

Bonhams | mph

22 May 2021 | Bicester Heritage







Bonhams | mph

Specialist Modern, Popular & Historic Motor Car Auctions

Saturday 22 May at 1pm | Bicester Heritage, OX26 5HA

VIEWING - WELCOME BACK

In light of the current government guidelines and relaxed measures we are delighted to welcome viewing. 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 or call +44 (0) 1869 229 477 for more information.

Friday 21 May 9am - 6pm

Saturday 22 May 9am - 1pm

BONHAMS PREVIEW

Video condition reports are available for this auction. A specialist will provide a full report on each car to try where possible to act as your eyes and ears on site.

Please email mph@bonhams.com or call +44 (0) 1869 229 477 to request.

SALE TIME

Saturday 22 May at 1pm

SALE NUMBER

26808

FOLLOW US ON INSTAGRAM

@bonhamsmphclub

ON FACEBOOK

@bonhamsmphclub



BIDS

- Bid online/APP

Register to bid online by visiting www.bonhams.com/26808



Bid through the app.
Download now for
android and iOS



- Bid by telephone/absentee

We require a completed Bidder Registration Form returned by email to bids@bonhams.com.

The form can be found at the back of every catalogue and on our website at www.bonhams.com

Please note we cannot guarantee bids within 24 hours of the sale.

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.

- Bid in person

You can pre-register online at Bonhams.com or obtain a paddle at our Registration Desk.

- New Bidders

You must provide proof of identity when submitting bids. A copy of a government- issued photo identification (driving licence or passport) showing your full name and date of birth, and, if not shown on the ID document, proof of your current address (utility bill or bank statement).

For company account or other entities, please contact us in relation to the documents you will need to provide.

Failure to do this may result in your bids not being processed.

For all other enquiries, contact our Client Services department on:
+44 (0) 207 447 7447 or
bids@bonhams.com

Bonhams 1793 Limited

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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 109, 58, 80, 82 & 111
Back cover: Lot 81 (detail)

To submit a claim for refund of VAT, HMRC require lots to be exported from the UK within strict deadlines. For lots on which Import VAT has been charged (marked in the catalogue with a * or Ω) lots must be exported within 30 days of Bonhams' receipt of payment and within 3 months of the sale date. For all other lots export must take place within 3 months of the sale date.

IMPORTANT NOTICE ABOUT COVID-19

Bonhams continues to hold viewings and sales in accordance to the government guidelines in each region. If local restrictions prevent our salerooms from opening, the sales will either be wholly online or livestreamed from the auction house. Bids will be accepted online, on the Bonhams app, on the telephone and as absentee bids. For up to date information and if you have any questions regarding an upcoming sale please contact Client Services on: +44 (0) 20 7447 7447 or info@bonhams.com

General Information

Admission

Unfortunately no admission is allowed for this sale.

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 (†, Ω, *) 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/26807

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) Title & Registration Documents

Certain vehicle Lots, marked 'N' in the catalogue, are subject to a NOVA Declaration prior to the Buyer making an application to register the vehicle in the UK with the DVLA for a V5C.

Whilst the responsibility of submitting the NOVA rests with the Buyer to do so, Bonhams will facilitate the process by engaging an agent (CARS) to undertake the NOVA on the Buyer's behalf. A fee of £250 + VAT to do so will be added to the Buyer's invoice.

CARS may also assist buyers with a full registration service directly. Please contact +44 (0) 1284 850 950 / info@carseurope.net

For general registration documents enquiries

Please contact beth.hargreaves@bonhams.com

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

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.

For all lot 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.

When can I clear my purchases?

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

Can someone deliver the vehicle for me?

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

Complementary Insurance Cover

Should you buy a car in the auction today, private purchasers will receive 5 days complementary 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

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Richard Stafford

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Paul Darvill



Gregory Tuytens



Paul Gaucher



Gregor Wenner

West Coast USA



Jakob Greisen



Mark Osborne



Mathieu Guyot-Sionnest



Derek Boycks

East Coast USA



Rupert Banner



Eric Minoff



Evan Ide



Greg Porter



Michael Caimano

Collections

Motor Cars

Vehicles must be collected from the sale venue by 12 noon on Sunday 21 March 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)
traffickdesk@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/26808/ and adding the lot number at the end. For example www.bonhams.com/26808/74 to view the Triumph TR6. 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.

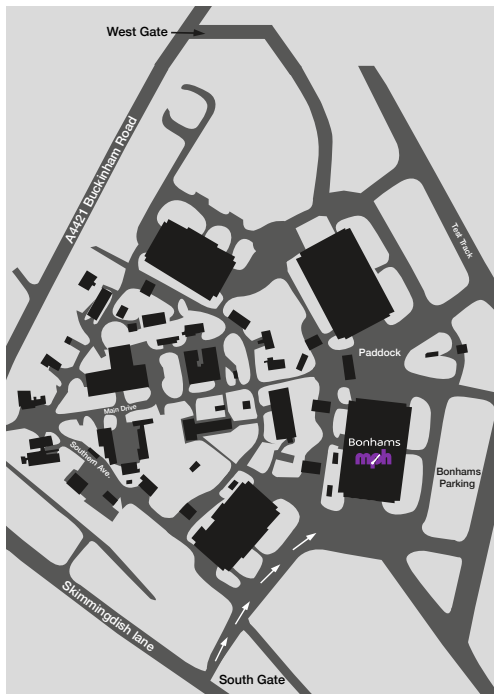
By rail

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.

Automobilia, 1pm

Lots 1 - 40

1



6



1
A Godwin hand-cranked skeleton petrol pump,
for restoration, with sight glass,
hose and nozzle, 160cm high
overall.
£500 - 600

2
An ERN Lake 4 ton bottle jack,
1961, with bar handle, in working
order, together with a trolley jack,
(for restoration) and a Kismet
Trolley Compressor, all in used
and worn condition. (4)
£200 - 300

4 (part lot)



3
Assorted greasers,
oilers and lubrication tools,
including Enots Autoram,
Tecalemit oil cleaners and others,
various conditions, together with
two PCL airline nozzles.
(Qty)
£150 - 250

4
Assorted garage equipment
and packaging,
including two Shell two gallon
cans, three Castrol oil bottles,
assorted funnels and tins,
together with a pair of inspection
ramps, assorted axle stands and
a Redex forecourt dispenser.
(Qty)
£150 - 200

5
A Ribbon Atwood Acceleration
Machine by G.Cussons Ltd
of Manchester,
in wooden case, the door later
glazed with plastic, weathered,
together with a Lucas King of the
Road No 38 Bulb horn (working
order) and a Dunlop Standard
footpump, all used and worn
condition.
(3)
£150 - 250

6
A hand operated vacuum
pump by Nine Elms Iron Works
Pulsometer Engineering Ltd
of Reading,
on cast iron stand with wooden
handle on 36cm drive wheel,
51cm high overall.
£200 - 300

7
Assorted lamps and lighting,
including pair of Lucas Bi-flex long
range L150 headlights; a pair of
Marchal type 632 driving lights, a
Notek blue spot Roadmaster fog
lamp, including some rear lights
and others, various conditions.
(Qty)
£250 - 350

8
Assorted dashboard
instruments,
including British Jaeger
0-120mph speedometer, 11cm
diameter; British Jaeger Rev
counter, 11cm diameter; and
other assorted rev counters,
speedometers, temperature
gauges, various conditions.
(10)
£100 - 200



9

9
Four dashboard clocks,
comprising a small white enamel
dial clock in angled brass mount,
5cm diameter lens (in working
order at time of cataloguing)
and three clocks requiring
repair:- Smiths MA L type, 7.5cm
diameter lens; a Cooper-Stewart
8 day clock, 6.5cm diameter lens;
and an 8 Tage 'Deco' rim wound
clock, 4.5cm diameter lens.
(4)
£100 - 150

10
Assorted spares,
including Shorrock supercharger
casing, W.T. Deaman bulb horn,
other horns and horn parts, a
finned inlet manifold cast BA
19363, conrods, pistons, spark
plugs and sundry spares.
£100 - 200

11
A K2 MG engine block,
with welded repairs, engine
number 592A 69K2 marked
Chromidium to one side, used,
together with an unidentified
crankshaft and cylinder head
for six cylinder engines.
£250 - 350



13

12
Three MG sumps, each used,
cast with numbered plate
MG348/133, worn condition.
(3)
£100 - 200

13
Two MG cylinder heads for
L type 6 cylinder engines,
each used with some cam shaft
bearings and rocker shafts, with
cast alloy rocker cover (one with
repair to lid of cover).
(4)
£600 - 800

14
An MG cylinder head for a
6 cylinder car,
cast CY MG 489103 and
87350C, used, together with a
front apron and undertray made
to fit an MG K Type.
(3)
£200 - 300

15
A Jaguar rocker cover and an
XK150 grille,
the cover stamped C7186 and
6291GS with Jaguar marked cap,
the grille worn with some loss,
together with an XK150 horn push.
(3)
£100 - 200



16

16
A pair of 1 1/2 inch SU model
3251 carburettors,
complete with linkages,
numbered L99827 and L99837,
in fitted shipping crate.
(2)
£200 - 300

17
Assorted carburettor spares,
including SU D12 6, SU D10 6,
SU X10 6 and others, assorted
condition.
£200 - 300

18
Assorted carburettors
and parts,
including SU types and an
un-named large bronze
carburettor, various conditions.
(Qty)
£200 - 300

19
Assorted magnetos and
starter motors,
various conditions, including
BTH and Lucas Magnetos.
(Qty)
£200 - 300



27



28



29



30

20

Five magnetos, comprising Simms SRM4; International Harvester 4 cylinder, number F4-344510 and Scintilla Vertex 4 cylinder type, with two unidentified 4 cylinder and 6 cylinder types, various conditions. (5)
£200 - 300



25

21 Assorted Scintilla Magnetos, including Vertex and SA types, various conditions, with assorted spares. (Qty)
£400 - 500

22 Nine starter motors, including Lucas type, various conditions, used. (9)
£100 - 200

23 Assorted spares, including pistons, conrods, valves and electrical spares including distributors, axle hubs, fuel pumps and an Aero screen, various conditions. (Qty)
£150 - 250

24 A rear axle crown wheel and pinion to fit MG K type 1933/34, by Park Engineering of Wimbourne, late 1980s, apparently unused new old stock, ratio 9:44 part number 383944 in packing box.
£250 - 350

25 An ENV preselecting gearbox fitted with MG gear lever housing and gate, together with a re-cast bell housing, fitted with MG inspection plate. (2)
£600 - 800

26 Two pre-selector gearboxes, comprising ENV type numbered FG38, with makers plaque, another similar ENV type numbered AX210 871, together with an ENV type 75 casing, numbered R1284, all in used condition. (3)
£300 - 400

LOTS 27-30 PLEASE NOTE

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

27 A set of five Dunlop 14½ inch diameter wire spoked wheels, to fit 4½ x 13 tyre, believed new old stock. (5)
£200 - 300

28 Three 19½ inch diameter wire spoked wheels, painted red, together with a similar 19½ inch diameter wire spoked wheel, painted in green primer and a 20 inch diameter Morris wheel, rusted and worn. (5)
£100 - 150



35

29

A set of six 20½ inch diameter wire spoked wheels, recently restored and repainted silver.

(6)

£300 - 400

30

A set of four wire spoked wheels, used, comprising two 19¼ inch diameter fitted with 5.5-18 Dunlop Racing tyres and two 20½ inch diameter fitted with 5.00-19 Dunlop racing tyres.

(4)

£300 - 400

31

Three steering wheels, comprising Jaguar with part of steering column, MG and another lacking boss, used and worn.

(3)

£100 - 150

32

Car Badges, including an RAC Associate with Hull and District enamel centre (some chipping), number N201; three AA post-War badges; a Triumph TR2 bonnet badge; a Totton & District MC LCC badge, with other badges and embroidered patches and a small leaping Jaguar mascot.

(Qty)

£200 - 300

33

A Leaping Jaguar mascot by Desmo, British, post-WWII, chrome plated, 21cm long overall.

£150 - 250



33

38



34

Assorted Motoring books, including William Boddy: The History of Brooklands Motor Course; Jaguar Service Manual for Mk VII and XK120 models and other reference works.

£100 - 150

35

A Fleet Air Arm/Coastal Command sheepskin leather flying jacket,

Irvine type, size small/medium, with painted yellow hood, the back lettered A.R. in white paint, worn, zip broken; together with two leather helmets, a peaked hat, assorted goggles and goggle lenses, various conditions.

(Qty)

£200 - 300

36

Assorted Automobilia, comprising a Carltonware ceramic Bullnose Morris model mounted on a base 14cm long; a Mamod Minor No.1 stationary steam engine in original box; an Atlantic bulb box; a Record miniature anvil; two Motormeters; assorted tyre gauges including Dunlop, Schrader, Rover and other items.

(Qty)

£100 - 200

37

Four boxed Dinky toys, numbers 107, 109, 110 and 133, together with an empty Dinky box for 108 MG Midget Sports; 8 unboxed Dinky commercial vehicles (playworn); 10 boxed Charbens Miniature Series models: a Lesney 1934 Riley mounted on an ashtray; two boxed Lesney Models of Yesteryear numbers 1 and 3; and other die cast models, (various conditions).

(Qty)

£100 - 150

38

An Austin J40 Pedal Car, British, 1960s,

bare shell restoration to include repaint in tartan red, new upholstery, chrome, wheels and tyres. Re-wired with working headlights and hooter. Chassis number indistinct but believed to date to late 1960s.

£3,500 - 4,500



Jaguar XK150 Project

£3,000 - 5,000 No Reserve

Registration no. WUB 658

Chassis no. S824925DN

- *Jaguar XK150 project/parts*
- *Dry stored*
- *Includes chassis, doors, wheels, and a disassembled engine*

This 1959 Jaguar XK150 initially started life as a 3.4-litre right-hand drive coupé, however at some point in its life it was broken up for parts (the date of this is unknown). There is no history available, but the parts include a selection of items, such as a boot lid, doors, seats and many wire wheels – and appear to be mostly solid. There is also a couple of red leather door trims that are also included. The engine is disassembled. Cylinder head, block, sump, crankshaft, rear axle assembly are also included. Chassis appears solid. Also offered with a believed Jaguar XJ6 engine and automatic gearbox.



c.1960 Historic Adult's Go Kart

£800 - 1,000 No Reserve

- *Engineer-constructed*
- *Exciting project*
- *3-speed gearbox*
- *Powerful Honda C65D engine*

This recently discovered racing adult's Go Kart is believed to have been constructed in the 1960s. A traditionally braised and welded tubular frame featuring independent front suspension and twin front drum brakes, powered by a later fitment Honda G65D four-stroke engine displacing some 240cc and rated at 6.7 horsepower. Driving through a three-speed manual believed Villiers gearbox to solid back axle. Offered for restoration, this highly exciting and effective Kart will make a fantastic summer toy.



Motor Cars

Lots 50 - 140



50

2003 Mini Cooper S R53**£2,000 - 3,000 No Reserve**

Registration no. HD03 VHC

Chassis no. WMWRE32000TC76507

Odometer reading. 88,010

MOT expiry date. 18/10/2021

- Full service history
- Long MOT
- New tyres



The car runs and drives very well, four new tyres have recently been fitted, as well as a new steering pump. The car is equipped with a full main dealer and independent service history. Overall, the exterior and paintwork present well bar some minor scuffs on rear bumper and boot loading area. The front bumper has been a touched up, bar one dent on the near side wing. The vehicle has been garaged for most of its life.

Seller Assessment score 69/100

mph

51

2010 Renault Megane**World Series Limited Edition****£2,000 - 3,000 No Reserve**

Registration no. LL59XMY

Chassis no. VFIDZ0V0642413159

Odometer reading. 31,000

MOT expiry date. 22/03/2022

- Special edition Renault Megane
- 1 owner from new
- Low mileage



The World Series Renault Megane and Clio debuted at Silverstone in July 2009 as a UK only special edition model. This 2010 example has only had one owner from new with only 31,000 miles. The car comes with some service history and recently had a new alternator fitted 100 miles ago. Overall, the car is in a very good condition and runs and drives well and as it should.

Seller Assessment score 81/100

mph

52

*Built by Andy Saunders, The Alchemist***1998 Suzuki Wagon R****£2,000 - 4,000 No Reserve**

Registration no. S447 BAA

Chassis no. JSAEMA8IS00200610

Odometer reading. 39,000

MOT expiry date. n/a

- Custom built Suzuki Wagon R
- Designed to resemble a Hummer
- Low mileage



Built by Andy Saunders, "The Alchemist" is a unique custom-built vehicle that's based off of a 1998 Suzuki Wagon R. The vehicle runs and drives well and has a low mileage of 39,000 miles. Saunders built the Alchemist for himself to daily drive, and the car has been finished very professionally. A truly unique one-of-a-kind vehicle.

Seller Assessment score 79/100

mph

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53

1980 MG Midget 1500**£1,000 - 1,500 No Reserve**

Registration no. GSS 85V

Chassis no. GAM6-215685G

Odometer reading. n/a

MOT expiry date. n/a

- *MG Midget project car*
- *Great potential*
- *Spare parts included in sale*

Seller Assessment score 29/100

mph



Acquired by the late vendor in 1981, this 1980 Midget was taken off the road in 2004 to begin the cosmetic restoration. Unfortunately this never took place. The car comes with some history, including a quantity of expired MOTs from the 1980s. The car will require a full restoration and does come with some spare parts including two additional doors and front wings. A straightforward project with great potential and an excellent parts sourcing community.

54

1990 Citroën BX 4x4 GTi**£4,000 - 8,000 No Reserve**

Registration no. H727 YYN

Chassis no. VF7XBF000FR1998K

Odometer reading. 86,500

MOT expiry date. 02/12/2021

- *Very rare Citroen BX 4x4 GTi*
- *Only 4 UK RHD cars believed to be left*
- *Large history file*
- *Recent respray*

Seller Assessment score 84/100

mph



This 1990 example is in good condition and has a low mileage of only 86,500 miles. The car has had a professional re-paint including all the doors and front wings. All inner doors and door shuts were also re-painted in 2018. Please view the online catalogue for full description.

55

1991 Nissan 300ZX**£10,000 - 15,000**

Registration no. H672 AVO

Chassis no. GC232522928

Odometer reading. 140,000kms

MOT expiry date. expired

- *Factory twin-turbo*
- *Long-term ownership*
- *Japanese import*

Seller Assessment score 64/100

mph



Presented is a 1991 300Z Fairlady that's in average but working condition. As the Fairlady nametag suggests, this car is a RHD Japanese import and is the desirable factory twin turbo model. The car comes from a long-term ownership, having been imported circa 2005. The fibreglass panels and the paintwork need attention. This is a good, solid example and there is good potential on offer. Would not require a huge amount of work to be brought back up to a high standard.

2000 Mini Cooper

£15,000 - 20,000

Registration no. X892 DBA

Chassis no. SAXXNRAZEYD183534

Odometer reading. 17,400

MOT expiry date. 01/04/2022

- *Genuine UK car*
- *Exceptional low mileage*
- *Fresh MOT*

Seller Assessment score 82/100

mph

The Rover Mini was the final take on the iconic Alec Issigonis designed car, and the last original Mini to be produced. Officially known as the Mark VII, the Rover Mini offered features not seen before in the car, such as a driver's side airbag, side impact protection beams, and additional sound insulation. These features, including revised front seats, arguably made the Mark VII the most comfortable and usable version of the classic Mini. This 2000 Tahiti blue example was originally supplied new by Lookers Wilmslow to a Mr Brian Wolfe of Cheadle on 9th Sept 2000. The car comes with a large history file, which states that Lookers gave the car its first service in 2001. Megglow Mini then carried out the servicing in 2004, 2005 and 2006 up to a mileage 8,505 miles. Royles Motor Group then serviced the car in 2017 at 16,000 miles. The car was purchased by the vendor in April 2019 from Richard Williams Classic Minis Ltd, and the mileage is now 17,400. Forming part of a private collection, this example is in a truly excellent condition. The bodywork, paint, interior all present well. The engine starts and runs as it should and will be driven to the auction by the vendor. This is a lovely, low mileage example that is increasingly rare to find in this condition. Also offered with a full year's MOT.



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1990 BMW 320i (E30) Convertible

£8,000 - 12,000

Registration no. F67 STF

Chassis no. WBABA420302257147

Odometer reading. 114,000

MOT expiry date. 03/06/2021

- *Six cylinder engine*
- *Recent new hood*
- *Recent cambelt change*

Offering a combination of high performance, exquisite style and full four-seater convenience, the 320i was an instant success and, as Autocar predicted, has since become recognised as a modern classic. An automatic transmission model finished in Red metallic with grey check cloth interior, this delightfully original 320i Convertible is the perfect summer classic. Described as in generally very good condition, with very good bodywork and paint, this stylish soft-top (recently replaced hood) comes with sundry bills, MoT to June 2021 and V5C registration document. The elegant lines of the E30 series BMW really are superb, and when powered by the legendary six cylinder engine, really hits the spot.

Seller Assessment score 89/100

mph



1972 Datsun 240Z

£23,000 - 30,000

Registration no. SFL 342K

Chassis no. 80847

Odometer reading. 23,315

MOT expiry date. 17/03/2022

- *Left-hand drive example*
- *Described as good condition*
- *Extensively restored*
- *Iconic Japanese sports car*

Seller Assessment score 83/100

mph

The Datsun 240Z was one of the best sports cars to come out of the 1970s. The car was overall surprising – not just because it was a new Japanese sports car, but because it offered a 125mph top speed and 0-60 time of 8 seconds – impressive figures at the time. The car also represented excellent value, with a price tag that was only 10% above that of an MGB – but with considerably more performance and practicality on offer. Styled by Yoshihiko Matsuo, the 240Z design has aged incredibly well and has retained itself as an icon with its revvy 2.4-litre straight-six engine. This LHD example is showing 24,232 miles shown on the clock. The car has been previously restored, including according to the vendor, a change from automatic transmission to manual, and is presented in a striking bright yellow colour scheme with black leather interior. It has also been upgraded with a 280Z distributor for improved driveability. The bodywork, running gear, interior and electrics are all described by the vendor as good condition, and the car comes with a small amount of history (with the vendor acquiring the car in May 2020). The car is offered and the car is described overall as being in good condition – offering a great opportunity to own an iconic Japanese sports car.



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59

1976 Mercedes-Benz 350SL Convertible

£9,000 - 12,000

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



1985 Ford Granada 2.8 Ghia X Facelift £5,000 - 7,000

Registration no. B681 KNJ

Chassis no. WF0NXXGAGNES67182

Odometer reading. 56,492

MOT expiry date. tba

- *Rare Granada 2.8 V6 Estate*
- *Exceptional low mileage*
- *Current ownership since 1994*



Seller Assessment score 73/100

mph

This 1985 car is an exceptional low mileage example with only 56,492 miles from new. The Granada has been a victim of the scrap heap over the years, and they are now increasingly hard to find in this condition. This example has had only 3 owners from new, with the vendor owning the car since 1994. Four correct Michelin TRX tyres have recently been fitted, and the car comes with its original service pack (including manual and service history book). There is also a good history file with the car that includes old bills, MOTs, and an MOT history print out. Overall, the exterior and interior of the car is in a very good condition and the 2.8 litre engine starts and runs well. A unique opportunity to acquire an increasingly rare and high spec Granada.

1992 Ford Fiesta 1.1 £3,000 - 5,000

Registration no. K27 OCR

Chassis no. SFABXXBAFBNY16088

Odometer reading. 51,000

MOT expiry date. tba

- *Immaculate MK3 Fiesta*
- *Low mileage*
- *Two keepers since new – the first for 29 years*



Seller Assessment score 81/100

mph

This MK3 example is in exceptional condition and has only 51,000 miles and two keepers from new. It is noted by the vendor that the first keeper owned the car for 29 years. The car also comes with its original service pack (including manual and service history book). There is also a good history file with the car that includes two V5Cs and an MOT history print out. Fords from this era are becoming increasingly hard to find, let alone in this condition. The car also comes with its original Ford radio, key code, and comes with two keys. A rare opportunity.

62

1987 Alfa Romeo Spider S3

£7,000 - 10,000

Registration no. E117 DFC

Chassis no. 02492185

Odometer reading. 136,000 kilometres

MOT expiry date. 31/03/2021

- *Rare right-hand drive example with hard top*
- *Very solid and rust free*
- *Slowly restored over the last decade*



Seller Assessment score 60/100

mph

This 1987 example is a Series 3 model (which was produced between 1983-1989), and is equipped with the "2000" 2.0 fuel-injected engine. The car is a rare right-hand drive model, and is in excellent condition throughout having been restored over the last decade. The car comes with a rare factory hard-top, as well as a factory workshop manual, V5C registration document and full service history. Overall the car is very solid and rust free, with the bodywork and interior being in excellent condition. The car runs and drives very well, and was previously purchased by the vendor from a Bonhams auction in 2014.



63

1973 Triumph Stag

£8,000 - 12,000

Registration no. NKH 686M

Chassis no. LD24151BW

Odometer reading. 126,205

MOT expiry date. exempt

- *Original example*
- *Regularly serviced*
- *Garage stored*



Seller Assessment score 79/100

mph

This 1973 car has been in its current ownership since 2013, and has been regularly serviced and MoT'd throughout its ownership. The car runs and drives very well and has been used on a regular basis, but not excessively. A lot of work on the car was undertaken prior to the vendor's purchase, including a new cylinder head, water pump, new front brake discs and pads, front and rear bushes, springs and joints, as well as an automatic gearbox service. The bodywork is in very good condition, and the underside and engine bay are also very clean. Inside, the car presents very well, however the driver's seat will require a small amount of stitching. The rear seats have also received seat belt fixtures, allowing an additional element of usability. This is a fine example that is ready to be used and enjoyed.



1967 Morris Minor 1000 Traveller

£6,000 - 8,000

Registration no. MVT 247E

Chassis no. MAW5D1174780

Odometer reading. 75,000

MOT expiry date. exempt

- *Low mileage*
- *Restored 2014*
- *One previous owner from new*

The Alec Issigonis designed Morris Minor has served a useful purpose as an everyday car since its introduction in 1948. The car was incredibly popular and versatile not just in saloon form, but in Traveller (Estate), panel van, and pick-up truck form too. This example is an tidy 1967 1000 Traveller that has only had one previous owner from new. The car was purchased by the vendor from his neighbour, and subsequently then restored over a 2-3 year period from 2012-2015. The mileage is also very low at only 70,500 miles, which is rare for a Traveller. The car features its original interior, which is overall in a good condition bar a small rip on the driver's seat. Outside, the car features its original wood frame and fresh powder coated wheels (with new tyres). The car has been unused for the last year, with the last MOT expiring in May 2020. In October 2019, the brakes and carbs were recommissioned, and the car received a full service at that time also. This is an honest example that offers potential for use as a fun classic runabout.

Seller Assessment score 66/100

mph



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65

1967 Alfa Romeo Spider 1600 Duetto

£22,000 - 26,000

Registration no. MVT 760E

Chassis no. AR710152

Odometer reading. 4,500

MOT expiry date. exempt

- *Exceptional low mileage*
- *Rare factory RHD car*
- *In current ownership since 1971*
- *Sold for recommissioning*

The Alfa Romeo Duetto Spider is one of the most iconic Italian sports cars to come out of the 1960s, with the Spider being one of the last known designs of Battista Pininfarina before his passing in 1966. The design proved to be a classic – and remained largely unchanged for three decades. This example is a rare factory right hand drive car – with only 382 RHD cars made with the 1600cc engine. Not only that but the car also has exceptionally low mileage with only 4,500 miles since new. This is largely due to the car being solely used for holidays by the vendor, who himself was a mechanic and who owned the car since 1971. The car comes with a good history file and log book, and has also been garage stored. The bodywork could do with some work in places, but overall the car is in good condition and is very original. The interior is also in good condition, bar the headlining. The engine starts and runs as it should. The car will be sold for recommissioning due to its lack of use, but it could be brought up to a very high standard by a new owner if desired.

Seller Assessment score 55/100

mph



99

1927 Humber 14/40 Doctor's Coupé

£15,000 - 20,000

Registration no. FP 1905
Chassis no. 14475
Odometer reading. n/a
MOT expiry date. exempt

- *Beautiful Humber 14/40 Doctor's Coupé*
- *Previously restored*
- *Good history file*

Seller Assessment score 57/100

mph

The car has been restored, but the date of restoration is unknown (and whether it was before or during its time on the Isle of Man). The car has received very limited use since, and has been used sparingly by the father of the vendor. The car has a low mileage of 56,425 miles but the engine currently does not run and will require recommissioning before being put back onto the road. The car has been dry stored, and can be easily moved. Overall the car is in good condition, but it could be brought up to a much higher standard by a new owner if desired.



19

1925 Humber 12/25 Tourer

£7,000 - 10,000

Registration no. WT 9052
Chassis no. 10150
Odometer reading. 20,880
MOT expiry date. exempt

- *Very original Humber 12/25 Tourer*
- *Low mileage*
- *Good history file*
- *Single family ownership since 1961*

Seller Assessment score 40/100

mph

Never actually restored, the Humber has a low mileage of 20,880 miles and has been used by the vendor's family for trips to local car shows. It is noted that the car was still being used until approximately 10 years ago. Sold for use as is or for restoration. The engine currently does not run, but could be recommissioned for the road with little mechanical work (the vehicle can still be moved easily). Restored or original, this charming 1920s Humber presents itself as a beautiful vintage Tourer with great potential as an element of history or for restoration.



1937 Vauxhall GY 25 Saloon

£7,000 - 10,000

Registration no. JG 9668

Chassis no. GY4227

Odometer reading. n/a

MOT expiry date. exempt

- *Rare Vauxhall GY 25 Saloon*
- *Only 21 known in the UK*
- *Extensive history*
- *Featured in multiple film productions*



Seller Assessment score 48/100

mph

The car is powered by a 25hp 3215cc straight-six engine which is derived from a Chevrolet unit (which was shared with Vauxhall after it was acquired by GM in 1929). This car was first registered in August 1937, and believed to be purchased by the then Archbishop of Canterbury Cosmo Gordon Lang (who was instrumental in the abdication of King Edward VIII). The car has also been used in a number of films, including *Lassiter*, *Magnum*, *Empire Of The Sun* and *London Belongs To Me*. The car is in an original condition and has only had one owner over the last 30 years with bill of sale included in the history file.



1952 MG TD Roadster

£18,000 - 22,000

Registration no. 284 UYF

Chassis no. TD17262

Odometer reading. 90,000

MOT expiry date. exempt

- *Restored in 2014*
- *Converted to RHD*
- *Desirable colour combination*



Seller Assessment score 77/100

mph

This 1952 example was delivered to California when new but came back to the UK in 2014. Upon its arrival it was treated to a full restoration and converted to RHD to aid UK driver enjoyment. The car has been fitted with a Ford P5 gearbox, stainless steel exhaust, walnut dashboard, new hood, and a picnic rack. The vendor reports it is driving well and remains in good all-round order having been dry stored throughout their ownership. The car is in generally good order and it presents very well with its green and tan colour combination. The interior is in very good order throughout: seat facings, dashboard and carpets are in very presentable condition and make any journey a pleasure. In all, a delightful example of this still-popular MG that would be ideal for tours of mainland Europe.



1971 Fiat 124 Special T Saloon

£3,000 - 5,000 No Reserve

Registration no. 148226 LU (not UK registered)

Chassis no. 952432

Odometer reading. 73,000km

MOT expiry date. exempt

- *Very original burgundy 124 saloon*
- *Special T twin cam model*
- *Low kilometres*



Seller Assessment score 53/100

mph

The Special T was launched in November 1970, and featured an uprated twin-cam version of the 1.4-litre engine (which was derived from the Sport Coupe and Spider). This 1974 example, presented in a beautiful burgundy red colour scheme, is an Italian registered vehicle. The car is very original with only 73,000kms displayed. There is little history with the car, but the bodywork, paintwork and interior are all in good condition and present well, bar a large scratch on the boot lid. The car has been a part of a private collection for many years, and has not been run for some time, so the car will require recommissioning before returning to the road. A lovely original example.



1969 Fiat 500L

£5,000 - 8,000 No Reserve

Registration no. H89 599 (not UK registered)

Chassis no. 2302398

Odometer reading. n/a

MOT expiry date. exempt

- *Lovely 500L*
- *Previously restored*
- *Unique alcantara interior*



Seller Assessment score 49/100

mph

This 1969 example is presented in a lovely red paint scheme alongside a unique blue alcantara interior. The car has been restored by a previous owner, and still presents well. The engine however currently does not run and will require recommissioning before being put to active use. The wiring will also require some attention. There is little history with the car, but the bodywork, paintwork and interior however are all in good condition, and the doors shut tightly when closed (as does the sunroof). Overall, the car will require some work, but it could be brought up to a very high standard if desired. Currently a part of a private collection, this lovely example offers great potential as an enjoyable classic runabout.



72

1994 Jaguar XJ40

£3,000 - 5,000 No Reserve

Registration no. L179 XJC

Chassis no. SAJJFALG3AJ686180

Odometer reading. 103,000

MOT expiry date. tba

- *Browns Lane registered XJ40*
- *Good history file with 13 stamps in service book*
- *New MoT*



Seller Assessment score 62/100

mph

This 1994 example was produced in the final year of XJ40 production, and was officially registered as a Browns Lane company vehicle at its assembly plant in Coventry. The car has an extensive history file with its original handbook and service manual (with plenty of servicing, repair invoices and old MOTs). The service book has 13 entries, with the last entry on the 7th August 2018 at 101,841 miles. The car has a current MOT expiry on 10th August 2021, however a fresh MOT will be obtained prior to the auction. Overall the car is in good condition with good solid bodywork and a well-presented interior. The car has been used sparingly by the vendor and the 3.2 AJ6 inline-six engine runs and drives well. A lovely example.



73

1966 Triumph Herald

£10,000 - 12,000

Registration no. HEW 100D

Chassis no. GA213937

Odometer reading. 12,685

MOT expiry date. exempt

- *Low mileage Herald*
- *Lovely red colour scheme*
- *Good history file*



Seller Assessment score 80/100

mph

This 1966 1200 model car is an excellent example with an exceptionally low mileage of just 12,685 miles. The car is presented in a lovely red colour scheme with black fabric roof and black leather interior. The bodywork, paint and chrome and all in an excellent condition. The interior trim and leather also present well. The car is running and driving and as it should, and has a good history file. Heralds make fun and usable classics that are practical and easy to maintain, and this is a very good example.



1972 Triumph TR6

£20,000 - 25,000

Registration no. JYC 426K

Chassis no. CP760060

Odometer reading. 42,800

MOT expiry date. 31/08/2021

- *A nicely restored Triumph TR6*
- *CP 150 BHP model*
- *Manual Overdrive*
- *Walnut dashboard*
- *Vintage Motolita 14" steering wheel*
- *Motor Wheel Services painted Wire wheels*

Seller Assessment score 86/100



A very well presented TR6 the bodywork had a bare metal restoration in 2012 by Hereford Lowbake, fitted with new sills, metal finished panel repairs it was then refinished in Pimento Red Two pack. Beautifully glossy with a deep even shine, although it is now 9 years old it still stands up well and excepting a few age marks, would still look fine on the concours field. During the enthusiast ownership over the last 3½ years the mechanicals have had a thorough overhaul. This 150 Bhp Triumph pulls cleanly and powerfully with plenty of torque. This is a fast car that belies its fifty year origins and would give many young upstart hot hatches a run for their money. Fully serviced engine fitted (Jan 2018) with new timing chain and sprockets; new core plugs; high performance aluminium radiator with electric cooling fan; Borg and Beck clutch kit with new Clutch slave cylinder (Nov 2017); Rotec exchange Alternator October 2017. New fuel system including; new fuel tank; rebuilt injectors; exchange metering unit; new fuel pump; serviced fuel filter assembly with new filter. Benefitting from various upgrades including stainless steel bumpers, a full stainless steel exhaust system and alternator charging. The interior was retrimmed 2019 with new hood fitted by Waboo Automotive, Ledbury. Mot tested (although exempt) in August 2020 this TR6 comes with a file of service and restoration invoices, including fifteen old MOT certificates that indicate that the TR6 has spent long periods of time unused. It has been in a private collection of classics cars since 2010. A wonderful opportunity to purchase a well sorted TR6 ready for the summer motoring season.



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1954 Bentley R-Type 4½-Litre Saloon

£12,000 - 16,000 No Reserve

Registration no. not UK registered

Chassis no. B292YD

Odometer reading. n/a

MOT expiry date. exempt

- *Automatic transmission*
- *Right hand drive*
- *Present ownership since 2011*
- *Acquired in the USA*

Seller Assessment score TBA/100

mph

The rationalisation policy begun in the late 1930s continued at Rolls-Royce after the war with the introduction of standard bodywork. The new 'standard steel' body was available at first only on the Bentley MkVI, the equivalent Rolls-Royce - the Silver Dawn - not appearing until 1949. A separate chassis was retained and the range featured a new design of independent front suspension, hydraulic front brakes, and a new 4,257cc, six-cylinder, 'F-head' (inlet-over-exhaust) engine, the latter enlarged to 4,566cc in 1951. In 1952 a much needed improvement to the standard bodywork arrived in the form of an enlarged boot together with alterations to the rear wings and suspension, subsequent models incorporating these changes being known as the R-Type Bentley and E-Series Silver Dawn. Chassis number 'B292YD' was manufactured in 1954 and has the Rolls-Royce/General Motors Hydramatic four-speed automatic transmission that had recently become available as an option (and would be standardised on the successor Bentley S1). Little is known of this car's history and the documentation on file consists of the original State of New Jersey Certificate of Title and bill of sale when the vendor purchased it from Sports & Specialist Cars of Hopewell, New Jersey in October 2011. Having been stored for the intervening period, the car may require some re-commissioning prior to road use. Subsequently exported, the Bentley is subject to the low import duty rate of 5% should it remain in the UK.



1951 Lagonda 2.6-Litre Drophead Coupé

£50,000 - 60,000

Registration no. 4114 BB

Chassis no. LAG/50/310

Odometer reading. n/a

MOT expiry date. exempt

- *Beautiful older restored example*
- *In current ownership since 1993*
- *Previously restored*

Seller Assessment score 86/100

mph

The Lagonda 2.6 Drophead Coupé, also known as the DHC, was the first car to be produced by Lagonda after the company was purchased by David Brown – the then owner of Aston Martin. Produced between 1948 and 1951 in the form of a saloon, coupé and drophead, the Lagonda was known to be very well engineered at the time, and featured a 2.6-litre twin-overhead cam straight six engine, independent front and rear suspension, as well as a rack-and-pinion steering system. This example was registered on 2nd July 1951 and has been in its current ownership since 1993. The vendor purchased the car alongside a 2.6-litre saloon, whose engine was transferred into the Drophead for its restoration. The original engine number of the drophead and saloon donor car are included in the large history file. The restoration, which spanned from 2001 to 2006, was undertaken by Gavin Lumsden, a known restorer of post-war Rileys, and was a complete body-off procedure. The soft-top was also totally restored, and the interior of the car is completely original bar two new door panels. There are only a limited number of bills that have survived, however there is a good photographic record of the restoration. The car runs and drives very well, and has also recently received a new floor mounted gearbox conversion (replacing the column mounted system) supplied by Aston Services. Overall, the car is in very good condition and has been well cared for during its last 28 years of ownership.



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1959 Streamline 24' Duke Travel Trailer

£22,000 - 28,000

Registration no. W 24 S 2145

Odometer reading. n/a

MOT expiry date. n/a

- *Iconic 1950s American trailer*
- *Recently restored to a conservation standard*
- *Retains many original features*

Seller Assessment score 76/100

mph

The Streamline Trailer Co. was co-founded in 1957 by James "Pat" Patterson and Harry Lovett – two co-designers of the world famous Airstream. Both Patterson and Lovett decided to set up their own company, and were sold the rights to the original Airstream Clipper design. Despite originally being designed in the 1930s, the Streamline (alongside the Airstream) is still incredibly timeless and stylish today. The Streamline came in three models – the Duchess, the Duke, and the Empress. This 1959 example is a 24' Duke model, and has been completely overhauled to a high conservation standard, using all the correct period materials and fixings. The aircraft-grade aluminium has been cleaned to a matt finish, as is appropriate for this make of trailer. Inside, there are extensive surviving fixtures and fittings, which have been restored using conservation methods. The light fittings, pink enamelled metal twin bowl sink, shower tub, four ring gas hob and oven are completely original. There is also a pink 1960s FIAT fridge and a new, on demand gas hot water heater and 12v, 110v and 240v electrics throughout (the 240v wiring has recently been added). All the electrics can be hooked up to the mains at a caravan site. There is a USA towing hitch with electrics, which power an electro-hydraulic braking system (fitted circa. 2012 – which is now disabled). The brake lines and wheel hubs were also extensively restored around that time. The previous owner to the vendor imported the trailer, restored it himself, and used it frequently. These are a rare sight in the UK, and this example offers a tasteful balance of originality with modern features.



1974 Aston Martin V8

£50,000 - 70,000 No Reserve

Registration no. GAD 800N

(not currently UK registered) (see text)

Chassis no. V8/11252/RCA

Odometer reading. n/a

MOT expiry date. exempt

- *Series 3 model with Weber carburettors*
- *Automatic transmission*
- *Rare electric sunroof option*

Seller Assessment score TBA/100



Testing an Aston martin V8 Series 3 in November 1973, *Autosport's* John Bolster observed that even a short drive proved that the luxurious Aston was, above all, still a sports car: "It has the sheer cornering power of light competition cars, with the responsive steering of the best vintage marques. In spite of its weight, it has acceleration which is outstanding among even among the world's most exotic speed models." Its accompanying BMIHT Certificate states that this Aston Martin V8 was delivered new to Plough Motors & Co Ltd of Stonehouse. The car was delivered fitted with the following items of factory fitted equipment: automatic transmission; electric sunroof; lockable centre armrest; over-riders; side repeater flashers; side marker lights; large-capacity fuel tank; heavy-duty shock absorbers; AM/FM radio/cassette player; two headrests; and two door mirrors. When last registered in the UK the Aston belonged to Mr Dennis Clark of Wiltshire and before him to Patrick Gregory of Somerset (copay V5C on file). Having been stored for the intervening period, the car may require some re-commissioning prior to road use. Please note that should car remain in the UK, an import duty rate of 5% is applicable.



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1974 Jaguar E-Type Series III V12 Roadster

£35,000 - 40,000

Registration no. PKC 363M

Chassis no. 1S2658BW

Odometer reading: 180,000

MOT expiry date. exempt

- *V12 Series III E-Type*
- *One owner car*
- *Good condition*

Seller Assessment score 60/100

mph

The Jaguar E-Type is one of the company's most iconic cars, and was famously labelled by Enzo Ferrari as "one of the most beautiful cars ever made". Production of the E-Type spanned 14 years from 1961 to 1975 in Series I, Series II and Series III format. The Series III model was first introduced in 1971, and featured an all-new 5.3 litre V12 engine that replaced the 4.2 litre straight-six in the Series II. Other improves for the Series III included uprated brakes and power steering, with options added for wire wheels, air conditioning and an automatic transmission. This 1974 example we are told, is a one owner E-Type which is exceptionally rare to find for a car of this era. Presented in Azure blue with black interior, the car is in a fair to good, well used condition and is currently on its second engine after an irreparable issue with its original. We are told it's running and driving well, however the engine bay is relatively tatty and could do with smartening up. This example is also fitted with the optional automatic transmission. The vendor states the roof and interior are in good condition, as is the bodywork. This is an honest example of one of the most famous Jaguars the company ever produced.



1978 Ford Escort Mexico

£50,000 - 60,000

Registration no. HCX 602S

Chassis no. GCATUY00533

Odometer reading. 0005

MOT expiry date. exempt

- *Iconic Escort Mk2 Mexico*
- *Recently restored to a very high standard*
- *Only completed circa. 5 miles since restoration*
- *Matching numbers car*

Presented is a rare opportunity to purchase an immaculate and fully restored example. This model, manufactured on 7th April 1978, has completed only some 5 miles since it's full and complete restoration, which was undertaken by the vendor to the highest of standards – down to the very last nut and bolt. The car has been in it's current ownership since 2013, and we are informed that the bodywork, paintwork, interior, mechanicals and electrics are all in excellent, better than new condition – with all the panels being original. The car also drives incredibly well. Rarely do such examples come to the open market – this a unique opportunity.

Seller Assessment score 97/100



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1997 BMW 840Ci

£15,000 - 18,000

Registration no. R44 DMB

Chassis no. WBAEF82030CC66692

Odometer reading. 81,000

MOT expiry date. 20/04/2022

- *Good mileage*
- *Full service history*
- *Recent work including new fuel lines*
- *Four new tyres*

The BMW E31 8 Series was the pinnacle of the BMW line-up in the 1990s, and is now becoming increasingly appreciated in the classic car market. First shown at the 1989 Frankfurt Motor Show, the 8 Series was launched to challenge the likes of the Mercedes C126 and its successor, the C140. The design was elegant, yet imposing with its pillarless and frameless windows, and the car offered a wealth of innovations including an impressive 0.29 drag coefficient. This 1997 example is in excellent condition and has only completed 81,000 miles from new. The vendor purchased the car in 2003 and has used it sparingly ever since. In total the car has only had 3 owners and comes with a full service history (up to 79,000 miles), a spare key, service pack, and a good history file with sundry bills. The car has recently received four new tyres, fuel lines, brake pipes and brake pads. The exterior paint and bodywork present very well, and the interior is also in good condition. The 4.4 litre V8 also runs exceptionally well and as it should. A lovely example that is increasingly rare to find in such a good condition.

Seller Assessment score 91/100

mph



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1971 Buick Riviera Boattail

£24,000 - 28,000

Registration no. V5C applied for

Chassis no. 494871H917311

Odometer reading. 92,024

MOT expiry date. 01/03/2021

- *Monstrous 455ci (7462cc) engine*
- *Futuristic styling*
- *Recently restored example*

Buick has for many years represented a cornerstone in American car design and production - the Riviera being no exception sporting six-window hardtop styling with a high quality interior. The elegant lines sported new 'Coke bottle styling', with the middle of the body tapering in and sharp angles front and rear. Offering the same power as the bigger Buicks but with less weight, the Riviera had excellent all-round performance, thundering to 0-60mph in about eight seconds. This rare, first year of production, 3rd generation Buick Riviera features the desirable Boattail styling and louvered boot lid. Retaining its original 455 cubic inch (7,456cc) big block motor with floor shift automatic transmission the car runs and drives very well. Sold new in Texas, USA, where it had 2 owners prior to the current owner. During the enthusiast ownership the car has been stripped, repainted, retrimmed and a new clutch has been installed. Imported into the UK earlier this year the registration application to the DVLA is underway. All UK taxes have been paid. Offered with copy Texas title and two sets of keys. A nicely restored example ready to be enjoyed by the fortunate new owner.

Seller Assessment score 80/100

mph



1956 Ford Thunderbird

£25,000 - 35,000

Registration no. 520 XVM

Chassis no. P6FH257742

Odometer reading. n/a

MOT expiry date. exempt

- *Iconic American classic*
- *Recently restored*
- *Automatic transmission*
- *Offered with hardtop*
- *Imported in 2016 (duties paid)*

Seller Assessment score 80/100

mph

Today the 1955-'57 Thunderbirds are among the most desirable and sought after of post-war American automobiles. They enjoy cult status like many American cars of this period and are very popular in the Middle East. A recently restored example, this 'Little Bird' has the 312ci (5.1-litre) Thunderbird Special V8 engine and automatic transmission, a combination that came with a maximum power output of 225bhp. The car was fully restored in Beirut in 2020 and in January 2021 was imported into the UK (all duties paid). We are advised that the chassis, engine, body, electrics, suspension, brightwork, and running gear have all been restored, and that the car has been fully re-trimmed. In addition, this car comes with the rare classic 'porthole' hardtop, and a soft top with frame (non standard). Running and driving well, this lovely example is ready to go.



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1973 Mercedes-Benz 450 SLC

£16,000 - 18,000

Registration no. YNE 883L
Chassis no. 10702312000820
Odometer reading. n/a
MOT expiry date. exempt

- *Desirable SLC*
- *Early 70s model*
- *Robust 5.0-litre engine*

Seller Assessment score 66/100

mph

The R107 Mercedes SL stands as one of the longest running passenger cars sold in Mercedes history. This is unsurprising with such an elegant and timeless design, and the car still looks as good today as it did when it was first unveiled back in 1971. This model is the much more rare C107 SLC, which stands for SL Coupé and had a hard top roof, replacing the W111 coupé back in 1971. The SLC was only produced until 1981 whilst the standard SL roadster continued through to 1989. This example is a US spec car, however the current owner has fitted the European style bumpers, giving the car a much cleaner and more understated look. The bodywork is also in good condition and has just received fresh paintwork. The car was originally imported from the USA to Lebanon in 2000, and the current owner has owned the car since 2019 in Lebanon. The car also comes with a good history file. Overall the car presents very well and can be enjoyed for many more years to come.



1994 Lotus Esprit

£25,000 - 30,000

Registration no. M541 HJF

Chassis no. SCC082910RHA61257

Odometer reading. 61,500

MOT expiry date. 15/04/2022

- *Right Hand Drive*
- *Modest Mileage*
- *Desirable Colour Combination*

Offered in Monaco white over a red leather interior, this limited run, number 62 of 142 built example has been meticulously looked after by the current vendor. Having come from a private collection, this example has been treated to much work including service history from marque specialists Paul Matty Sport Cars. Showing a mere c.61,500 miles on the odometer, the Esprit, presented in good order throughout, is said to drive very well and is ready for a new custodian.

Seller Assessment score 100/100



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2005 Bentley Continental GT Coupé

£22,000 - 26,000

Registration no. M66 EJW

Chassis no. SCBCE63W75C027951

Odometer reading. 12,000

MOT expiry date. 08/06/2021

- *Beautiful Dark Sapphire Continental GT*
- *Full service history*
- *A well-presented example*

Seller Assessment score 90/100



The Bentley Continental GT launched in 2003 as one of the most impressive Bentleys ever produced – and received widespread critical acclaim. Powered by a then all-new 6.0-litre Twin-Turbo W12 engine, the car produced a mighty 560bhp and 479lbft of torque that propelled the 2.5 ton car to 60mph in 4.8 seconds. The car was also the first car to be developed under the company's new Volkswagen Group ownership, and marked a new era for the marque. Not only that, but the car was also the first luxury car to be produced by Bentley for the mass market. Today, Continental GT's represent excellent value and still look just as good today as they did when they were first launched in 2003. This 2005 example had its pre-delivery inspection on 23 February 2005 at Michael Powles Bentley Limited, and is presented in a stunning colour combination of Dark Sapphire Pearl metallic with a beige leather interior. The interior is also finished with a matching Dark Sapphire leather trimmed dashboard (to match the exterior), and walnut wood veneers. The vendor purchased the car in July 2019 and has kept the car part of a private collection. The bodywork and paintwork are in excellent condition, and the car has received a protective layer of Gtechniq Platinum paint protector in July 2019. The interior also presents very well, and the W12 engine also runs very smoothly and performs as it should. There is a full service history folder with the car, including full stamps at Michael Powles and Bentley Leicester. The mileage is very low for a Continental, having completed just 12,000 miles – offering potential as a collector's item. A beautiful modern Bentley.



2003 Mercedes-Benz SL350

£8,000 - 12,000

Registration no. YS03 VFR

Chassis no. WDB2304672F054803

Odometer reading. 75,480

MOT expiry date. 26/10/2021

- *Solid example*
- *Striking colour combination*
- *Great for road trips*

Retaining the glamorous looks of its predecessors the SL for the noughties ushered in much new technology to improve the driving experience. As always Mercedes-Benz offered a choice of engines including a 3.7-litre as used in this SL350 model. This example has lasted very well, a testament to the care bestowed on it by its previous owners. The bodywork is in good order and the paint is too: trim, wheels and tyres are good. The interior – always a comfortable, attractive place to be sat and especially on long journeys – has lasted well and seats, door cards and dashboard present well. The mechanicals keep the thread going, the engine starting and running well – the car comes to market with a long MoT, relating invoices and a V5C document.

Seller Assessment score 79/100

mph



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1991 Audi Quattro Turbo 20V S2 Coupé

£18,000 - 22,000

Registration no. TBA

Chassis no. WAUZZZ 8B Z MA009372

Odometer reading. 75,945

MOT expiry date. 06/07/2021

- *Early example of a landmark car*
- *Excellent specification including air conditioning*
- *Exceptionally good history and fully serviced*

Seller Assessment score 85/100

mph

The Audi Quattro is a truly landmark car, introducing the motoring public to all-wheel-drive in an everyday car, rally-proven technology that was cleverly engineered to be immensely exciting and usable. The Quattro presented here is a rare and early example, especially in terms of its unmolested originality; only the exhaust having been changed from the original specification, a Scorpion system having been fitted by a previous owner during his 12 years of ownership - probably in the late 1990s. The car has covered a low mileage and was laid up and carefully stored from 2011 until recently. It is one of the first UK-delivered 3B models in the LY3H launch colour of Laser Red paintwork with Jacquard Satin interior and the rare (and expensive at the time) option of air-conditioning whilst also fitted with an electric sunroof. There is a comprehensive history file with the car, with a fully stamped service book and a full complement of handbooks and other literature, including the original delivery sticker, with all the ordered options listed. In addition to the recorded services, the present owner has had a full inspection and service carried out by an Audi specialist, within the last month. A unique opportunity to acquire a rare S2 in super overall condition.





The ex-Royal Household

2013 Range Rover Vogue SE

£30,000 - 40,000

Registration no. OY13 TBU

Chassis no. SALGA2JE7DA1158

Odometer reading. 38,420

MOT expiry date. 22/06/2021

- *Royal Range Rover*
- *Low mileage with a high specification*
- *Full service history with warranty (expiring July 2021)*

A rare opportunity to purchase a Range Rover with links to the Royal Family. This L405 Range Rover was originally supplied new to The Duke and Duchess of Cambridge via Land Rover's VIP Department in 2013, and is also fitted with many additional features. The car has been photographed with the Duke and Duchess of Cambridge on a visit to Perthshire in 2013, and is presented in the beautiful 'Baltic Blue' colour scheme with Almond and Espresso leather interior (both of which have been treated with Jewelultra Diamondbrite paint and leather protector to ensure longevity).

The SE Vogue model, powered by a 4.4-litre V8 diesel engine (340hp), was given to the royal couple for their own personal use. The L405 Range Rover has been a popular vehicle with the Royal Family, and is a model still used by the family today. Usually, Land Rovers and Range Rovers used by the Royal Household have the vehicle registration numbers changed once out of service, making it difficult to confirm their famous history. This example is a rare exception to this.

Seller Assessment score 100/100



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The car has a low mileage of only 38,420 miles, and comes fully equipped with 20" alloy wheels, auto high beam assist, advanced park assist, heated front & rear seats, a panoramic glass roof, side steps, electric front seats, Meridian sound system, front & rear parking sensors (with reversing camera), remote garage door opener, remote park heat facility, a drinks fridge, electric tow bar, and Land Rover premium carpet and rubber floor mats (both of which are in excellent condition).

The car also features a range of safety kit including ABS, additional curtain and thorax airbags, plus a range of electronic driver aids such as stability control and emergency brake assist. The vendor purchased the car in July 2020 from Jardine Lancaster Bracknell, and the vehicle is also supplied with a full service history, a Land Rover warranty until July 2021, and a free Land Rover annual service in 2021 at JLR Slough. Overall we are told the car is in excellent condition and drives very well, presenting itself as a rare opportunity to acquire a vehicle with Royal roots.



1968 Aston Martin DB6 Sports Saloon

£60,000 - 90,000 No Reserve

Registration no. YMO 32F

(not currently UK registered) (see text)

Chassis no. DB6/3351/R

Odometer reading. n/a

MOT expiry date. exempt

- Automatic transmission
- Present ownership since 2012
- Requires re-commissioning

Seller Assessment score TBA/100



"The object of the changes (in creating the DB6) has been to make room for adults in the two occasional back seats, but at the same time the opportunity has been taken to make a number of detail improvements to the rest of the car." – *Autocar*, 1965. According to the accompanying copy guarantee form, '3351/R' was delivered new equipped with automatic transmission; power assisted steering; chrome road wheels; heated rear screen; Motorola radio; power operated aerial; three-ear hubcaps; Webasto sunroof; Marchal fog/spot lamps; and front safety belts. The car was finished in Oystershell with red leather interior, and was first owned by one Anthony B Davies of London, its original registration being 'KLR 56D'. Servicing at the factory is recorded up to August 1973. When acquired by the owner at a UK auction in 2012, the Aston was registered to Mr David Atkinson of Sunderland, its previous owner (from 1987) having been Mr Michael Squirrel of Kent. The car was said to have "driven and run well" when last taxed and MoT'd in 2010. Exported after the 2012 auction, the DB6 will attract the low import duty rate of 5% and will require re-registering if it is to remain in the UK. It will, of course, also require re-commissioning before further use.



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1968 Triumph TR5 Pi Overdrive Model

£30,000 - 40,000

Registration no. SHN 800F

Chassis no. CP1543

Odometer reading. 96,991

MOT expiry date. exempt

- *UK RHD car*
- *Recent extensive restoration*
- *Iconic and rare model*

Seller Assessment score 88/100

mph

Purchased by the vendor in July 2014 from a UK auction as a project, the car had been garaged and undriven for approximately 8-10 years. When purchased, the car was a non-running vehicle. Since then, the car has received an extensive restoration, including a stripped chassis and body that was both sand blasted and protected with a protective coat, and then resprayed from the original Valencia Blue to the Royal Blue you see today. The engine and gearbox were also completely rebuilt with a new upgraded suspension and springs, new polyurethane bushes, new springs, radiator, brake discs, callipers, pads, copper pipework, and a new stainless steel exhaust. Outside, the car features new chrome trims, original refurbished wire wheels, and much more. Inside, the car also received a re-venered dashboard, clocks and dials which were disassembled and cleaned, reupholstered seats and a new carpet. The car also comes with a good history file, showing that a Mrs Lorraine Allan purchased the car in 1994 and then by TR GB where a Mr Seymour purchased the car in 2003. The history file contains receipts and photos detailing the restoration works. Triumph also have an excellent and active owners club known (the TR Register) for a new owner to join if desired. The car is said to be running and driving very well, offering a rare opportunity to acquire one of the best classic British sports cars.



The property of Richard Stewart Williams 'Old Min', the ex-Peter Sellers/Spike Milligan

1930 Austin Heavy Twelve Open Road Tourer Deluxe

£25,000 - 35,000 No Reserve

Registration no. GO 3252

Chassis no. 68282

Odometer reading. n/a

MOT expiry date. exempt

- *First acquired by Spike Milligan in the 1950s*
- *Owned by Peter Sellers at the time of his death in 1980*
- *Totally restored by RS Williams 2012-2015*
- *Little used since restoration*
- *Serviced for sale and fully operational*

Seller Assessment score 93/100

mph

This beautiful Austin Heavy Twelve Open Road Tourer has the unique distinction of having been owned by two members of the famous British comedy ensemble, The Goons: Spike Milligan and Peter Sellers. Affectionately known as 'Old Min', the Austin took its name from one of The Goon Show's many comic characters: elderly spinster Minnie Bannister. Acquired by Milligan in the 1950s, 'Old Min' was coveted by Sellers, a lifelong motoring enthusiast, from the moment he first saw it. Launched in late 1921, the Twelve owed its success to Austin's superior build quality and the soundness of the basic design. The engine was a five-bearing side-valve four displacing 1,661cc (1,861cc from 1927), delivering 40-45mph cruising and circa 26 miles per gallon. Enduringly popular, the model remains a favourite with Austin enthusiasts. While his growing international fame and wealth enabled Sellers to indulge his taste in fine thoroughbred automobiles (he would own various Rolls-Royces, Aston Martins and Ferraris), he never forgot 'Old Min', and when Milligan lost his licence he became its owner in 1968.



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By this time Sellers had met the world-renowned Aston Martin specialist Richard Williams, who took on the role of the actor's 'fleet manager'. Having enjoyed the Austin for 11 years, Sellers gave 'Old Min' back to Milligan only to retrieve the car almost immediately as he felt his friend was failing to care for it properly. The car's history following Sellers' death in 1980 is not clear, but Richard Williams later became acquainted with one of the subsequent owners and was able to purchase 'Old Min' in March 2010. In 2012 Richard commenced a total restoration to Sellers' famously exacting standards, a long and painstaking process that would take the next three years to complete. The original hood was retained; the upholstery sympathetically refurbished; and the engine rebuilt by Vintage-era Austin specialist, Bob James. Richard spent over £45,000 on the restoration, and his detailed summary of the costs may be found in the extensive history file together with old photographs, various invoices, magazine articles, and an original handbook inscribed 'Property of Spike Milligan – please return'.

Used sparingly since the restoration, 'Old Min' is in fully operational condition and will have been fully serviced immediately prior to sale. Shortly after the rebuild's completion, 'Old Min' was road-tested by Andrew Roberts for an article in *Classic & Sports Car* magazine (March 2016 edition, copy on file) in which he succinctly sums up its unique charm. "This test possibly means more to me than almost any other I've done for C&SC," he declared. "In my day job as a film historian, I genuinely regard Peter Sellers, at the height of his powers, to have been the finest actor in post-war British cinema, and so the experience of riding in Old Min was on a par with another motoring scribe driving the former property of Graham Hill or Jim Clark." One can only envy the Austin's fortunate next owner.



1968 Aston Martin DB6 Sports Saloon

£120,000 - 150,000 No Reserve

Registration no. PYR 916F

(not currently UK registered) (see text)

Chassis no. DB6/3372/R

Odometer reading. n/a

MOT expiry date. exempt

- *Converted from automatic to five-speed manual transmission in the 1980s*
- *Mk2 Vantage engine block*

Seller Assessment score TBA/100



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According to the accompanying copy guarantee form, '3372/R' was delivered new equipped with automatic transmission; power assisted steering; chrome road wheels; heated rear screen; power operated aerial; three-ear hubcaps; and front safety belts. The car was finished in Dubonnet Rosso with tan leather interior and was first owned by Mr P A Bass of Leicestershire. It is understood that the conversion from automatic transmission to the current five-speed manual gearbox was carried out by Chevron specialist Vin Malkie, whose Manchester garage maintained the car from 1981 to 1989. The engine block, a later Mk2 Vantage component, dates from this period. The suspension was rebuilt around 21 years ago and the bodywork repainted in Silver Birch by Eaton Square Garage circa 20 years ago. The seat leather is original and un-restored. The previous owner acquired the Aston in 2006, carrying out light restoration and only driving the car on day trips during summer months.

When the DB6 was sold to the current owner at Bonhams' Aston Martin Works auction in 2012 (Lot 233), it was stated that the most recent maintenance had included renewing the rear springs; fitting an aluminium radiator and new fan cowlings; Zircos coating the exhaust manifolds; and replacing both front sections of the exhaust with stainless pipes and flexible connections. Having been stored for the intervening period, the car may require some re-commissioning prior to road use. Exported post-sale, the car is subject to the low import duty rate of 5% and will require re-registering if it is to remain in the UK.



*Ex-Pat Moss, Monte Carlo Rally***1958 Austin A40 Farina****£40,000 - 50,000**

Registration no. XOE 778

Chassis no. AA2S62642

Odometer reading. n/a

MOT expiry date. exempt

- *Ex-Pat Moss/Ann Wisdom A40 rally car*
- *Won ladies prize and 10th overall on 1959 Monte Carlo rally*
- *Previously restored in 1980*

Seller Assessment score 66/100**mph**

The Austin A40 was a historically significant car for Austin, and is often overlooked in the history books. The A40 marked a dramatic change in the design language of BMC, with many brands looking towards Italian design houses to style their everyday family cars. With its new design, the Austin A40 also received a new name – "Farina" – which was a tribute to Battista Farina's Pinin Farina design studio in Turin, Italy. Marked as a replacement for the A35, the A40 (which nameplates represented the power output) is hailed as one of the first iterations of the modern hatchback design.

This 1958 A40 Farina "XOE 778" is a most historic example that in the hands of Pat Moss and Ann Wisdom won the ladies prize at the 1959 Monte Carlo Rally – where they impressively finished 10th overall. The car is accompanied with a good file and buff log book, with images and stamps documenting the car's extensive history. The vendor has also documented the use of the car after it was purchased in September 1991 and prepared for stage rallying by Parkinson's Mullusk Co. Antrim. The documentation shows that the car competed in five rally's in 1992, including the Donegal Historic Rally, Cork Historic Rally and the circuit of Ireland History Rally.



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The A40 was featured in the first ever issue of Practical Classics in 1980 where they fully restored the car. Some 40 years on the A40 will again be on the cover of Practical Classics to celebrate the magazines milestone. Today, the car is in a good and usable condition and retains many historic and original stickers, and was made ready for road use by Robert Dickson in November 2016.

Overall, the bodywork is solid and presents well, however there are small blemishes as you would expect with a competition car. Inside, the interior is purposeful but shows that it has been put to good use, and comes equipped with roll cage and bucket seats. The car offers a new owner the rare opportunity to own a piece of history, with the option to use the car as is or further enhance the performance and return to the rally stages in anger once more.

Above right: A40 'Zoey' - Pat Moss and Anne Wisdom before start of 1959 Monte Carlo Rally

Below right: A40 'Zoey' - Pat Moss and Anne Wisdom Monaco prize giving 1959 Monte Carlo Rally



A40 Zoey as found at John Chatham's yard c.1977



A40 Zoey after 1985 Coronation Rally Paul Rosenthal and Paul Skilleter with trophies

1999 Ferrari 456M GTA

£35,000 - 40,000

Registration no. tba

Chassis no. 2FFWP5OC000116381

Odometer reading. 22,636

MOT expiry date. tba

- *Low mileage 456GTA*
- *Extensive history file*
- *Recent major mechanical work*

Seller Assessment score 80/100

mph

First introduced in 1992, the 456 GT was a true 2+2 sports car and was the first modern Ferrari to revert back to a V12 front engine rear-wheel drive layout. The 456M was an updated and improved version of the standard 456 that was first unveiled in 1998, featuring improved aerodynamics and a more luxurious interior. This example is a 1999 car with date of manufacture shown as 26 June 1999, and is presented in Argento Nurburging metallic with a burgundy leather interior. The car comes with a large history file, which shows that the car was originally shipped to Hong Kong from the factory. However on 2 February 2000, the car was then shipped to the UK where the car was registered on 3 March 2000, and has remained ever since. Accompanying the car is a service record, showing regular servicing with major supplier Maranello & Graypaul from the date of UK registration to 8 September 2014. Also during this period a full cambelt service was carried out on 4 February 2013 at 17,797 miles. On 25 May 2015, the current owner authorised Dick Lovett to carry out a major overhaul of the car – a 9 month process. This included an overhaul of the engine, brakes, suspension, hydraulics and alarm system. Inside, all the dashboard knobs and switches were also refurbished. Regular servicing has continued to be carried out by Dick Lovett, who also undertook a complete gearbox repair and overhaul after a failure in January 2020. This is now completely repaired with the gearbox now functioning very well and as it should. The car is currently showing circa 22,636 miles. Overall, this is an excellent and well looked after example of an increasingly sought after modern Ferrari.



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2010 Range Rover 4.2 V8 Supercharged Autobiography

£12,000 - 16,000

Registration no. LX10 EYR

Chassis no. SALLMAME3AA320312

Odometer reading. 132,000

MOT expiry date. 14/07/2021

- *Top of the range example*
- *Ultimate luxury Range Rover*
- *Well maintained example*

Seller Assessment score 82/100



As its development progressed successive Range Rover models retained the go-anywhere capabilities of the first but became quicker and more luxurious, as this 5.0-litre supercharged Autobiography model shows. Offering the ride and comfort of the plushiest saloons, today they represent great value and especially so when as well presented as this example, which pleasingly comes with extensive history across its 132,000 miles. Purchased new on 23rd February 2010 from Beales Land Rover Group the original bill of sale is on file. Totally some £77,940 option extras include privacy glass, tyre pressure monitoring system, grand black lacquer wood trim, jet black headlining in addition to the standard TV, SatNav and reversing camera. Service receipts on file confirm Beadles carried out early services, prior to specialists Bob Pilbeam Vehicles Technicians, Hailsham from 2015 onwards. Receipts total some £6,500 for servicing works in recent years, including the important timing belt change at 100,000 miles. A very well maintained example this enthusiast owned example presents well in Black, with matching black leather interior. Driven to the sale this presents exceptional value for money.



2013 Smart Fortwo Brabus

£12,000 - 15,000

Registration no. BG13 BGV

Chassis no. WME4514332K697418

Odometer reading. 22,309

MOT expiry date. 26/04/2022

- *Low mileage of 22,309 miles*
- *2 previous owners*
- *Fresh MOT*

Seller Assessment score 85/100



The Smart Fortwo Brabus is a sporty Smart that embodies the luxury of a Brabus vehicle but in a smaller package. The partnership between Smart and Brabus has proved highly successful since the first Fortwo Brabus was produced in 2003. This second generation example is a bespoke special colour black and gold car with only 22,309 miles from new. Brabus is famous for its performance tuning and this 'Pocket Rocket' has an enhanced engine with 102 PS instead of the regular 82 PS. It is more special because of the paint. The paint is a bespoke colour mix from Brabus reportedly only used on 5 cars. The car is in excellent condition and is presented with a tailor made 'Black and Gold' exterior and interior colour package, individual 'Pearl Gold' alloy wheels, and a bespoke tritop fabric soft top. The car also features the external light package with Brabus headlights with titanium coloured surrounds. Inside, the car features a tailormade leather package with gold seam stitching, leather steering and 'Pearl Gold' accent interior. The Brabus tuned Smarts also boast a 10mm lowered sports suspension and further interior features such as Brabus specific instrument dials, a leather and aluminium gear knob, aluminium handbrake, stainless steel pedals and a Sports exhaust with two central tail pipes. A truly unique example.



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2018 Mini Cooper Hatchback

£20,000 - 22,000

Registration no. OO18 BBB

Chassis no. WMWXU72080TN42385

Odometer reading. 600

MOT expiry date. exempt

- *High specification F56 Mini*
- *Low mileage of just 600 miles*
- *Just serviced*

Presented is an almost new Mini Cooper 5-door Hatchback with just over 600 miles. The car has just been serviced, and still includes the remainder of Manufacturer's Warranty until 28 November 2021. The car is specified in Midnight Black with Mini Yours Leather Interior Lounge. Externally, the car features the 17" Cosmos Spoke Black Wheels with run flat tyres, electric folding mirrors, chrome line exterior, sun protection glass and LED fog lights and headlights. The interior is equally well equipped with a sports leather steering wheel, comfort access, chrome line interior, reversing assist camera, Apple CarPlay preparation, panoramic glass roof, velour floor mats, sport seats with heated function, anthracite roof lining, and the Harman-Kardon sound system. The 1.5-litre petrol engine is also mated to the dual-clutch automatic transmission. These are fun little cars that feel at home in any setting, rural or urban. The car is as new and immaculate and offered at a great saving from the new price of just under £32,000.

Seller Assessment score 98/100



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2003 BMW E46 M3 Convertible with Hardtop

£12,000 - 16,000

Registration no. GU03 HUI

Chassis no. WBSBR92040EH78283

Odometer reading. 97,100

MOT expiry date. 08/11/21

- *Good condition E46 M3*
- *Full service history*
- *Refurbished alloys*
- *Factory hardtop roof*

Seller Assessment score 66/100

mph

The E46 M3 is becoming increasingly sought after as a modern classic. The car is very popular with BMW enthusiasts, with many praising the car for its rewarding driving experience, timeless design, and high revving 3.2 litre S54B32 straight-six engine. The convertible helped emphasise that driving experience further with its open roof, and following a facelift in 2003 the car gained a much more modern look with a new fascia and LED taillights. This example equipped with the SMG paddle-shift gearbox is in a very good condition with 97,100 miles, and comes with a full service history. Overall, the car is in a very good condition, with the bodywork, paintwork and interior are all presenting well. The car is running and performing as it should. The vendor has also just had the alloy wheels refurbished and the car professionally cleaned. A factory hardtop roof is also included in the sale. It's becoming hard to find E46 M3s in such a good condition.



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2001 Mercedes-Benz G500 Brabus 5.8

£50,000 - 60,000

Registration no. Y291 YSO

Chassis no. WDB4632481X124077

Odometer reading: 29,800

MOT expiry date. expired

- *One of the rarest Brabus conversions*
- *Complete 5.8 litre specification*
- *Low mileage*

Seller Assessment score 88/100

mph

The Mercedes G500 Brabus is an incredibly rare iteration of the famous G-Wagon. The V8 engine is an impressively powerful unit, having been bored out from the standard 5.0 litre unit to 5.8 litres in the Brabus. The result was a hefty power increase which was accomplished by a new cylinder block and crankshaft that included a longer stroke and larger pistons. This example is a 2001 Japanese Import that has an exceptionally low mileage of 29,800 miles (47,680 kms). The car is a real head turner with the addition of its blacked out bull-bar, wide arch body kit, side pipes, tinted windows and tail lights. Inside, the Brabus features a bespoke steering wheel and leather seats with yellow stitched headrests. The interior is also equipped with a wealth of equipment that you would expect from a G-Wagon, including fully adjustable heated leather seats, air conditioning, and wood accents. Overall, this is a very good example, and the bodywork, paintwork, and interior represent a vehicle with this low a mileage. The V8 engine also starts, runs and drives very well. A rare opportunity. The G500 has recently been serviced and given a clean bill of health by renowned Mercedes specialists John Haynes in Worthing.



2005 Bentley Continental GT Coupé

£20,000 - 25,000

Registration no. MX05 JRO

Chassis no. SCBCE63W55C028676

Odometer reading. 61,649

MOT expiry date. 08/03/22

- *Beautiful Cypress Mica Green Continental GT*
- *Full service history*
- *A well-presented example*

Seller Assessment score 82/100



The Bentley Continental GT launched in 2003 as one of the most impressive Bentleys ever produced – and received widespread critical acclaim. Powered by a then all-new 6.0 Twin-Turbo W12 engine, the car produced a mighty 560bhp and 479lbft of torque that propelled the 2.5 ton car to 60mph in 4.8 seconds. The car was also the first car to be developed under the company's new Volkswagen Group ownership, and marked a new era for the marque. Not only that, but the car was also the first luxury car to be produced by Bentley for the mass market. Today, Continental GT's represent excellent value and still look just as good today as they did when they were first launched in 2003. This 2005 example, originally supplied new to Bentley Knutsford of Manchester, is presented in a stunning colour combination of Cypress Mica Green metallic with a beige leather interior. The interior is also finished with a Cypress green leather trimmed dashboard (to match the exterior), and walnut wood veneers. The bodywork and interior present very well, and the car comes with a full service history. The W12 engine also runs very smoothly and performs well and as it should. The mileage is also relatively low for a Continental, having completed only 62,000 miles. Overall this is a lovely example and offers great potential as a usable future classic.



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1988 Mercedes-Benz 500SE

£15,000 - 20,000

Registration no. tba

Chassis no. WDB1260362A418741

Odometer reading. 8,400

MOT expiry date. 14/12/2021

- *Owner from new*
- *Exceptionally low mileage*
- *Dry stored throughout its life*

Seller Assessment score 92/100

mph

Commenting on their significance, Werner Breitschwerdt, Daimler-Benz Development Chief, said, "The new 500SE and SEL five-litre models are equal or even superior to our 450SEL 6.9 in design and equipment." First seen at the Frankfurt Show in 1979, the range-topping 500SE/SEL saloons were the most luxurious built by Mercedes-Benz. Replacements for the 6.9-litre 450SEL, the re-styled newcomers used the 4,973cc overhead-camshaft V8 already seen in the 450SLC coupé. In saloon trim the all-alloy, fuel-injected motor produced 240bhp and was coupled to an all-new, four-speed automatic gearbox. Both the SE and SEL (long wheelbase) models could accelerate to 60mph in around 7 seconds and reach 140mph, a level of performance similar to the larger-engined but heavier 450SEL's and superior to that of many out-and-out sports cars. This right-hand drive 500SE über-saloon was acquired by the vendor (its first and only owner) in 1988. To this day the car has seen sparing use always being well maintained and dry stored. Finished in Pearl grey with navy blue perforated leather interior, the 500SE has an endless specification sheet, with almost every option selected when ordered new by our vendor. The vehicle comes with regular maintenance documents, current MoT and V5 registration document.



1995 Mercedes-Benz E220

£5,000 - 10,000

Registration no. M441 SKP

Chassis no. WDB1240422C267096

Odometer reading. 83,800

MOT expiry date. tba

- *Only two owners from new*
- *Comprehensive service history*
- *Highly original*



Seller Assessment score 89/100

mph

Finished in Brilliant Silver with a full Orion Grey leather interior, this E220 coupe 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, with the current owner having purchased the car in 1998 and comes with comprehensive service history. It retains its original interior. The Mercedes comes with its service book; numerous maintenance bills; an original Mercedes-Benz handbook/owner's manual; and a V5C Registration Certificate.

2000 Mazda MX-5 Sport

£3,000 - 5,000 No Reserve

Registration no. W964 XBW

Chassis no. JMZN818P200134771

Odometer reading. 25,000

MOT expiry date. 19/07/2021

- *1 owner from new*
- *Exceptionally low mileage*
- *Rare limited edition model*



Seller Assessment score 96/100

mph

This MX5 was purchased new by its first and only owner in early 2000, being lovingly cherished every day since. The MX5 Sport was the first limited edition Mazda MX5 MK2, built between 1998 and 1999, notable features included a full colour coded body kit, detachable hard top, 15" 5 spoke alloy wheels, rear mud flaps, front spoiler, side skirts and front fog lamps. It is thought only 600 MX5 Sports were produced over its one year of production, making this a truly unrepeatable opportunity. The MX5 Sport is finished in a lovely navy blue with a two tone black and blue full leather interior, which includes more limited edition exclusives such as the three-spoke Nardi steering wheel. On file are regular maintenance bills along with a V5 Document.

1986 Fiat Ritmo Cabriolet 100S

£3,000 - 5,000 No Reserve

Registration no. FE 379847
(not UK registered)
Chassis no. MPATFSHAT104009
Odometer reading. 83,000km
MOT expiry date. n/a

- *Rare Ritmo Cabriolet*
- *Very good condition*
- *Low kilometres*



Seller Assessment score 71/100

The cabriolet models in particular were distinctive, and are now increasingly rare. This low mileage Italian example is a third series car, and is offered in very good condition. There is little history with the car, but the bodywork, paintwork and interior are all in good condition, and the electrics all work as they should (as does the folding roof). The car runs and drives nicely, although it has not been used in the last 2 years by the vendor, so the car will need recommissioning before being put to active use. The car is currently a part of a private collection, and is a rare survivor – perfect for use as a fun summer runabout.



2009 Secma F16

£9,000 - 12,000

Registration no. J131 958
Chassis no. VMTMF160180000037
Odometer reading. n/a
MOT expiry date. tba

- *Lightweight Secma*
- *2 owners from new*
- *Huge fun*



Seller Assessment score 93/100

The Secma F16 is a 1,598cc rear engined micro sports car, that offers huge fun for road or track driving. The car was unveiled in 2008 at the Paris Motor Show, featuring a 105hp 1.6 four-cylinder Renault engine that propels the car to 60 in 5.9 seconds. The car is rear-wheel drive and features a five-speed manual transmission that's also sourced from Renault. At only 275cm long and 560kg, these are very small and light weight machines that are huge fun – particularly with the open top. The weight distribution is 60/40 with the rear mounted engine, giving a Porsche like feel on the road. The styling is also quite distinctive and resonates with that of a beach buggy – however this is nothing of the sort. This 2009 example originates from Jersey and has had 2 owners from. Huge fun on offer here.



2005 Bentley Continental GT Coupé

£20,000 - 25,000

Registration no. BC05 JXF

Chassis no. SCBCE63W75C029537

Odometer reading. 86,000

MOT expiry date. 15/12/2021

- *Cypress Mica Green Continental GT*
- *Full service history*
- *Rare Mulliner interior*

Seller Assessment score 79/100

mph

The Bentley Continental GT launched in 2003 as one of the most impressive Bentleys ever produced – and received widespread critical acclaim. Powered by a then all-new 6.0 Twin-Turbo W12 engine, the car produced a mighty 560bhp and 479lbft of torque that propelled the 2.5 ton car to 60mph in 4.8 seconds. The car was also the first car to be developed under the company's new Volkswagen Group ownership, and marked a new era for the marque. Not only that, but the car was also the first luxury car to be produced by Bentley for the mass market. Today, Continental GT's represent excellent value and still look just as good today as they did when they were first launched in 2003. This 2005 example, originally supplied new to Bentley Knutsford of Manchester, presented in Cypress Mica Green metallic with a rare Mulliner beige leather interior. The bodywork presents very well, the interior nicely patinated and the car comes with a full service history. Much works have been carried out in recent years including a £5,500 service to replace the brakes and suspension in 2018; also a new rear air spring last year. Serviced in March 2021 the W12 engine runs very smoothly and performs well as it should. Overall this is a nicely presented example from enthusiast ownership and offers great potential as a usable future classic.



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1999 Porsche 911 (type 996) C4 Millennium Edition

£22,000 - 28,000

Registration no. V981 EWP

Chassis no. WP0ZZZ99ZYS601793

Odometer reading. 85,314

MOT expiry date. 12/10/2021

- *Very rare Millennium Edition 996*
- *Reportedly 1 of only 3 RHD UK cars*
- *Full service history*

Seller Assessment score 80/100

mph

Produced between 1996 and 2004, the Porsche 996 debuted the first all-new platform in a 911 for 34 years – and was the first water-cooled edition of the car. At the time of its development, Porsche was facing financial difficulty and faced significant pressure for the 996 to be a success. Thankfully this proved to be the case, and the 996 is known to be one of the best driving 911s with a 45% stiffer chassis and a 50kg weight saving over the 993. The 996 was designed by Pinky Lai for the next Millennium – and this example embodies that design ethos. Launched in December 1999, the 996 'Millennium Edition' is exceptionally rare, and it's reported that there are only three RHD examples in the UK. The car features a unique 'Violet Chromafair' colour scheme, which reportedly changes colour between black, green and purple in differing light. The car also featured unique 18" chromed Turbo Twist alloy wheels and a full tan interior with wood accents. This example has a set of 1997 style alloy wheels fitted, however a set of Turbo Twist alloy wheels could easily be refurbished and chromed for a more original look if desired. Overall, the car is in a very good condition and runs and drives well (with a full service history). The bodywork, paintwork and interior all present well. The car has only 85,341 miles and is equipped with the 6-speed manual gearbox. A unique opportunity to acquire a rare limited edition Porsche 996.



1966 Aston Martin DB6 uprated to Vantage specification

£170,000 - 190,000

Registration no. HFW 283D

Chassis no. DB62626R

Odometer reading. 37,805

MOT expiry date. exempt

- *Fitted with the Vantage engine early in its life*
- *Known ownership history*
- *Present ownership since December 2011*
- *Well maintained*

This DB6 was completed on 19th March 1966 and despatched to Eton Motor Group on 28th April that year. The original colour scheme was Silver Birch with black trim, and the car left the factory equipped with a heated rear window and an electric aerial. The first documented history on file is an MoT dated 6th May 1983 at 24,016 miles. It is clear that at an early stage in its life '2626/R' was fitted with the present Vantage engine. The vendor's researches through the AMOC suggest this was done under warranty either at the factory or a main dealer. There is no record of this engine being fitted to any other car so it was probably a factory-built spare. It is equally likely that the car was re-badged at the same time. The original triple SU carburettors were retained, probably as they were easier to maintain than triple Webers, a not unusual practice. When the sunroof was fitted is not known, but it also has all the hallmarks of having been done either at the factory or a main dealer. At some stage the car was re-sprayed red and re-upholstered in pale cream with beige carpets. The heated rear window was also replaced with a standard window.

Seller Assessment score 81/100



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On 16th August 1984 the DB6 was acquired by a Mr Geoff Pashley of Cheltenham. The car was MoTd on 18th August 1984 at 24,541 miles. It is assumed that Mr Pashley was a motor dealer. Shortly thereafter the car passed to a Mr T R Mills of Stonehouse, Gloucestershire, very likely through Plough Motors of Stroud Valley, Stonehouse, whose sticker is in the rear window. On 5th September 1984 the Aston was sold for £6,500 to Mr Robert J Stiling, an architect who lived in Brownshill, Gloucestershire. He was a car enthusiast and a friend of the vendor since their university days in the late 1960s. Mr Stiling drove the car for around two years and then took it off the road in 1987 for an extensive renovation, which, mainly due to force of financial circumstances and ill health, took 23 years. To the vendor's certain knowledge the car was not used at all throughout this time. The restoration included extensive work on the chassis and a re-spray. The engine was not rebuilt and it is understood that it remains in the same state overall as it was when Mr Stiling acquired it. 11th May 2010 the DB6 was MoT'd and put back on the road at a recorded mileage of 27,596.

Unfortunately, by this time Mr Stiling's health had deteriorated and he was unable to drive the car himself, but as a named driver the vendor was able to take it and him on several local rallies. On 7th December 2011 ownership was transferred to the vendor, and since then the car has undergone annual services and MoT tests and has been in constant use. Works carried out include fitting Koni shock absorbers in place of the Selectaride type; overhauling the brake servo; replacing the carburettor floats; fitting stainless steel exhaust manifolds; re-upholstering and re-carpeting including boot; re-spraying the nearside door and fitting a new electric window winder motor to same; fitting electronic ignition and fuel pump; fitting new exhaust brackets; fitting a new steering wheel; and installing a radio (the original radio went missing during restoration). Always stored in a dry garage and carefully maintained, this well documented DB6 Vantage comes with an original owner's handbook; copy workshop manual; and a good history file containing bills and invoices. The current odometer reading is 37,805 miles.



1963 Citroën 2CV 'Fourgonnette' Van

£10,000 - 15,000

Registration no. YAE 68A

Chassis no. 1424635

Odometer reading. 68,157

MOT expiry date. exempt

- *2CV 'ripple' van*
- *Lovely condition with modern features*
- *Restored early 2000s*

The Citroën 2CV van is a usable French classic that has seen a popularity renaissance in recent years. Production of the 2CV 'ripple' van spanned three decades from 1951 to 1977 and was the first ever delivery van with front-wheel drive. In total over 1.2 million 2CV vans were produced however today very few of those remain. This 1963 model is an older restored example that is believed to originate from Belgium as a post office van. The date of restoration is unknown (believed to be in the early 2000s), but the vehicle is still in a very good and useable condition. The light green paintwork with grey cloth interior presents very well and suit the car. The vendor purchased the vehicle in July 2017, and has many receipts included on file. The van also features the addition of a reversing camera, adding an element of usability. The more powerful 602cc engine (which is a later unit) is running and driving as it should, and could be used as a commercial tool or collectors' item. The brakes were also renewed in 2015. The vehicle is ready to be used and enjoyed by a new owner.

Seller Assessment score 79/100

mph



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1987 Land Rover 110 V8 Defender Fire Tender

£10,000 - 15,000

Registration no. E887 YLG

Chassis no. SALLDHAV7BA297904

Odometer reading. 44,762

MOT expiry date. n/a

- *Land Rover 110 Fire Tender*
- *Extensive history*
- *Rover V8 engine*

Seller Assessment score 65/100

mph

The Land Rover Defender is one of the most versatile vehicles ever produced, and this 110 Defender Fire Tender is no exception to that. The Defender on the 90, 110 and 130 length chassis took many forms over its lifetime, including that of an Army Wolf, Ambulance, Fire Engine (in 4x4 and 6x6 format), Police vehicle and Pick-up truck. This 1987 110 Fire Tender has an good history file and was built by Carmichael as a hydrant vehicle for the Sellafield Power Plant in Cumbria. The vehicle was then converted to a CAA approved CAT2 fire engine, by Storm Fire Protection in 1989. Storm used the vehicle to support military parachuting at various UK sites. In 1998, it was then bought by Turweston Aerodrome where it was used for frontline operations until the vehicle's retirement from service in 2018. The 3.5-litre Rover V8 engine is running and driving well, and all the fire equipment including the lights and hoses work as they should. The bodywork is in good condition but the paintwork is a little tired, and could be kept as is for a more rustic look or resprayed if desired. A mechanically well maintained example as you would expect, however having been off the road for a couple of years will require some recommissioning prior to seeing active use once more. A rare vehicle which is also USA importable.



Alvis TD21 Drophead Coupé

£12,000 - 15,000 No Reserve

Registration no. FSU 955

Chassis no. 26437

Odometer reading. n/a

MOT expiry date. exempt

- *Rare and highly desirable*
- *Unfinished restoration with scope for improvement*
- *Expensive and thorough restoration*
- *Many new panels*

This automatic transmission model was purchased by the vendor in 2017 as a running and driving car, the vendor then decided that he wanted to totally restore the TD21 so commissioned the works, and the car was stripped down and had many new panels fitted. An expensive and thorough body restoration and repaint commenced in late 2017, which unfortunately stalled due to unforeseen circumstances. A not to be repeated opportunity to purchase the most desirable of the post war Alvis models and stamp your mark on the restoration of this elegant and beautiful machine.

Seller Assessment score 51/100



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NO LOT



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1963 Austin Gipsy

£8,000 - 12,000

Registration no. 336 KOM

Chassis no. G4/M15/SE12519

Odometer reading. 19,071

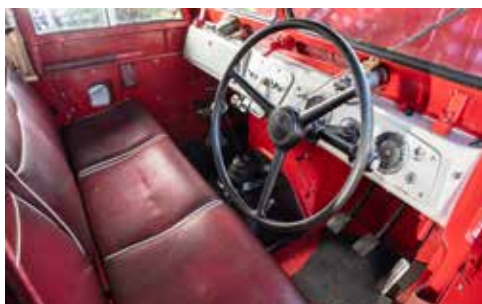
MOT expiry date. 23/03/2022

- *Rare Austin Gipsy Fire Engine*
- *Believed to be incredibly original*
- *Large history file*

Produced between 1958 and 1968, the Austin Gipsy was a direct competitor to the Land Rover Series I. This Gipsy Fire Engine was registered in September 1963 and spent its first 15 years on the works fire service at the Wolseley Works (Morris Motors Ltd) in Birmingham. It still retains a lot of its original equipment including hoses, branches, breathing apparatus, ladders, first aid kits, bolt cutters, axes, uniforms and of course the front-mounted Godiva fire pump. The vehicle been regularly MOT'd and comes with an original workshop manual, as well as many other original documents. We are advised that the engine and running gear are in good order, and the vehicle runs and drives as it should. Since acquisition the vehicle has been garage stored. The vendor bought it from a retired policeman with the objective of taking it on rallies, but due to the Covid-19 restrictions the car has sadly not been used as much as the vendor would have liked.

Seller Assessment score 82/100

mph



1959 Land Rover Series II

£6,000 - 10,000

Registration no. 494 HKJ

Chassis no. 141000108

Odometer reading. 21,658

MOT expiry date. exempt

- *In current family ownership since 1962*
- *Exceptionally low mileage*
- *Great potential on offer*

Seller Assessment score 70/100

mph

This Land Rover Series II offers the rare opportunity of purchasing a family owned vehicle of 59 years . Officially unveiled in 1958, the Land Rover Series II was the first land Rover to be officially 'styled' by a design team headed by David Bache. This included adding a more rounded design, adding features that are recognisable even on a modern day Defender. The Series II also offered mechanical improvements over its predecessor, such as wider axels and a new 2286 four-cylinder petrol engine. This example, purchased by the vendors father in 1962, has been used sparingly through its life and has covered only 21,658 miles. The vehicle is in good condition, however will require further attention. The exterior body is solid but has acquired various dings and scratches over its lifetime, including a large dent on the front wing. The interior is also of a typical working Land Rover condition and could require further attention if desired. The roof of the car also has a large rip on the left hand side. Considering its one owner history the car comes with an excellent history file, but will require further attention mechanically. There is certainly great potential on offer here.



1953 Bentley R-Type Saloon

£28,000 - 30,000

Registration no. UNV 940

Chassis no. B484SR

Odometer reading. 43,000

MOT expiry date. exempt

- *Continental high ratio rear axle*
- *Good history*
- *Beautifully presented example*

Seller Assessment score 86/100

mph

This example has only had a handful of owners in the last 34 years, and comes with a full record of all works carried out in this time, (which are so comprehensive that a trunk has to accommodate them), during which the car has only completed 36,000 miles. The works include a complete engine, clutch & radiator core rebuild by Hillier Hill Ltd (only 22,000 miles ago). A further mechanical and interior restoration was also carried out between 2007-2009 with a photographic record. A complete suspension and braking system overhaul has also been completed, with the car now featuring a continental high ratio rear axle for improved comfort. The interior has been previously stripped out, including veneers, carpets and the bulkhead – and the leather has been restored. The original semaphore indicators still work, and for further safety modern indicators have been placed underneath the bumpers both front and back. Hot or cold, the car runs smoothly and tours on motorways comfortably with the high ratio axle installed. The suspension is also very compliant and the brakes work as they should. The paintwork has been changed over the years, for the original factory build records suggest that the car was was Masons Black with Tan interior originally. The current colour scheme is Tudor over Shell Grey with grey hides – with the records showing that this change was carried out prior to the 1980s. The paintwork is in very good condition bar a small ding on the rear bumper by the over rider. Overall, the car presents beautifully and harks back to a time gone by.



1971 Aston Martin DBS V8

£30,000 - 40,000

Registration no. HPL 393K

Chassis no. DBSV810169R

Odometer reading. n/a

MOT expiry date. exempt

- *Aston Martin DBS V8*
- *Sold for restoration*
- *Current ownership since 1990*

Seller Assessment score 20/100

mph

Prior to the discontinuation of the iconic DB6 in 1971, Aston Martin were looking to replace the car with a much more modern and muscular looking vehicle. The result was the beautiful DBS V8 that included a completely new four headlight design and square off grille. At launch, the V8 featured significant mechanical improvements over its DB6 predecessor too, including a new V8 designed by Tadek Marek. The car offered tremendous levels of performance with 'excellent road manners, supreme stability and unmatched braking,' which was declared by Autocar. A mere 405 DBS V8s had been built before the model was superseded by the re-styled 'Aston Martin V8' in late 1972. Continuing Aston Martin's famed '007' connection, the DBS was driven by George Lazenby as James Bond in the 1969 film, 'On Her Majesty's Secret Service'. First registered new in 1971, this example was inherited by the vendor from his father in 2003. The car has been in dry storage since 1992, and was recently discovered by Bonhams specialists. The DBS V8 is offered for complete restoration. There is various correspondence on file from the previous keeper of Northwood, Middlesex. This includes servicing and repairs carried out by Aston Martin Works throughout the late 1970s. Various old MOTs are also on file, including from 1976, 1977, 1991 and 1992 – when then car was last on the road. A rewarding and rare project opportunity.



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1930 Rolls-Royce 20/25 Skiff Tourer

£25,000 - 30,000

Registration no. SV 5917

Chassis no. GSRI

Odometer reading. n/a

MOT expiry date. exempt

- *Unique 1930s Rolls-Royce*
- *Unused for the last 20 years – but recently serviced*
- *Offered from a private collection*

Seller Assessment score 60/100

mph

Originally developed with performance and power in mind, the 20/25 featured an increased bore size of 3¼", resulting in a larger capacity from 3,128cc to 3,667cc. This minor but effective change helped increase the RAC horsepower rating to 24½hp, up from 20hp in the Twenty. The 20/25 was originally designed for owner drivers, however the car was mostly purchased by owners with chauffeurs – who then fitted large custom built limousine bodies. This 1930 example is presented in a beautiful colour scheme of green with black wings and a red leather interior, a full compliment of instruments including a rare Smiths & Sons time of trip clock. The car has previously been restored however the date is unknown. Overall the car is in good condition and has been a part of a private collection since the vendor purchased the car in the late 1990s. Used by the previous owner on many international rallies in South Africa, India and many others. Despite this, the car has not been used for the last 20 years and has been kept in dry storage. The engine has been recently serviced and is now running well. The skiff two plus two coachwork is traditionally built with an ash frame clad in aluminium which remains in good condition, weather equipment includes a hood and sidescreens. Overall this is a good useable example with potential to improve if desired.



1914 Simplex LaFrance Speedster

£60,000 - 80,000

Registration no. SV 8056

Chassis no. 569

Odometer reading. n/a

MOT expiry date. exempt

- *Unique LaFrance Speedster*
- *9,500cc engine*
- *Rebuilt in 1996*

Seller Assessment score 65/100

mph

Originally known as a manufacturer of fire engines and commercial vehicles, American LaFrance can trace its roots all the way back to 1871. Upon its founding, the company originally focused on iron working, however the business then diverged and started building rotary steam engines. In 1903, the company then diverged even further and built approximately 25 chain drive cars with tube coil radiators mounted below the front of the frame. In 1909, the company then purchased and shipped Simplex chain-driven rolling chassis to their new factory in Elmira, New York, where new bodies were fitted and badged as a LaFrance. Presented here is a 1917 Simplex LaFrance Speedster that has been rebuilt in 1996. The standard of the build is high, and the car offers a truly unique open-top driving experience. Power comes from LaFrance's large four-cylinder 9½-litre engine that's paired to a 3-speed manual gearbox. The car also features 24" wooden wheels that are shod with Michelin tyres. The car also uses a modern electric starter motor. The Speedster's chassis was professionally shortened and narrowed resulting in an imposing and highly effective Edwardian special. The bodywork, interior, running gear and electrics all present well, and the car also comes with a good history file. The engine starts and runs very well. A truly unique vehicle.



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1935 Bentley 3½-Litre Saloon Project Car

Coachwork by Park Ward

£10,000 - 15,000 No Reserve

Registration no. CMF 433

Chassis no. B163DK

Odometer reading. n/a

MOT expiry date. exempt

- *Bentley 3½-Litre Saloon project car*
- *Extensive history file*
- *Solid bodywork*
- *Original interior*

Seller Assessment score 43/100

mph

The Bentley 3½-litre was the first new Bentley to be produced following the acquisition of the company by Rolls-Royce in 1931. The car gets its name from the 3½-litre straight-six that was co-developed for the Rolls-Royce 20/25. Only 1,177 3½-litres were built in total, with approximately half of the cars being coach built by Park Ward – as is this example. Supplied new via Aston Martin Works Feltham to John Meeson of Hertfordshire, this 1935 Bentley 3½-litre Saloon presents itself as a unique project opportunity. Purchased by the sadly now deceased vendor in 1969, the car has a plethora of history including bills for its continued maintenance and use throughout the 1970s, chassis copy cards, buff logbook, current V5C, and Bentley handbook. The history of the car is well documented however the ownership between Meeson and the vendor's family is unknown. The car also comes with various technical articles relating to Bentley. Taken off the road in 1996 following a piston seizure, the engine is now dismantled and comes with the car. The crank case, cylinder head, sump, carburettors and other ancillaries accompany the lot – the cylinder block is however absent. The body is structurally sound, with all the doors opening and closing well. The paintwork is older, brush applied, and in poor order. Non-standard sunroof fitted. Original brown leather interior trim in good, sound, un-ripped condition. This is a rare opportunity to purchase a historic Bentley project.



1935 MG L1 'K3 Special' Two-Seater

£30,000 - 50,000 No Reserve

Registration no. ARH 701

Chassis no. L0432

Odometer reading. n/a

MOT expiry date. exempt

- *MG L1 'K3' project car*
- *Dry stored in a barn since 1978*
- *Extensive history file*

Seller Assessment score 41/100

mph



Replacing the MG F-Type, the MG L-Type was launched in 1933 and is seen as one of the best pre-war MGs. The K3 edition of the L1 was effectively the racing variant, and featured the same 1,087cc straight-six engine as the standard car, but with the addition of a supercharger. Early cars initially used a Powerplus supercharger, however in later cars this was replaced by a Marshall unit. This 1933 two-seater car was previously restored by an enthusiast between March 1960 and July 1965, however the car has been in storage since 1978. The car comes with an extensive history file, and is offered with a current V5C, quantity of expired MOTs from the 1960s and 70s, buff logbook, MG instruction manual, and a parts list. Photographs are also included in the history file, including images of the late vendor competing at Silverstone. The car is registered with the MMM Register. The car is fitted with a Marshall supercharger, a 4-speed manual crash box, and 13" Electron drum brakes. Sadly the engine currently does not run, as when climbing the Prescott Hill Climb in 1978, the engine ran a big end bearing. The car has been stored in a barn ever since. An excellent example that presents a stunning opportunity to rebuild a highly effective, supercharged, two-seat, pre-war motorcar.

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1960 Jaguar XK150 S 3.8-Litre Drophead Project

£10,000 - 15,000 No Reserve

Registration no. NRN 6

Chassis no. T827488DN

Odometer reading. n/a

MOT expiry date. exempt

- *Incredible XK150 project car*
- *Single ownership since 1969*
- *Extensive history*

Seller Assessment score 30/100

mph

Launched in 1957, the Jaguar XK150 was the third and final iteration of the XK series, following on from the XK120 and XK140. Available as both a fixed-head coupe or a drophead, the XK150 featured updated styling and various mechanical improvements, including four-wheel disc brakes. The car was originally launched with a 210bhp 3.4-litre straight-six, however in 1959 Jaguar introduced the more powerful 3.8-litre engine that produced an output of 220bhp in standard format, and 265bhp in the S. In Drophead S configuration, the car had a 0-60 time of 7.3 seconds and a top speed of 133mph – incredible statistics even by today's standards. Supplied new by Ashton Preston Garages Ltd to the Preston Mattress Company Ltd, this 1935 Jaguar XK150S 3.8 S Drophead Coupé presents itself as a rare opportunity. First registered on 1 January 1960, the car has a limited history file and went through two owners before being purchased by the deceased vendor in 1969. The history includes a V5C, buff logbook and a quantity of expired MOTs. Sadly the car has seen much better days, and was spun off the road on a wet day in September 1996. The vendor, who was driving the car, unfortunately lost control and ended up crashing head on into a tree. He remarkably walked away, however the car has remained garage-stored ever since. Considering the date of the crash and being kept in dry storage, the car is still in a salvageable condition, and offers enormous potential as a rewarding project car. An opportunity not to be missed.



1934 Talbot Lago T120 Baby Project

£10,000 - 15,000

Registration no. 842 YUE

Chassis no. 85172

Odometer reading. n/a

MOT expiry date. exempt

- *Owned and campaigned by Karl Ludvigsen*
- *Largely complete set of spares*
- *Extensive history*

Seller Assessment score 20/100

mph

On the dissolution of the Sunbeam-Talbot-Darracq combine in 1935, automobile engineer Major AF 'Tony' Lago bought the Darracq factory at Suresnes and continued production, selling his cars as Darracqs in the UK and Talbots in France. The revitalized marque embraced both sports car and Grand Prix racing, and in 1937 achieved victories in the French Grand Prix and the Tourist Trophy; from then onwards it was an uphill struggle against the state-subsidized might of the German and Italian opposition. There were, however, many notable successes in the immediate post-war years, including three Grand Prix wins for French Champion Louis Rosier. This T120 has a fascinating history and is a truly exciting project to be returned to the road, the car was restored in France before returning to England, unfortunately the car was damaged when competing in a rally in Wales. The car has since been repaired accordingly and is ready to be restored to its former glory. Fitted with the lovely 3-litre engine coupled with a Wilson pre-selector gearbox, this T120 would provide an engaging and speedy driving experience. The car is accompanied with bills through the 80s, 90s and 2000s and a V5 document.



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1953 Rolls-Royce Silver Wraith

£22,000 - 28,000

Registration no. TGK 293

Chassis no. WVH63

Odometer reading. n/a

MOT expiry date. exempt

- *Low mileage Wraith*
- *Restored in the late 1990s*
- *Part of a private collection*
- *Sold for recommissioning*

Seller Assessment score 59/100

mph

The introduction of the Rolls-Royce Wraith marked the first new Rolls-Royce to be announced following the end of WWII. The car proved to be a success, and spanned a 13-year production from 1946 to 1959. The Wraith was in fact the last model to be offered solely in chassis form from the factory – marking the end of an era of coach built Rolls-Royces with the likes of bodies built by H.J. Mulliner, Park Ward, Hooper and James Young. This 1953 car is an older, restored example with the restoration believed to have taken place in the late 1990s. The car is also known to have been featured in the Enid Blyton film 'Enid' that starred Helena Bonham-Carter in 2009, with a documentation and pictures accompanying the car in the history file. Forming part of a private collection, the car has been well maintained by a collection mechanic until 2018, where it has since been unused. The car has a low mileage of 40,447 miles and features the 4.6-litre straight-six engine (fitted between 1951-1955) that is running and driving but will need some recommissioning prior to active use. The bodywork, paint and chrome are all in good condition, as are the electrics and running gear. Overall, the car is a lovely honest example that is in a good and solid condition.



1929 Willys Overland Whippet Six

£8,000 - 12,000

Registration no. SV 9731

Chassis no. TPC705

Odometer reading. n/a

MOT expiry date. exempt

- *Beautiful 1920s Whippet Six*
- *Restored to a high standard completed in 2006*
- *Used sparingly since*

Seller Assessment score 73/100

mph

Originally known for designing and producing the famous Willys Jeep, Willys-Overland was also famous for producing an array of passenger cars. The Whippet Six, which was produced between 1926 – 1931, is now increasingly rare sight in the US (let alone in the UK). Manufactured in Toledo, Ohio, this 1929 example was originally exported to Argentina, and then imported to the UK in July 2003. The car was also thought to have stopped off in South Africa at some point in its life, after an array of South African paperwork and magazines were found under the seats during its restoration. The car has been in its current ownership since October 2003, where the vendor then undertook a full ground up restoration. During the restoration the car was stripped back to the chassis, featuring new flooring, springs, door frames and much more. Mechanically, the engine was re-bored and re-built, and the car received a new clutch and was also rewired. The bodywork was also the subject of a respray, and the structural timber was replaced where required. The car has been on the road ever since the restoration was completed in 2006, and has been used sparingly by the vendor for summer use. Interested parties should note the car is offered with the original hood frame together with the hood which would be suitable for use as a pattern. It will require a hood should it be used in less than fair weather.



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1935 Austin Seven Opal

£7,000 - 10,000

Registration no. PSY 808

Chassis no. 232536

Odometer reading. 73,437

MOT expiry date. exempt

- *Rare Opal model*
- *Well-kept example*
- *Running and driving well*

In August 1934, the Austin Seven range was updated with three new editions – the Opal, the Ruby and the Pearl, known as the 'Jewel' range. Originally launched in 1922, the Austin Seven proved to be a popular car for the brand with its light weight and fun driving characteristics. By the time production ended in 1939, over 290,000 sevens had been sold in total. The Seven was one of Austin's first small cars, and had an effect in the UK similar to that of the Model T in the US – helping to bring motoring to the masses. This 1935 car is a well-kept example with only 73,437 miles on the clock. The car is equipped with the 747cc engine (the 700cc engine was only featured in early models), and comes with a good history file. Overall, the car is in a very usable condition, with the engine running and driving as it should, and the exterior and interior presenting well for a car of this era. A lovely, useable pre-war car.

Seller Assessment score 67/100

mph



1925 Sunbeam 14/40 Tourer

£22,000 - 28,000

Registration no. RK 3579

Chassis no. 5265E

Odometer reading. n/a

MOT expiry date. exempt

- *Family ownership since 1966*
- *Extensive history*
- *Good condition*



Seller Assessment score 58/100

mph

The 14/40 was offered in multiple body styles, including a two or five-seat Tourer, Coupe, Sports model or Saloon. Approximately 2,850 14/40s were produced in its short two year production run. This blue 1925 example with a black leather interior was purchased by the vendor's step father in 1966, who was the second owner from new. He then passed the car onto the vendor's husband in 2017. The original manual with the first owners name on it is included, as well as various documentation such as tax disks, MOT certificates and invoices of works carried out. Overall, the exterior and interior of the car is in a good condition, please note the vehicle will require some mechanical attention due to lack of recent use.

1924 Renault NN Berline

£10,000 - 15,000

Registration no. DS 8895

Chassis no. 162477

Odometer reading. n/a

MOT expiry date. exempt

- *Recently restored Renault NN*
- *Immaculate condition*
- *Large history file*
- *Restoration featured in The Automobile (October 2020)*



Seller Assessment score 85/100

mph

Registered DS 8895 this car was imported from Belgium in 1989. The restoration was completed by Classic Cars of Bath between 2015 and 2017. The body frame was rebuilt by Sowerby Ash Framing (keeping as much of the original wood as possible). The window-pulls in leather (like a train carriage window) were refurbished. New headlining and carpets were also fitted. Michael Ware, The Automobile (October 2020), reported on the restoration for his final Back on the Road and was taken round the airfield at Bicester. The car has been used around Bath and Bristol and campaigned in the VSCC Light Car & Edwardian Section Welsh events in 2018 and 2019. Please view the online catalogue for full description.

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1985 Daimler DS420 Limousine

£3,000 - 5,000

Registration no. RDZ 1595

Chassis no. C200631

Odometer reading. n/a

MOT expiry date. expired 2017

- *Commercial possibilities*
- *Featured in BBC's EastEnders*
- *Seating for nine*
- *Previously restored*



Seller Assessment score 58/100

mph

Presented is a well maintained and restored 1985 example that has been kept as part of a wedding fleet. The car is also known to have been featured in an episode of BBC's *EastEnders* in 2007 (Episode 3403), with a full documentation and pictures accompanying the car in the history file. The car is overall very solid and has not been used since 2018. The car however has recently been recommissioned and is now running and driving well. The vendor will also obtain a new MOT for the car by the time of sale. The date of restoration is believed to be around 2000, and overall the car is in a good and useable condition.



130

1963 Ford Thunderbird

£20,000 - 22,000

Registration no. AAB 976A

Chassis no. 3Y83Z134675

Odometer reading. 94,000

MOT expiry date. exempt

- *60s Ford Thunderbird*
- *Runs and driving well*
- *Well presented*



Seller Assessment score 83/100

mph

This example is a 1963 model that's in a good condition. The car is presented in a dark maroon/purple colour scheme with white contrast roof that matches well with the cream leather interior. The bodywork, paint and chrome and all in a good condition, but the car could be brought up to a higher standard if desired. The car is running and driving and as it should, and has only 94,000 miles on the odometer. Ford Thunderbirds are rare in the UK, and this car comes with a good history file with various documentation of its past. A lovely unique car that represents a time gone by.



1973 Aston Martin AM V8

£25,000 - 30,000

Registration no. 73 BUC

Chassis no. V811070RCA

Odometer reading. tba

MOT expiry date. exempt

- *Barn find Aston Martin V8*
- *Sold for restoration*
- *Current ownership since 1984*

Seller Assessment score 20/100



Prior to the discontinuation of the iconic DB6 in 1971, Aston Martin were looking to replace the car with a much more modern and muscular looking vehicle. Originally known as the DBS V8 at launch, the car was renamed to just "V8" in 1973, with this car being one of the first to feature that nameplate. Visually, the V8 featured new styling including a twin headlight design over the previous four headlights, and a wire mesh grille. At launch, the V8 featured significant mechanical improvements over its DB6 predecessor too, including a new V8 designed by Tadek Marek, independent suspension, and a bigger, more luxurious interior. The V8 also performed incredibly well, with the fuel-injected twin cam engine reaching 100mph in just 15 seconds with the automatic transmission – figures that were unheard of at that time. This 1973 example was purchased in 1984 by its current owner and has been dry stored in a barn since the late 1980s. Discovered by Bonhams specialists this long term ownership V8 is offered for complete restoration. The car has 4 former keepers and was first registered new in November 1973. Offered with UK V5 registration, 73 BUC certainly represents a rare and unique opportunity.



1961 Jaguar Mk2 Upated to 3.8-Litre

£50,000 - 60,000

Registration no. 6737 PE

Chassis no. 109702DN

Odometer reading. n/a

MOT expiry date. exempt

- *Upgraded to its ultimate guise of 3.8-litre/ manual overdrive*
- *Restored in 2006 through to 2008*
- *A plethora of performance upgrades*
- *Original Coombs stamped service book*
- *2 owners from new*

Seller Assessment score 90/100



One of the most impressive sights today is the rapid and purposeful progress of a Mk2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating.' - *Autocar*. One of the most readily recognised cars of the 1960s thanks in part to countless appearances in films and on television, Jaguar's seminal Mk2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Its immediate predecessor - the 'Mk1' - had been introduced in 1956 and is of historic significance, being the Coventry firm's first unitary construction saloon car. Representing the Jaguar Mk2 in its ultimate upgraded 3.8-litre/manual overdrive configuration, this example was first delivered by Coombs of Guildford and has only 2 owners from new. This Mk2 has had a new 3.8-litre engine fitted with a lightweight flywheel, this current engine has only completed 55 miles since it was built in 2017, this is mated to a full stainless-steel exhaust to unleash that magnificent symphony. The Mk2 also features an E-Type steering wheel, bucket seats and is offered with its original engine and axle. Accompanying the lot will be the original buff logbook, the original Coombs stamped service book, the original maintenance chart, original owner's handbook and a V5 Document.



1927 Humber 14/40 Six Light Saloon

£12,000 - 16,000

Registration no. KA 7896

Chassis no. 14116

Odometer reading. 74,272

MOT expiry date. exempt

- *Cherished Humber Six Light Saloon*
- *Extensive history*
- *Long-term ownership*

Seller Assessment score 69/100

mph

Launched on 1 October 1926 for the 1927 model year, the 14/40 was a medium-sized saloon that featured a 2050cc four-cylinder engine (which was essentially a scaled down version of the six-cylinder unit). Only 2,240 examples of the 14/40 were produced by the Humber Road factory between 1926 and 1929. The engine delivered good torque, being a traditional long-stroke motor, and reached a top speed of 60mph. First registered on 1 July 1926, this Oxford Blue Humber 6 Light Saloon is a delightful matching numbers example that has been in a very long-term ownership. The car is well known in the Humber Club, and is now being reluctantly for sale by the vendor. A comprehensive history file is included with the vehicle, featuring service logs and bills for over 40 years, and correspondence dating back 50 years. The car has been well-maintained and cherished by the owner, and is presented in a lovely, gently patinated condition that is ready for use with the engine recently being recommissioned. The original 1927 RF60 registration document is also included, along with the buff log book that details the ownership right through to the years when this car was bought new almost 100 years ago.



For details of the charges payable in addition to the final Hammer Price of each lot please refer to paragraphs 5 & 7 of the Notice to Bidders at the back of this catalogue. The information published for each lot, including the 100 point Seller's Assessment, is supplied to Bonhams MPH by the vendor for information, without guarantee and has not been verified by Bonhams MPH.

1972 Austin Van Den Plas Princess 1300 Mk3

£4,000 - 6,000 No Reserve

Registration no. EOX 333L

Chassis no. VA2S33253M

Odometer reading. 52,678

MOT expiry date. 26/04/2022

- *Low mileage Princess*
- *Desirable Vandan Plas*
- *Restored 2019/20*

The idea behind the Vandan Plas 1300 was to present a small, yet comfortable and luxurious car that would be ideal for a downsize from a Jaguar or Rover. Inside, the car featured a plethora of features including leather seats, wood veneers, and front and rear picnic tables. Produced between 1963 and 1974, the car was marketed under multiple BMC brands including that of Austin, Riley, MG and Wolesley. The automatic transmission on the car was also impressive for a small car, featuring four speeds which was more than that of most larger cars at the time which only had three. The Princess was produced with the 1100cc engine from 1963 to 1974, with the 1300cc engine joining in 1968. This 1972 model is a 1300cc car that is presented in Harvest Gold with a Vanden Plas Olive green interior. The car has a low mileage of 52,768 miles, and has recently been restored. There is some history that accompanies the car, and engine is running and driving nicely. A lovely tidy example.

Seller Assessment score 75/100

mph



2005 Audi TT Quattro

£3,000 - 4,000 No Reserve

Registration no. SX05 EUY

Chassis no. TRUZZZ8N061001224

Odometer reading. 135,000

MOT expiry date. 04/09/2021

- *Rare manual example*
- *Extensive service history*
- *Assortment of spares*

Seller Assessment score 70/100

mph

Equipped with the manual gearbox as opposed to the early DSG, this TT Quattro represents excellent value motoring. The silky smooth 3.2-Litre fires into life well, settling into a nice idle and offering competitive performance when needed. A good service history accompanies the Vehicle as well as, spare tail lights, tinted rear windows, spare number plates, almost all of its service history, 2x new rear tyres and it has recently had all 4 wheels aligned. This lot is offered with a V5 Document.



1981 Jaguar XJ-S V12 Coupé

£7,500 - 10,000

Registration no. not UK registered

NOVA Offered with lot. UK taxes paid

Chassis no. JNAEW4AC104852

Odometer reading. 91,000 km

MOT expiry date. n/a

- *One owner until 2016*
- *Desirable pre-HE model*
- *Left-hand drive*

Seller Assessment score 80/100

mph

An earlier example of the XJ-S which remained a one owner car in Spain until 2016. The engine is rated as good for starting and running having benefited from a recent recommissioning and fluid change by a specialist, the gearbox has also been serviced. An opportunity to purchase an example of a pre-HE XJS in eye-catching period colour combination showing 91,000 km (62,000 miles). Recently imported to the UK from Spain the car is offered with UK taxes paid and a NOVA.



1984 Mercedes-Benz W126 280SE

£12,000 -16,000

Registration no. A680 TTV
Chassis no. 1260222A027017
Odometer reading. 23,132
MOT expiry date. 01/09/2021

- *Exceptional low mileage example*
- *Large history file*
- *Five new tyres*



Seller Assessment score 99/100

mph

This is a wonderful, unmolested example with a host of extras – all in correct working order. There is a full service history with the car, and the documentation shows a service at 500 miles (PDI), 6,337 miles, 11,982 miles (main dealers) and again at 17,968 miles. The history file contains the original service book, various MOTs (1989 to 2005), tax discs, a copy of the first V5c, owner's manual and the original dealer wallet. Five new Dunlop tyres have also recently been fitted and the MOT is valid until September 2021. The W126 S-Class is becoming increasingly sought after, and is famous for its exceptional build quality and longevity. Finding a car with such a low mileage is rare, and this example would fit nicely into any private collection.

1949 Rover P3 75 Saloon

£11,000 - 13,000

Registration no. 533 XUP
Chassis no. R8413393
Odometer reading. tba
MOT expiry date. exempt

- *Offered from long term custodian*
- *Restored throughout current ownership*
- *Starts and runs well*



Seller Assessment score 83/100

mph

The P3 combined the traditional styling of the existing P2 model with the engine, gearbox and running gear intended for its successor. Introduced in February 1948, the P3 featured 1.6-litre four-cylinder and 2.1-litre six-cylinder versions of Rover's new inlet-over-exhaust engine, the model designations being '60' and '75' respectively. This P3 starts promptly, soon settling into a quiet & smooth tick over as expected from a six cylinder block, with gears selected easily whilst manoeuvring. Restored over a period of some 30 years, this Rover is ready for its new owner to enjoy immediately. The car comes with photographs of restoration, relating invoices and a V5 document.

1937 Ford Model Y Saloon

£4,000 - 6,000 No Reserve

Registration no. ADR 202

Chassis no. 7181846

Odometer reading. 37,301

MOT expiry date. exempt

- *Increasingly rare*
- *Very good condition*
- *Parts included in sale*



Seller Assessment score 81/100

mph

The replacement for the Model A, the Ford Model Y was designed in the US but manufactured at Ford's Dagenham plant in the UK between 1932 to 1937. After the economic downturn resulting from the great depression, the Model Y sold well with over 150,000 produced – helping to build Ford's financial recovery. Presented in black with a striking red interior, this 1937 Model Y is in good condition. The car comes with some history, with the V5 listing 3 previous owners. There are also a few parts and 3 MOT invoices included in the sale. The bodywork, paint and interior all present very well, and the car runs and drives as it should. A lovely historic pre-war Ford.



1953 Triumph Mayflower

£3,000 - 5,000 No Reserve

Registration no. WFX 444

Chassis no. 538395T31527DL

Odometer reading. 73,325

MOT expiry date. exempt

- *Well-presented Mayflower*
- *Running restoration project*
- *Invoices included*



Seller Assessment score 58/100

mph

The Triumph Mayflower was produced by Triumph between 1949 and 1953 largely for foreign markets. The idea behind the Mayflower was to produce a car that was luxurious but at an affordable price. The car was incredibly popular in Commonwealth countries such as Australia, New Zealand and Canada – but was a sales flop in the US market due to its smaller size. These are now rare vehicles, and this 1937 car is in good condition. Presented in black with blue leather interior, the car has only 73,325 miles from new. The exterior paintwork and bodywork are in an ok condition and could be further tidied up by a new owner if desired. There is moderate history included.



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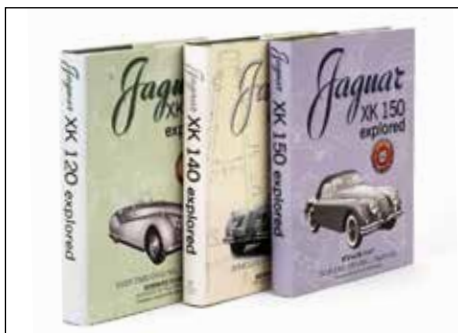
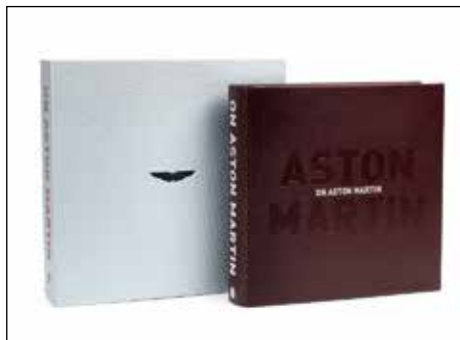
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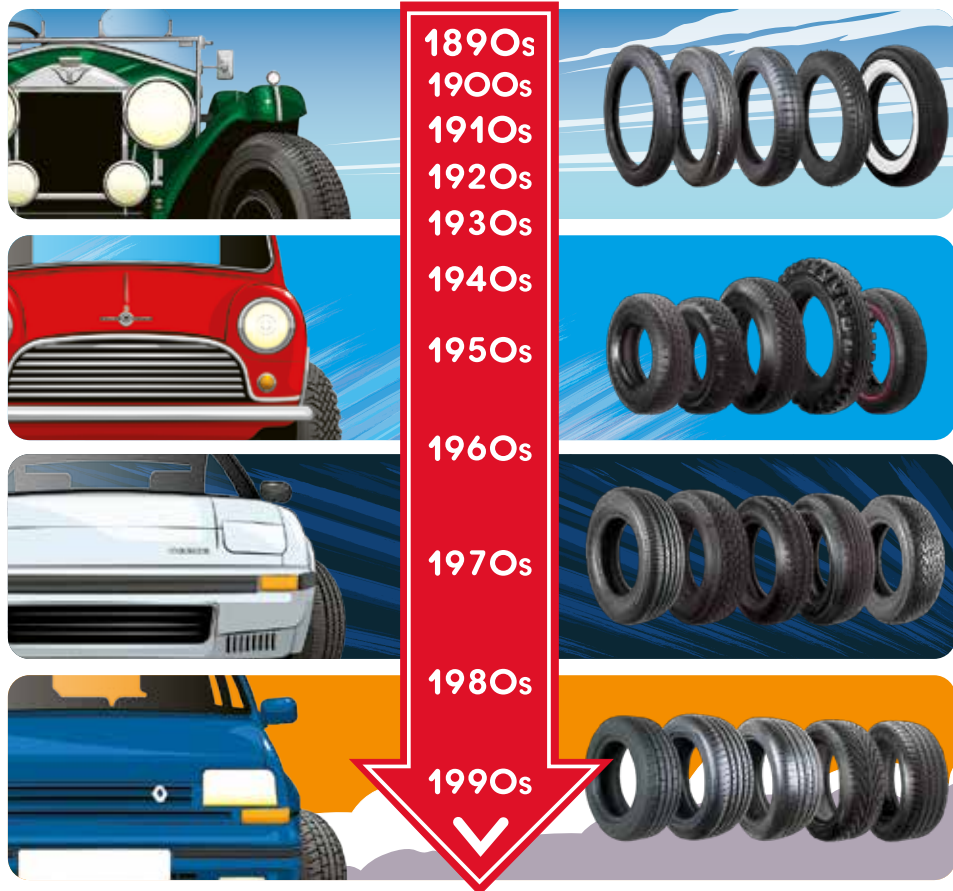
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THE *LOT* IS AVAILABLE FOR INSPECTION AND YOU MUST FORM YOUR OWN OPINION IN RELATION TO IT. YOU ARE STRONGLY ADVISED TO EXAMINE ANY *LOT* OR HAVE IT EXAMINED ON YOUR BEHALF BEFORE THE *SALE*.

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 or requested by post from Customer Services Department, 101 New Bond Street, London, W1S 1SR or by email from info@bonhams.com

APPENDIX 1

CONTRACT FOR SALE

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

Under this contract the Seller's liability in respect of the quality of the Lot, 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 to 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 <i>Lot</i> at your expense;		or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> ;
8.1.5	to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;		
8.1.6	to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;	9.3.2	the <i>Seller</i> will not be liable for any loss of <i>Business</i> , <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;
8.1.7	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;	9.3.3	in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i> , or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.
8.1.8	to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;		
8.1.9	to retain possession of, and on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> ; and	9.4	Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.
8.1.10	so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.		
8.2	You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.	10	MISCELLANEOUS
8.3	On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the <i>Lot</i> , after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i> , within 28 days of receipt of such monies by him or on his behalf.	10.1	You may not assign either the benefit or burden of the <i>Contract for Sale</i> .
9	THE SELLER'S LIABILITY	10.2	The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i> .
9.1	The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i> .	10.3	If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.
9.2	Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i> , whether implied by the Sale of Goods Act 1979 or otherwise.	10.4	Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i> , addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
9.3	Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i> ,		
9.3.1	the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution		

- 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 VAT at the appropriate rate and VAT will be payable by you on all such sums.		
3.5	We may deduct and retain for our own benefit from the monies paid by you to us the <i>Buyer's Premium</i> , the <i>Commission</i> payable by the <i>Seller</i> in respect of the <i>Lot</i> , any <i>Expenses</i> and VAT and any interest earned and/or incurred until payment to the <i>Seller</i> .	4	COLLECTION OF THE LOT
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 VAT per <i>Lot</i> per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our <i>Expenses</i> .
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.		
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.	4.5	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> .
3.10	Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:	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> .
3.10.1	you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;	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> .
3.10.2	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;	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.
3.10.3	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:
9	FORGERIES			
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> , <i>VAT</i> 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> .	11	BOOKS MISSING TEXT OR ILLUSTRATIONS	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	OUR LIABILITY			the original invoice was made out by us to you in respect
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,			

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 or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

Where these Definitions and Glossary are incorporated, the following words and phrases used have (unless the context otherwise requires) the meanings given to them below. The Glossary is to assist you to understand words and phrases which have a specific legal meaning with which you may not be familiar.

LIST OF DEFINITIONS

"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 **"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.

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