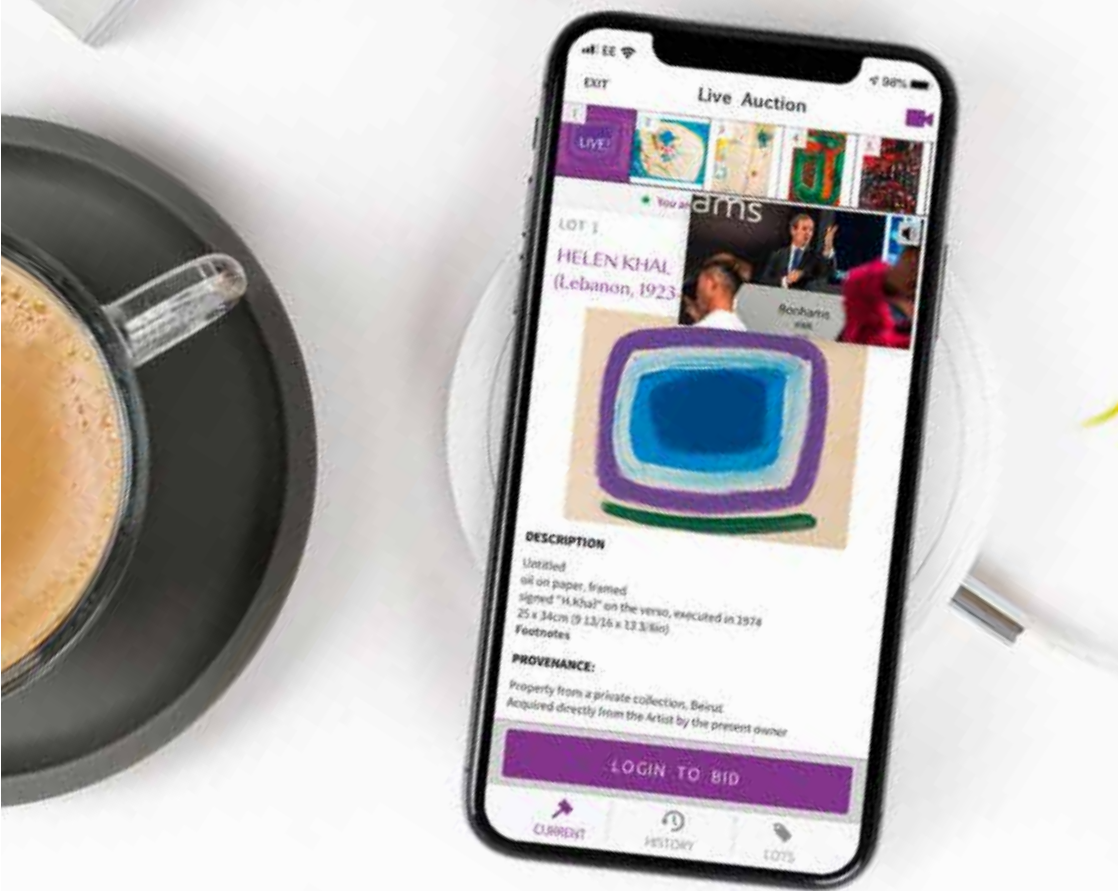


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## NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as "*Bidders*" or "you". Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics.

IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

### 1. OUR ROLE

In its role as *Auctioneer of Lots*, *Bonhams* acts solely for and in the interests of the *Seller*. *Bonhams'* job is to sell the *Lot* at the highest price obtainable at the *Sale* to a *Bidder*. *Bonhams* does not act for *Buyers* or *Bidders* in this role and does not give advice to *Buyers* or *Bidders*. When it or its staff make statements about a *Lot* or, if *Bonhams* provides a *Condition Report* on a *Lot* it is doing that on behalf of the *Seller* of the *Lot*. *Bidders* and *Buyers* who are themselves not expert in the *Lots* are strongly advised to seek and obtain independent advice on the *Lots* and their value before bidding for them. The *Seller* has authorised *Bonhams* to sell the *Lot* as its agent on its behalf and, save where we expressly make it clear to the contrary, *Bonhams* acts only as agent for the *Seller*. Any statement or representation we make in respect of a *Lot* is made on the *Seller's* behalf and, unless *Bonhams* sells a *Lot* as principal, not on our behalf and any *Contract for Sale* is between the *Buyer* and the *Seller* and not with us. If *Bonhams* sells a *Lot* as principal this will either be stated in the *Catalogue* or an announcement to that effect will be made by the *Auctioneer*, or it will be stated in a notice at the *Sale* or an insert in the *Catalogue*.

*Bonhams* does not owe or undertake or agree to any duty or responsibility to you in contract or tort (whether direct, collateral, express, implied or otherwise). If you successfully bid for a *Lot* and buy it, at that stage *Bonhams* does enter into an agreement with you as the *Buyer*. The terms of that contract are set out in our *Buyer's Agreement*, which you will find at Appendix 2 at the back of the *Catalogue*, and this will govern *Bonhams'* relationship with the *Buyer*.

### 2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an "as is" basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will

be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

Any person who damages a *Lot* will be held liable for the loss caused.

### 3. DESCRIPTIONS OF LOTS AND ESTIMATES

#### ***Contractual Description of a Lot***

The *Catalogue* contains an *Entry* about each *Lot*. Each *Lot* is sold by its respective *Seller* to the *Buyer* of the *Lot* as corresponding only with that part of the *Entry* which is printed in bold letters and (except for the colour, which may be inaccurately reproduced) with any photograph of the *Lot* in the *Catalogue*. The remainder of the *Entry*, which is not printed in bold letters, represents *Bonhams'* opinion (given on behalf of the *Seller*) about the *Lot* only and is not part of the *Contractual Description* in accordance with which the *Lot* is sold by the *Seller*.

#### ***Estimates***

In most cases, an *Estimate* is printed beside the *Entry*. *Estimates* are only an expression of *Bonhams'* opinion made on behalf of the *Seller* of the range where *Bonhams* thinks the *Hammer Price* for the *Lot* is likely to fall; it is not an *Estimate* of value. It does not take into account any VAT or *Buyer's Premium* payable or any other fees payable by the *Buyer*, which are detailed in paragraph 7 of the *Notice to Bidders*, below. Prices depend upon bidding and lots can sell for *Hammer Prices* below and above the *Estimates*, so *Estimates* should not be relied on as an indication of the actual selling price or value of a *Lot*. *Estimates* are in the currency of the *Sale*.

#### ***Condition Reports***

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report* on the *Lot's* general physical condition. If you do so, this will be provided by *Bonhams* on behalf of the *Seller* free of charge. As this is offered additionally and without charge, *Bonhams* is not entering into a contract with you in respect of the *Condition Report* and accordingly does not assume responsibility to you in respect of it. The *Condition Report* represents *Bonhams'* reasonable opinion as to the *Lot's* general condition in the terms stated in the particular report, and *Bonhams* does not represent or guarantee that a *Condition Report* includes all aspects of the internal or external condition of the *Lot*. Neither does the *Seller* owe or agree to owe you as a *Bidder* or *Buyer* any obligation or duty in respect of this free report about a *Lot*, which is available for your own inspection or for inspection by an expert instructed by you.

#### ***The Seller's responsibility to you***

The *Seller* does not make or agree to make any representation of fact or contractual promise, *Guarantee* or warranty and undertakes no obligation or duty, whether in contract or in tort (other than to the eventual *Buyer* as set out above), in respect of the accuracy or completeness of any statement or representation made by him or on his behalf, which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. Other than as set out above, no statement or representation in any way descriptive of a *Lot* or any *Estimate* is incorporated into any *Contract for Sale* between a *Seller* and a *Buyer*.

#### ***Bonhams' responsibility to you***

You have the opportunity of examining the *Lot* if you want to and the *Contract for Sale* for a *Lot* is with the *Seller* and not with *Bonhams*; *Bonhams* acts as the *Seller's* agent only (unless *Bonhams* sells the *Lot* as principal).

*Bonhams* undertakes no obligation to you to examine, investigate or carry out any tests, either in sufficient depth or at all, on each *Lot* to establish the accuracy or otherwise of any *Descriptions* or opinions given by *Bonhams*, or by any person on *Bonhams'* behalf, whether in the *Catalogue* or elsewhere.

You should not suppose that such examinations, investigations or tests have occurred.

*Bonhams* does not make or agree to make any representation of fact, and undertakes no obligation or duty (whether in contract or tort) in respect of the accuracy or completeness of any statement or representation made by *Bonhams* or on *Bonhams'* behalf which is in any way descriptive of any *Lot* or as to the anticipated or likely selling price of any *Lot*. No statement or representation by *Bonhams* or on its behalf in any way descriptive of any *Lot* or any *Estimate* is incorporated into our *Buyer's Agreement*.

#### **Alterations**

*Descriptions* and *Estimates* may be amended at *Bonhams'* discretion from time to time by notice given orally or in writing before or during a *Sale*.

THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

#### **4. CONDUCT OF THE SALE**

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* and to remove any person from our premises and *Sales*, without stating a reason. We have complete discretion as to whether the *Sale* proceeds, whether any *Lot* is included in the *Sale*, the manner in which the *Sale* is conducted and we may offer *Lots* for *Sale* in any order we choose notwithstanding the numbers given to *Lots* in the *Catalogue*. You should therefore check the date and starting time of the *Sale*, whether there have been any withdrawals or late entries. Remember that withdrawals and late entries may affect the time at which a *Lot* you are interested in is put up for *Sale*. We have complete discretion in which to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%; however, these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equaling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will be no higher than the lower figure for any *Estimate* in the *Catalogue*, assuming that the currency of the *Reserve* has not fluctuated adversely against the currency of the *Estimate*. The *Buyer* will be the *Bidder* who makes the highest bid acceptable to the *Auctioneer* for any *Lot* (subject to any applicable *Reserve*) to whom the *Lot* is knocked down by the *Auctioneer* at the fall of the *Auctioneer's* hammer. Any dispute as to the highest acceptable bid will be settled by the *Auctioneer* in his absolute discretion. All bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. An electronic currency converter may be used at the *Sale*. This equipment is provided as a general guide as to the equivalent amount in certain currencies of a given bid. We do not accept any responsibility for any errors which may occur in the use of the currency converter. We may use video cameras to record the *Sale* and may record telephone calls for reasons of security and to assist in solving any disputes which may arise in relation to bids made at the *Sale*. At some *Sales*, for example, jewellery *Sales*, we may use screens on which images of the *Lots* will be projected. This service is provided to assist viewing at the *Sale*. The image on the screen should be treated as an indication only of the current *Lot*. It should be noted that all bids tendered will relate to the actual *Lot* number announced by the *Auctioneer*. We do not accept any responsibility for any errors which may occur in the use of the screen.

#### **5. BIDDING**

You must complete and deliver to us one of our *Bidding Forms*, either our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

If you are a new client at *Bonhams* or have not recently updated your registration details with us, you must pre-register to bid at least two working days before the *Sale* at which you wish to bid. You will be required to provide government-issued proof of identity and residence, and if you are a company, your certificate of incorporation or equivalent documentation with your name and registered address, government issued proof of your current address, documentary proof of your beneficial owners and directors, and proof of authority to transact.

We may also request a financial reference and /or deposit from you before allowing you to bid.

We reserve the rights at our discretion to request further information in order to complete our client identification and to decline to register any person as a *Bidder*, and to decline to accept their bids if they have been so registered. We also reserve the rights to postpone completion of the *Sale* of any *Lot* at our discretion while we complete our registration and identification enquiries, and to cancel the *Sale* of any *Lot* if you are in breach of your warranties as *Buyer*, or if we consider that such *Sale* would be unlawful or otherwise cause liabilities for the *Seller* or *Bonhams* or be detrimental to *Bonhams'* reputation.

#### **Bidding in person**

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as "paddle bidding". You will be issued with a large card (a "paddle") with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be 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

12.5% of the *Hammer Price*

(b) Automobilia

12.5% 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 4.30pm 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: HSBC  
Address: 69 Pall Mall,  
London, SW1Y 5EY  
Account Name: Bonhams 1793 Ltd - Bonhams MPH  
Account Number: 12183854  
Sort Code: 40-05-20  
IBAN Number: GB58 HBUK 4005 2012 1838 54  
SWIFT \ BIC: HBUKGB4B

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

or

Straight Eight Logistics on +44 (0) 2035 404 929

transport@straighteightlogistics.com

## 12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export 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-env/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA) Wildlife Licensing

Floor 1, Zone 17, Temple Quay House

2 The Square, Temple Quay

BRISTOL BS1 6EB

Tel: +44 (0) 117 372 8774

The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any *Sale*, nor allow any delay in making full payment for the *Lot*.

## 14. THE SELLERS AND/OR BONHAMS' LIABILITY

Other than any liability of the *Seller* to the *Buyer* of a *Lot* under the *Contract for Sale*, neither we nor the *Seller* are liable (whether in negligence or otherwise) for any error or misdescription or omission in any *Description* of a *Lot* or any *Estimate* in respect of it, whether contained in the *Catalogue* or otherwise, whether given orally or in writing and whether given before or during the *Sale*. Neither we nor the *Seller* will be liable for any loss of *Business*, profits, revenue or income, or for loss of reputation, or for disruption to *Business* or wasted time on the part of management or staff, or for indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract (if any) or statutory duty, restitutionary claim or otherwise. In any circumstances where we and/or the *Seller* are liable in relation to any *Lot* or any *Description* or *Estimate* made of any *Lot*, or the conduct of any *Sale* in relation to any *Lot*, whether in damages, for an indemnity or contribution, or for a restitutionary remedy or otherwise, our and/or the *Seller's* liability (combined, if both we and the *Seller* are liable) will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract (if any) or statutory duty or otherwise. Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) our liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or by the negligence of any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law or (v) our undertakings under paragraphs 9 (in relation to specialist *Stamp* or *Book Sales* only) and 10 of the *Buyer's Agreement*. The same applies in respect of the *Seller*, as if references to us in this paragraph were substituted with references to the *Seller*.

## 15. BOOKS

As stated above, all *Lots* are sold on an "as is" basis, subject to all faults, imperfections and errors of *Description* save as set out below. However, you will be entitled to reject a *Book* in the circumstances set out in paragraph 11 of the *Buyers Agreement*. Please note that *Lots* comprising printed *Books*, unframed maps and bound manuscripts are not liable to VAT on the *Buyer's Premium*.

## SYMBOLS

### THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- 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.
- Ⓛ 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](http://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](mailto: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, it's 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*.

### 4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

- 4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.
- 4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

### 5 RISK, PROPERTY AND TITLE

- 5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.
- 5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement with Bonhams* set out in Appendix 2 in the catalogue.

### 6 PAYMENT

- 6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 6.2 Time will be of the essence in relation to payment of the *Purchase Price* and all other sums payable by you to *Bonhams*. Unless agreed in writing with you by *Bonhams* on the *Seller's* behalf (in which case you must comply with the terms of that agreement), all such sums must be paid to *Bonhams* by you in the currency in which the *Sale* was conducted by not later than 4.30pm on the second working day following the *Sale* and you must ensure that the funds are cleared by the seventh working day after the *Sale*. Payment must be made to *Bonhams* by one of the methods stated in the *Notice to Bidders* unless otherwise agreed with you in writing by *Bonhams*. If you do not pay in full any sums due in accordance with this paragraph, the *Seller* will have the rights set out in paragraph 8 below.

### 7 COLLECTION OF THE LOT

- 7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement with Bonhams* set out in Appendix 2 in the catalogue.
- 7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.
- 7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyers' Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.
- 7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.
- 7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.
- 7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

### 8 FAILURE TO PAY FOR THE LOT

- 8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):
- 8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;
- 8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;
- 8.1.3 to retain possession of the *Lot*;

- 8.1.4 to remove and store the *Lot* at your expense;
- 8.1.5 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;
- 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 *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;
- 8.1.8 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;
- 8.1.9 to retain possession of, and on three months' written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or of *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and
- 8.1.10 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* 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 *Seller* or to *Bonhams* by you.
- 8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* 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 *Seller* becomes liable to pay the same until payment by you.
- 8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.
- ## 9 THE SELLER'S LIABILITY
- 9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.
- 9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.
- 9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,
- 9.3.1 the *Seller* 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 *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the *Website*, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;
- 9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* 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;
- 9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, 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 *Seller's* 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* 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.
- 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 *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.
- ## 10 MISCELLANEOUS
- 10.1 You may not assign either the benefit or burden of the *Contract for Sale*.
- 10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* 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 *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.
- 10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
- 10.4 Any notice or other communication to be given under the *Contract for Sale* 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 *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding 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.

- 10.5 If any term or any part of any term of the *Contract for Sale* 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.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of Bonhams Holdings Limited and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams, 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.

## 11 GOVERNING LAW

All transactions to which the *Contract for Sale* applies and all connected matters will be governed by and construed in accordance with the laws of that part of the United Kingdom where the *Sale* takes place and the *Seller* and you each submit to the exclusive jurisdiction of the courts of that part of the United Kingdom, save that the *Seller* may bring proceedings against you in any other court of competent jurisdiction to the extent permitted by the laws of the relevant jurisdiction. *Bonhams* has a complaints procedure in place.

## APPENDIX 2

### BUYER'S AGREEMENT WITH BONHAMS

**IMPORTANT:** These terms may be changed in advance of the *Sale* of the *Lot* to you, by the setting out of different terms in the *Catalogue* for the *Sale* and/or by placing an insert in the *Catalogue* and/or by notices at the *Sale* venue and/or by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

#### 1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in *italics*. Reference is made

in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.

- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.
- ## 2 PERFORMANCE OF THE CONTRACT FOR SALE
- You undertake to us personally that you will observe and comply with all your obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.
- ## 3 PAYMENT AND BUYER WARRANTIES
- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*:
- 3.1.1 the *Purchase Price* for the *Lot*;
- 3.1.2 a *Buyer's Premium* in accordance with the rates set out in the *Notice to Bidders* on each lot, and
- 3.1.3 if the *Lot* is marked [AR], an *Additional Premium* which is calculated and payable in accordance with the *Notice to Bidders* together with VAT on that sum if applicable so that all sums due to us are cleared funds by the seventh working day after the *Sale*.
- 3.2 You must also pay us on demand any *Expenses* payable pursuant to this agreement.
- 3.3 All payments to us must be made in the currency in which the *Sale* was conducted, using, unless otherwise agreed by us in writing, one of the methods of payment set out in the *Notice to Bidders*. Our invoices will only be addressed

	to the registered <i>Bidder</i> unless the <i>Bidder</i> is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.	3.11	We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the <i>Seller</i> , to our satisfaction at our discretion, we shall be entitled to retain <i>Lots</i> and/or proceeds of <i>Sale</i> , postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.
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.		
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> .	4	<b>COLLECTION OF THE LOT</b>
3.6	Time will be of the essence in relation to any payment payable to us. If you do not pay the <i>Purchase Price</i> , or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.	4.1	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.
3.7	Where a number of <i>Lots</i> have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the <i>Purchase Price</i> of each <i>Lot</i> and secondly pro-rata to pay all amounts due to <i>Bonhams</i> .	4.2	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> .
3.8	You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:	4.3	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> .
3.8.1	the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or	4.4	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> .
3.8.2	located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan and Syria.	4.5	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> .
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.	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 charges due under the <i>Storage Contract</i> .
3.10	Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:	4.7	You will be wholly responsible for packing, handling and transport of the <i>Lot</i> on collection and for complying with all import or export regulations in connection with the <i>Lot</i> .
3.10.1	you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;	4.8	You will be wholly responsible for any removal, storage, or other charges for any <i>Lot</i> not removed in accordance with paragraph 4.2, payable at our current rates, and any <i>Expenses</i> we incur (including any charges due under the <i>Storage Contract</i> ), all of which must be paid by you on demand and in any event before any collection of the <i>Lot</i> by you or on your behalf.
3.10.2	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;		
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;		
3.10.4	items purchased by you and your Principal through Bonhams are not being purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and		
3.10.5	that you consent to <i>Bonhams</i> relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.		

## 5 STORING THE LOT

We agree to store the *Lot* until the earlier of your removal of the *Lot* or until the time and date set out in the *Notice to Bidders*, on the Sale Information Page or at the back of the catalogue (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) and, subject to paragraphs 3, 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.

## 6 RESPONSIBILITY FOR THE LOT

- 6.1 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.1.1.
- 6.2 Please note however, that under the *Contract for Sale*, the **risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you or upon collection** of the *Lot* if earlier, and you are advised to obtain insurance in respect of the *Lot* as soon as possible after the *Sale*.

## 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS

- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the *Lot* 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 *Seller*):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the *Lot*;
- 7.1.3 to remove, and/or store the *Lot* at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the *Purchase Price*) and/or damages for breach of contract;
- 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;
- 7.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless you buy the *Lot* as a *Consumer*) 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 *Lot* or part thereof;
- 7.1.7 to sell the *Lot Without Reserve* by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;

- 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 *Sale*) until all sums due to us have been paid in full;
- 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;
- 7.1.10 on three months' written notice to sell, *Without Reserve*, 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 *Sale*) and to apply any monies due to you as a result of such *Sale* in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future *Sale* or to reject a bid from you at any future *Sale* or to require you to pay a deposit before any bid is accepted by us at any future *Sale* in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the *Purchase Price* of any *Lot* of which you are the *Buyer*.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the *Seller*, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other *Expenses* (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.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the *Purchase Price* of the *Lot* (or where you have purchased more than one *Lot* pro-rata towards the *Purchase Price* of each *Lot*) and secondly to the *Buyer's Premium* (or where you have purchased more than one *Lot* pro-rata to the *Buyer's Premium* on each *Lot*) and thirdly to any other sums due to us.
- 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 *Sale* of the *Lot* under our rights under this paragraph 7 after the payment of all sums due to us and/or the *Seller* within 28 days of receipt by us of all such sums paid to us.

## 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT

- 8.1 Whenever it becomes apparent to us that the *Lot* is the subject of a claim by someone other than you and other than the *Seller* (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the *Lot* 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:
- 8.1.1 retain the *Lot* to investigate any question raised or reasonably expected by us to be raised in relation to the *Lot*; and/or
- 8.1.2 deliver the *Lot* to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.

8.2	The discretion referred to in paragraph 8.1:			misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
8.2.1	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			
8.2.2	will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.	10.2		Our duty to you while the <i>Lot</i> is at your risk and/or your property and in our custody and/or control is to exercise reasonable care in relation to it, but we will not be responsible for damage to the <i>Lot</i> or to other persons or things caused by:
<b>9</b>	<b>FORGERIES</b>			
9.1	We undertake a personal responsibility for any <i>Forgery</i> in accordance with the terms of this paragraph 9.	10.2.1		handling the <i>Lot</i> if it was affected at the time of <i>Sale</i> to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
9.2	Paragraph 9 applies only if:	10.2.2		changes in atmospheric pressure; nor will we be liable for:
9.2.1	your name appears as the named person to whom the original invoice was made out by us in respect of the <i>Lot</i> and that invoice has been paid; and	10.2.3		damage to tension stringed musical instruments; or
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	10.2.4		damage to gilded picture frames, plaster picture frames or picture frame glass; and if the <i>Lot</i> is or becomes dangerous, we may dispose of it without notice to you in advance in any manner we think fit and we will be under no liability to you for doing so.
9.2.3	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> .	10.3.1		We will not be liable to you for any loss of <i>Business</i> , <i>Business</i> profits, revenue or income or for loss of <i>Business</i> reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer's</i> management or staff or, if you are buying the <i>Lot</i> in the course of a <i>Business</i> , for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:	10.3.2		Unless you buy the <i>Lot</i> as a <i>Consumer</i> , in any circumstances where we are liable to you in respect of a <i>Lot</i> , 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 <i>Purchase Price</i> of the <i>Lot</i> plus <i>Buyer's Premium</i> (less any sum you may be entitled to recover from the <i>Seller</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 negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
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			You may wish to protect yourself against loss by obtaining insurance.
9.3.2	it can be established that the <i>Lot</i> is a <i>Forgery</i> only by means of a process not generally accepted for use until after the date on which the <i>Catalogue</i> was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.	10.4		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.
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> .			
9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , VAT and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .			
9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.			
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.			
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> .	<b>11</b>		<b>BOOKS MISSING TEXT OR ILLUSTRATIONS</b>
<b>10</b>	<b>OUR LIABILITY</b>			Where the <i>Lot</i> is made up wholly of a <i>Book</i> or <i>Books</i> and any <i>Book</i> does not contain text or illustrations (in either case referred to as a "non-conforming <i>Lot</i> "), we undertake a personal responsibility for such a non-conforming <i>Lot</i> in accordance with the terms of this paragraph, if:
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,			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 "indemnity" is construed accordingly.

**"interpleader proceedings"**: proceedings in the Courts to determine ownership or rights over a *Lot*.

**"knocked down"**: when a *Lot* is sold to a *Bidder*, indicated by the fall of the hammer at the *Sale*.

**"lien"**: a right for the person who has possession of the *Lot* to retain possession of it.

**"risk"**: the possibility that a *Lot* may be lost, damaged, destroyed, stolen, or deteriorate in condition or value.

**"title"**: the legal and equitable right to the ownership of a *Lot*.

**"tort"**: a legal wrong done to someone to whom the wrong doer has a duty of care.

## SALE OF GOODS ACT 1979

The following is an extract from the Sale of Goods Act 1979:

"Section 12 Implied terms about title, etc

- (1) In a contract of sale, other than one to which subsection (3) below applies, there is an implied term on the part of the seller that in the case of a sale he has a right to sell the goods, and in the case of an agreement to sell he will have such a right at the time when the property is to pass.
- (2) In a contract of sale, other than one to which subsection (3) below applies, there is also an implied term that-
  - (a) the goods are free, and will remain free until the time when the property is to pass, from any charge or encumbrance not disclosed or known to the buyer before the contract is made, and
  - (b) the buyer will enjoy quiet possession of the goods except in so far as it may be disturbed by the owner or other person entitled to the benefit of any charge or encumbrance so disclosed or known.
- (3) This subsection applies to a contract of sale in the case of which there appears from the contract or is to be inferred from its circumstances an intention that the seller should transfer only such title as he or a third person may have.
- (4) In a contract to which subsection (3) above applies there is an implied term that all charges or encumbrances known to the seller and not known to the buyer have been disclosed to the buyer before the contract is made.
- (5) In a contract to which subsection (3) above applies there is also an implied term that none of the following will disturb the buyer's quiet possession of the goods, namely:
  - (a) the seller;
  - (b) in a case where the parties to the contract intend that the seller should transfer only such title as a third person may have, that person;
  - (c) anyone claiming through or under the seller or that third person otherwise than under a charge or encumbrance disclosed or known to the buyer before the contract is made.
- (5A) As regards England and Wales and Northern Ireland, the term implied by subsection (1) above is a condition and the terms implied by subsections (2), (4) and (5) above are warranties."

# Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)  
Please circle your bidding method above.

Paddle number (for office use only)

# Bonhams

This sale will be conducted in accordance with Bonhams' Conditions of Sale and bidding and buying at the Sale will be regulated by these Conditions. You should read the Conditions in conjunction with the Sale Information relating to this Sale which sets out the charges payable by you on the purchases you make and other terms relating to bidding and buying at the Sale. You should ask any questions you have about the Conditions before signing this form. These Conditions also contain certain undertakings by bidders and buyers and limit Bonhams' liability to bidders and buyers.

## Data protection – use of your information

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our website ([www.bonhams.com](http://www.bonhams.com)) or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR United Kingdom or by e-mail from [info@bonhams.com](mailto:info@bonhams.com). We may disclose your personal information to any member of our group which means our subsidiaries, our ultimate holding company and its subsidiaries (whether registered in the UK or elsewhere). We will not disclose your data to anyone outside our group but we may from time to time provide you with information about goods and services which we feel maybe of interest to you including those provided by third parties. If you do not want to receive such information (except for information you specifically requested) please tick this box ☐ Would you like to receive e-mailed information from us? If so please tick this box ☐

## Notice to Bidders.

At least 24 hours before the Sale, clients must provide government or state issued photographic proof of ID and date of birth e.g. - passport, driving licence - and if not included in ID document, proof of address e.g - utility bill, bank or credit card statement etc. Corporate clients should also provide a copy of their articles of association / company registration documents, and the entities name and registered address, documentary proof of its beneficial owners and directors, together with a letter authorising the individual to bid on the company's behalf. Failure to provide this may result in your bids not being processed or completed. For higher value lots you may also be asked to provide a bank reference.

## If successful

I will collect the purchases myself ☐

Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details. ☐

Sale title:	Sale date:
Sale no.	Sale venue:
If you are not attending the sale in person, please provide details of the Lots on which you wish to bid at least 24 hours prior to the sale. Bids will be rounded down to the nearest increment. Please refer to the Notice to Bidders in the catalogue for further information relating to Bonhams executing telephone, online or absentee bids on your behalf. Bonhams will endeavour to execute these bids on your behalf but will not be liable for any errors or failing to execute bids.	
<b>General Bid Increments:</b>	
£10 - 200 .....by 10s	£10,000 - 20,000 .....by 1,000s
£200 - 500 .....by 20 / 50 / 80s	£20,000 - 50,000 .....by 2,000 / 5,000 / 8,000s
£500 - 1,000 .....by 50s	£50,000 - 100,000 .....by 5,000s
£1,000 - 2,000 .....by 100s	£100,000 - 200,000 .....by 10,000s
£2,000 - 5,000 .....by 200 / 500 / 800s	above £200,000 .....at the auctioneer's discretion
£5,000 - 10,000 .....by 500s	
<b>The auctioneer has discretion to split any bid at any time.</b>	
Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	
<b>Please answer all questions below</b>	
1. ID supplied: Government issued ID <input type="checkbox"/> and (if the ID does not confirm your address) <input type="checkbox"/> current utility bill/ bank statement. If a corporate entity, please provide the Certificate of Incorporation or Partnership Deed and a letter authorising you to act.	
2. Are you representing the Bidder? <input type="checkbox"/> If yes, please complete question 3.	
3. Bidder's name, address and contact details (phone and email): Bidder's ID: Government issued ID <input type="checkbox"/> and (if the ID does not confirm their address) <input type="checkbox"/> current utility bill/bank statement	
Are you acting in a business capacity? Yes <input type="checkbox"/> No <input type="checkbox"/>	If registered for VAT in the EU please enter your registration here: <input type="text"/> / <input type="text"/> - <input type="text"/> - <input type="text"/>

Please note that all telephone calls are recorded.

Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

## FOR WINE SALES ONLY

Please leave lots "available under bond" in bond ☐

Please include delivery charges (minimum charge of £20 + VAT) ☐

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE INCLUDING BUYER'S WARRANTIES AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.

Bidder/Agent's (please delete one) signature:

Date:

★ Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

**NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.**

Please email or fax the completed Auction Registration form and requested information to:

Bonhams, Customer Services, 101 New Bond Street, London, W1S 1SR. Tel: +44 (0) 20 7447 7447 Fax: +44 (0) 20 7447 7401, [bids@bonhams.com](mailto:bids@bonhams.com)

Bonhams 1793 Limited. Montpelier Street, London SW7 1HH. Incorporated in England. Company Number 4326560.

UK/08/19



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