

Bonhams | mph

11 December 2021 | Bicester Heritage







Bonhams | mph

Specialist Modern, Popular & Historic Motor Car Auctions

Saturday 11 December 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 10 December 9am - 6pm

Saturday 11 December 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 11 December at 1pm

SALE NUMBER

26810

FOLLOW US ON INSTAGRAM

@bonhamsmphclub

ON FACEBOOK

@bonhamsmphclub



BIDS

- Bid online/app

Register to bid online by visiting www.bonhams.com/26810



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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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 102, 39, 93, 87 & 81

Back cover: Lot 93 (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

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

Absentee Bids

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

References

Intending Buyers should supply bankers' references. The references should be supplied to Bonhams MPH in time to allow them to be taken up before the Sale. Unless arrangements are made with Bonhams MPH for payment in advance of the Sale all Lots will be removed to storage immediately after the Sale at the Buyers' cost. In any event, the Purchase Price should be paid to Bonhams MPH no later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

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

Premium

Like the vast majority of auctioneers Bonhams MPH charge what is known as a Buyer's Premium on the Hammer Price of each Lot purchased and is subject to VAT. Some lots may also be subject to VAT on the Hammer Price and these lots will be clearly marked with a symbol (†, 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/26810

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 olive.spurrier@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 Olive Spurrier.

How can I pay?

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

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

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

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

We accept the following methods of payment.

Bonhams 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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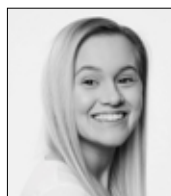
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Paul Gaucher



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 12 December after which they will be uplifted to local store.

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

Removal and Storage of Vehicles

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

Vehicle Removal charges

£130 + VAT per vehicle

Vehicle Storage charges

First 3 days free of charge

Thereafter

£10 + VAT per motor car per day

Motor Car Presentation



Chris Bailey

+44 (0) 7889 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 593 440

+44 (0) 7885 877 324 (John Rogers)

traffickedesk@emrogers.co.uk

www.emrogerstransport.com

Using the QR codes

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



If you don't have a suitable Device to use the QR code, you can simply view each lot by typing the following into your web browser www.bonhams.com/26810/ and adding the lot number at the end. For example www.bonhams.com/26810/24 to view the MG BGT . 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.

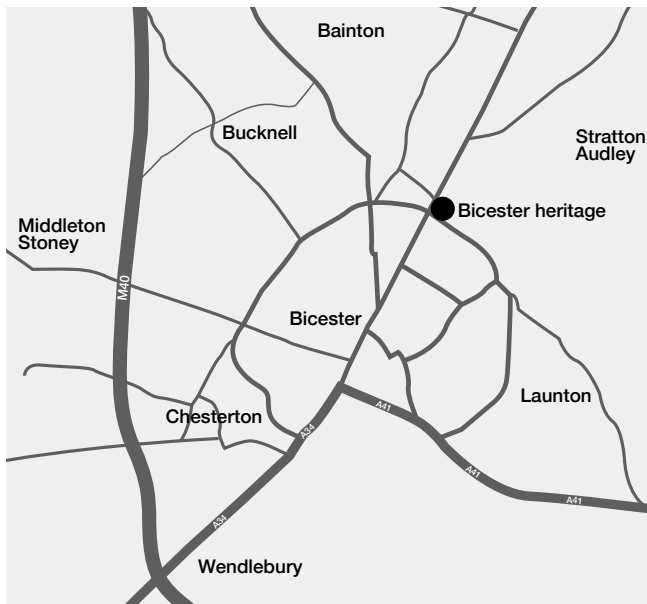
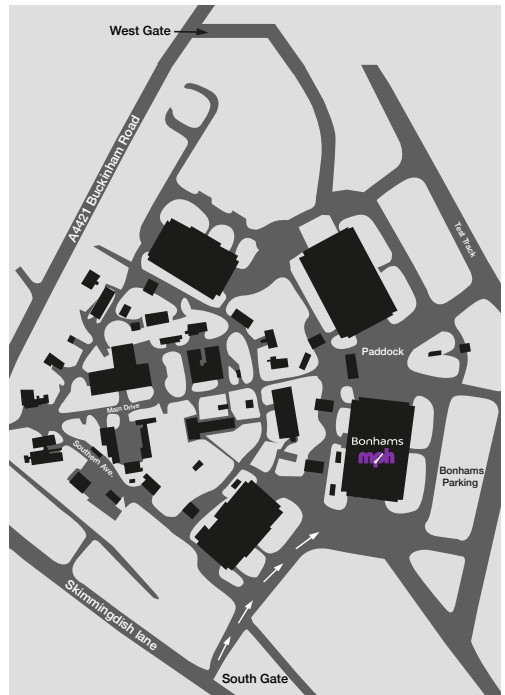
By rail

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.

1

An Amanco 2½HP Stationary engine by Associated manufacturers Co. of Waterloo IOWA U.S.A

£300 - 500 No Reserve

Number 158187, painted scarlet with makers plaque, single horizontal cylinder, with finned barrel, twin spoked 20" flywheel, together with detached magneto numbered D187792, 80 x 114 x 64cm, mounted on wooden wheeled trolley.

(2)



2

An Amanco 2½HP Stationary engine by Associated manufacturers Co. of Waterloo IOWA U.S.A

£300 - 500 No Reserve

Painted maroon, near complete, lacking some components, twin spoked 20" flywheel, mounted on wooden framed wheeled trolley, with metal handle, right side rail fitted with Amanco plaque, 87 x 125 x 64cm, together with an AMM magneto patented in 1914 and starting handle.



3

An Amanco Hiredman 2¼HP stationary engine

£300 - 500 No Reserve

Serial number 111656, painted scarlet with yellow lining and lettering, single horizontal cylinder, cast water tank painted Amanco Hiredman in yellow, twin spoked 17¾" flywheel, a single brass drip oiler with original fuel tank (paint flaking), fitted with a magneto, numbered D79098, 80 x 65 x 100cm, mounted on wooden wheeled base.





A 3 Mule Team 3HP “Chore Boy Line” stationary engine by Associated manufacturers Co. of Waterloo IOWA U.S.A

£400 - 600 No Reserve

Number 504175, makers plate with patent dates for 1909; 1911; 1914; painted red with kerosene and gasoline tank (replaced caps), built in water hopper, brass drip feed oiler, twin spoked 24" flywheel, mounted on wooden framed wheeled trolley, with metal handle, the trolley with spares box including starting handle and electrical components.



An Avon stationary engine

£400 - 600 No Reserve

Single horizontal cylinder, cast water tank painted Avon in yellow, twin 15¾" solid flywheel, brass fittings, including two drip oilers and a Wico ignition unit, with separate fuel tank, 80 x 125 x 60cm, mounted on wooden wheeled base with wooden handle.



A Lister Junior 3½HP stationary engine by R.A.Lister and Co. Ltd

£400 - 600 No Reserve

Number 276499, specification A31H; R.P.M 650 on makers plate, painted green with red lettering and later applied transfers, single vertical cylinder, Lucas SR magneto, chain driven from twin spoked 17½" flywheel, fuel tank, simple exhaust, 110 x 100 x 85cm, mounted on wooden wheeled trolley with metal handle, together with starting handle.





A Petter Universal "M" Type oil engine

£600 - 800 No Reserve

New model number 76362; 5 B.H.P; 600 R.P.M, restored and repainted dark green with red lettering, latter applied paper transfer, fitted with BTH magneto (type M 1B2), oil reservoir and large drum shaped water reservoir, twin spoked 21" flywheel, 130 x 64 x 120cm, mounted on wooden wheeled trolley, together with starting handle, spanner, two spark plugs and sundry castings.

(Qty)



1980 Sinclair C5

£500 - 1,000 No Reserve

One owner from new, in long term storage, some light use, believed near complete, will require new battery and mechanical attention prior to use, Inspection advised.



Rolls-Royce Corniche Childs Car

£500 - 1,000 No Reserve

Originally sold by Harrods, powered by electric motor, red moulded plastic body on steel chassis, with tan upholstery and matching steering wheel, Length: 120cm.

Height: 50cm.

Width: 48cm.

Play-worn, needs recommissioning.



c.2000 Tot Rod Cam Am Go Kart

£1,000 - 2,000 No Reserve

Engine no. GCACK-1017845

- *Powerful and reliable Honda engine*
- *Stunning styling*
- *The ultimate Christmas present*
- *Fun for all the family*

What do you get for the motoring collector who has everything? A Tot Rod! This professionally built adult sized go kart is styled on the legendary Cam Am sports racers of the 1970s. Incorporating a steel box frame chassis, rose jointed steering and front uprights and a disc braked rear axle. Powered by Hondas bullet proof 160cc engine, officially rated at 5hp, mated to an automatic gearbox. The engine starts readily and runs well, with a good turn of speed. The fibreglass bodywork is solid, but does have some cracks to the gelcoat. Recently painted and now offering a blank canvas for the lucky new buyer.

Seller Assessment score 58/100

mph





A close-up photograph of a car's wheel hub. The central hub cap is silver with a black logo and text. The logo consists of the letters 'W' and 'F' joined together. The text 'Wood & Pickett' is arched above the logo, and 'of London' is arched below it. The hub cap is surrounded by several hexagonal lug nuts, which are also silver and reflect light. The background is dark and glossy, showing the car's body panels.

Wood & Pickett
WF
of London

1951 Nash Ambassador Custom Sedan

£5,000 - 10,000 No Reserve

Registration no. not registered

Chassis no. R634066

Odometer reading. n/a

MOT expiry date. exempt

- *Iconic example of American automotive styling*
- *Formerly part of the Peter Black Collection in the UK*
- *Automatic transmission*



Seller Assessment score 58/100

mph

Formerly part of the Peter Black Collection in the UK (since the 1990s), having been imported from Minnesota, this Ambassador was purchased by the current owner at a French auction in February 2007. The car is offered with a copy of the purchase invoice and an original Nash Ambassador Owner's Manual. This interesting and rarely seen motor car in the UK has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1953 Kaiser Manhattan Sedan

£5,000 - 10,000 No Reserve

Registration no. not registered

Chassis no. 022119

Odometer reading. n/a

MOT expiry date. exempt

- *Milestone model*
- *Exceptional styling*
- *Present ownership since 2004*



Seller Assessment score 58/100

mph

This Kaiser Manhattan was purchased by the vendor from Mirbach Hanse GmbH of Hamburg, Germany in October 2004. An increasingly collectible milestone model in the history of a charismatic yet neglected marque, the car is offered with a bill of sale copy and a Swedish vehicle identity document. This rare and stylish car has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1967 Ford Thunderbird Landau Sedan

£6,000 - 10,000 No Reserve

Registration no. not registered

Chassis no. 7Y84Q134053

Odometer reading. n/a

MOT expiry date. exempt

- *The first four-door Thunderbird*
- *Produced for only four years*
- *Present ownership since 2018*



Seller Assessment score 58/100

mph

This was the Landau Sedan, which somewhat unusually featured front-opening 'suicide' rear doors. Other notable 'Big Bird' developments included reversion to a traditional separate chassis and the absence of a convertible model from the range. The four-door Landau Sedan would remain unique to this generation, disappearing from the range with the sixth generation's introduction in late 1971. Powered by the 428ci (7.0-litre) 345bhp V8 engine, this rare Landau Sedan was purchased from Gesswein Motors Inc of Milbank, South Dakota on 5th April 2018 and comes with its South Dakota title and a copy of the purchase order. This rarely seen car in the UK has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1956 Chrysler New Yorker Sedan

£ No Reserve

Registration no. not registered

Chassis no. N5634890

Odometer reading. n/a

MOT expiry date. exempt

- *5.8-litre Chrysler 'hemi' V8 engine*
- *Push-button PowerFlite automatic transmission*
- *Present ownership since 2009*



Seller Assessment score 58/100

mph

Finished in Cloud White with coral/black fabric interior, the car also features power assisted steering, power brakes, and wire wheels, and even has the – very rare – factory-fitted air conditioning. The vendor purchased the New Yorker from Gesswein Motors Inc of Milbank, South Dakota in October 2009. Accompanying documentation consists of copies of the purchase order and the car's South Dakota Certificate of Title. This charming piece of Americana has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



15*Z

1972 Chevrolet Corvette Stingray Coupe

£14,000 - 18,000 No Reserve

Registration no. not registered

Chassis no. 1Z37K2S526126

Odometer reading. n/a

MOT expiry date. exempt

- 350ci (5.7-litre) V8 engine
- Desirable manual transmission
- Present ownership since 200



Seller Assessment score 58/100

mph

Five years after the Sting Ray's arrival in 1963, a total restyle ushered in the Corvette's 'Stingray' era, though the latter name was not officially applied to the new model until 1969. Beneath the skin the chassis remained fundamentally unchanged. The Corvette Stingray we offer has the 350ci (5.7-litre) V8 engine and manual transmission combination. The vendor purchased the car on 29th October 2005 from Brandon Classics of Atlanta, Georgia. A copy of the bill of sale is on file together with the Corvette's old state of Georgia Certificate of Title. This Stingray has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.

16*Z

1962 Imperial LeBaron Limousine

£5,000 - 10,000 No Reserve

Registration no. not registered

Chassis no. 9 323 211 300

Odometer reading. n/a

MOT expiry date. exempt

- Top-of-the-range model
- Believed bodied by Carrozzeria Ghia
- Present ownership since 2005



Seller Assessment score 58/100

mph

In 1962 the only Imperial LeBaron on offer was a four-door, six-seater hardtop. The accompanying invoice from Touring Garage AG of Oberweningen, Switzerland - issued when the current owner bought the car in June 2005 - describes it as a 'Chrysler Imperial by Ghia', suggesting that the famous Italian coachbuilders Carrozzeria Ghia may have been responsible for the limousine conversion. The car also comes with a Swiss Carte Grise. Offering grace, pace and comfort, this ultimate luxury limousine is guaranteed to turn heads admirably wherever it goes. This LeBaron has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.

1967 Aston Martin DB6 Mk1 Sports Saloon

£120,000 - 150,000 No Reserve

Registration no. HSR 688E (see text)

Chassis no. DB6/3131/R

Odometer reading. n/a

MOT expiry date. exempt

- *Automatic transmission*
- *An older restoration*
- *Present ownership since 2008*

Seller Assessment score 58/100

mph

This automatic transmission DB6 was originally finished in Sierra Blue with natural leather interior and left the factory equipped with the following: power steering; chrome road wheels; heated rear screen; two safety belts; power aerial and the 3.54:1 limited-slip differential. From June 1990 to November 1992, it was registered to one Bertie Pearl of Perthshire and carried the registration number '640 BP'. A letter on file from Mr Colin Gilburd (dated 30th October 1992) contains details of a full restoration undertaken by Mr Gilburd's company, Thoroughbred Cars (Edinburgh) Ltd. The cost is stated as in excess of £35,000. The car was purchased by the immediately preceding owner Stephen Morgan on 23rd November 1992 and the registration mark changed to 'HSR 688E'. In September 1998 Five Oaks Garage in Jersey undertook a brake overhaul, while the fuel tank was removed and reconditioned and carburettor repairs carried out. Further servicing and maintenance was entrusted to Brewery Motors of Farndon, near Chester. The current owner purchased the DB6 at Bonhams' Goodwood Revival sale in September 2008 (Lot 368). Accompanying paperwork includes the aforementioned documents; a quantity of expired MoTs; and a V5C Registration Certificate (as the car had been exported, an application to retain the number will be required). This attractive DB6 has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1966 Chevrolet Corvette Sting Ray Coupe

£20,000 - 30,000 No Reserve

Registration no. not registered

Chassis no. 194376S126054

Odometer reading. n/a

MOT expiry date. exempt

- *Iconic American sports car*
- *327ci (54-litre) V8 engine*
- *Present ownership since 2005*

Seller Assessment score 58/100

mph

To say that the Sting Ray's arrival caused a sensation would be grossly understating its impact on the North American sports car market. Beneath the skin was an all-new ladder-frame chassis with independent rear suspension, the adoption of which significantly lowered the centre of gravity, improving both roadholding and ride. Power was supplied by a 327ci (5.4-litre) V8 available in a variety of states of tune. Now recognised as representing a 'Golden Age' for the Corvette, the Sting Ray was manufactured from 1963 to 1967 and has gone on to become a highly collectible modern classic. This automatic transmission coupe comes with a history file containing various licensing documents charting its ownership in Buena Park, California (1976-1982); Huntington Beach, California (1986-1987); Tucson, Arizona (1989-1993); and Black Canyon City, Arizona (2004). The most recent such document is an Ohio Certificate of Title issued in 2005. The current vendor purchased the car from Pro-Team Corvette Sales Inc of Napoleon, Ohio on 10th November 2005. A copy of the sales agreement is on file and the Corvette also comes with an original 1966 Corvette Owner's Guide; numerous invoices for parts; and an old California license plate (black). This Sting Ray has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1977 Aston Martin V8 Series 3 Sports Saloon

£40,000 - 60,000 No Reserve

Registration no. not UK registered

Chassis no. V8/11580/RCA

Odometer reading. n/a

MOT expiry date. exempt

- Automatic transmission
- Numerous factory options
- Present ownership since 2010

Seller Assessment score 58/100

mph

Originally finished in Rolls-Royce Regency Bronze with fawn interior trim, '11580' was despatched from the factory on 18th January 1977 bound for Aston Martin (Sales) Ltd. Copies of factory records on file reveal that the car was equipped with automatic transmission; two door mirrors; lockable centre armrest; over-riders; Philips AM/FM stereo radio/cassette; side repeater flashers; side marker lights; and two QI fog lamps, while the paint finish is described as 'non-standard'. The Aston's first owner is recorded as Ahmed Abdulla Abdelghani of London, and the original registration as 'PYN 178R'. Later in its life the Aston was registered 'UKE 313R'. The next earliest ownership record extant is a photocopy of a UK V5 dating from March 1998 (by which time the registration had changed to 'UKV 484R') when the car was acquired by Yarnolds of Stratford. The previous owner is listed as one Nicholas Seddon of Oxfordshire (from September 1995). In October 2001 the car was registered as 'J 96996' in Jersey, Channel Islands to Mr Geoffrey Hollyhead (copy Vehicle Registration Document on file). The current vendor purchased '11580' from Mr Hollyhead via Le Riche Automobile (CI) Ltd in May 2010 (bill of sale copy available). This V8 has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



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1967 Aston Martin DB6 Sports Saloon

£80,000 - 120,000

Registration no. SYE 12F (see text)

Chassis no. DB6/3309/R

Odometer reading. n/a

MOT expiry date. exempt

- *Long-term AMOC member ownership 1967-2010*
- *Automatic transmission*
- *Present ownership since 2010*

Seller Assessment score 58/100

mph

An automatic transmission model, '3309/R' left the Newport Pagnell factory finished in Pacific Blue with natural Connolly leather trim. The guarantee form lists the following items of non-standard equipment: power assisted steering; chrome road wheels; heated rear screen; 3-ear hubcaps; power aerial; and lap/diagonal safety belts. One S I Phillips Esq is recorded as the purchaser, but accompanying registration documents show that the DB6 was in fact first registered as 'SYE 12F' on 18th December 1967 to Denis McEwan of Somerset, an AMOC member. The Aston would remain in the McEwan family's ownership for at least the next 41 years, passing to his wife in March 2008. The current vendor purchased the car from well-respected Aston Martin specialist Keith Riddington's company Classicmobilia on 10th July 2010. 'SYE 12F' comes with a good history file containing sundry bills (many from marque specialists Aston Service Dorset); (part) V5C registration document (for which an application will be required to re-patriate the number as the motor car had been exported); SORN paperwork; a copy of the 2010 purchase invoice; and a substantial quantity of MoTs dating back to the 1980s. This DB6 has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1964 Imperial Crown Sedan

£5,000 - 8,000 No Reserve

Registration no. not registered

Chassis no. 9243148116

Odometer reading. n/a

MOT expiry date. exempt

- *Collectible American luxury sedan*
- *413.2ci (6.8-litre) 340bhp V8 engine*
- *Automatic transmission*



Seller Assessment score 58/100

mph

Newly restyled for '64 powered by a 413.2ci (6.8-litre) V8 engine producing 340bhp. Priced at \$5,581, the four-door sedan was by far the most popular, accounting for slightly more than two thirds of the 20,000-or-so cars produced that year. The Imperial Crown four-door sedan offered here was purchased by the vendor from Gesswein Motors of Milbank, South Dakota in October 2010. A copy of the bill of sale is on file and the car also comes with a South Dakota Certificate of Title. This Imperial has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.

1964 Chrysler 300-K Hardtop Coupe

£10,000 - 15,000 No Reserve

Registration no. not registered

Chassis no. 8443163614

Odometer reading. n/a

MOT expiry date. exempt

- *Iconic factory hot-rod*
- *413.8ci (6.8-litre) 390bhp V8 engine*
- *Present ownership since 2012*



Seller Assessment score 58/100

mph

This Chrysler 300-K was purchased by the vendor from Gesswein Motors of Milbank, South Dakota on 2nd April 2012. Notable features include factory-fitted air conditioning and power assisted steering and brakes. Accompanying documentation consists of a South Dakota Certificate of Title; the purchase order; and a copy of Gesswein's advertisement. This head turning 300-K has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.

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1963 Ford Thunderbird Coupe

£10,000 - 15,000

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 58/100

mph

American cars from this era were incredibly innovative, and the Thunderbird is no exception to that with its swing away steering wheel and floating rear view mirror. 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.



24

1977 MGB GT Coupé

£4,000 - 6,000 No Reserve

Registration no. VAJ 151S
Chassis no. GHD5-449522G
Odometer reading. n/a
MOT expiry date. exempt

- *Present ownership since 2018*
- *£4,500 spent in recent years*
- *Mechanical refresh in November 2020 by Summit Motors*
- *New tyres*



Seller Assessment score 85/100

mph

Purchased by the vendor in 2018, this MGB GT presents in average order and was driven to Bonhams at Bicester Heritage with no faults reported. The history file contains invoices totalling over £4,500 for works in recent years, including an engine-out mechanical refresh in November 2020 by Summit Motors costing £2,061. New tyres costing £340 were fitted in August 2020, and four spare wheels come with the car. Offered with a V5C document, the car has 67,580 miles showing on the odometer and is MoT exempt.



1997 Rover Mini SPi Margrave Saloon

Coachwork by Wood & Pickett

£25,000 – 28,000

Registration no. MIII WAP

Chassis no. SAXXNWXKWD145428

Odometer reading. 6,600

MOT expiry date. tbc

- *Bespoke order for a titled lady*
- *Two owners from new*
- *Only 6,600 miles from new*
- *Comprehensive history file*

Seller Assessment score 85/100



Originally a Mini Mayfair, this car was built in December 1997 to Japanese specification, which includes air conditioning. Instead of being exported it was purchased for a titled lady and sent to Wood & Pickett. In June 1998 the car was completed to full "Margrave" specification and is thought to be one of W&P's final conversions, the Mini was in regular use as a city car between 1998 and 2006. The current (second) owner had seen it on three occasions in 2006 parked in central London and on the third placed a business card and note on the windscreen. Six years later in 2012, the current owner received a phone call asking if he was still interested in purchasing the Mini. The vendor then viewed the car with Steve Burkinshaw (registrar of coachbuilt Minis for the MCF). After Steve had inspected the car and taken it for a short test drive, the current owner purchased it. From 2006 to 2012 the Mini had only been driven occasionally including to and from the MoT garage by the family's chauffeur and showed only 4,500 miles on the odometer (current reading 6,600). In addition to a comprehensive history file containing the usual expired tax discs, invoices/bills, old MoTs etc, this unique Mini also comes with the owner's handbooks; an indoor dust cover; a bespoke Connolly leather-bound London A-Z (original registration embossed onto the cover); and two copies of Mini World magazine of January 2016 featuring a seven-page article on the car. Also included in the sale are two sets of keys with alarm fobs; a CTEK battery charger; and the original rear light lenses and door mirrors.



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2006 Mercedes-Benz ML63 AMG

£14,000 - 18,000

Registration no. RX56 WFU

Chassis no. WDC1641772A181599

Odometer reading. 57,004

MOT expiry date. 06/10/2022

- *Low mileage ML63 AMG*
- *Good condition*
- *Service history with bills and invoices*

Upon its release in 2006, the Mercedes-Benz ML63 AMG was one of the fastest and most powerful SUVs on the market. It's hand-built 6.3-litre 510bhp V8 engine propelled the car to 60mph in just 5 seconds, and it also offered an incredible sound track to go with it. This 2006 car is an early example and has a low mileage of just 57,004 miles. It has a good history folder with multiple old bills, invoices and V5C. Overall the car is in very good order, and its silver paintwork presents well. These ML63s are a rare sight on UK roads and offer impressive performance for such a large vehicle.

Seller Assessment score 79/100

mph



2002 Porsche 911 (Type-996)

3.6-Litre Targa Coupé

£16,000 - 20,000

Registration no. T2 FUG

Chassis no. WP0ZZZ99Z2S630966.

Odometer reading. 76,600

MOT expiry date. exempt

- *Tiptronic model*
- *Presents well*
- *Sensibly priced and good value*
- *Low mileage example*
- *Full service history*

Seller Assessment score 73/100

mph

Introduced in 1997, the Type 996 version of Porsche's evergreen 911 fully justified its maker's claims to be 'all new'. With the 996's introduction, Porsche finally adopted water cooling for the flat-six engine, which powered a car that shared no panels with its immediate predecessor and was longer, wider and higher than before. Despite the overall increase in size, Porsche's engineers managed to lower the 996's drag co-efficient by raking back the windscreen. Bonded-in front and rear screens contributed to a significant increase in the stiffness of the aluminium chassis, which was clad in galvanised steel body panels. Water radiators were mounted at the front: two for manual transmission cars, three for those with the Tiptronic semi-automatic 'box. The new 24-valve engine displaced 3.4-litres and produced 300bhp, which was good enough for a top speed of 174mph. Engine capacity increased to 3.6-litres in 2002 and maximum power to 316bhp. This Tiptronic Targa was purchased by the enthusiast vendor in March 2020, since when it has been fitted with new tyres, serviced by Cotswold Porsche Specialists, and fitted with a new alarm/locking system - related bills total £1,600. A superb historied Porsche, it also comes with full service history, a V5C document, and MoT to January 2022. Currently displaying 76,600 miles on the odometer, the car has good bodywork and metallic silver paint, equally good grey leather interior, and very good mechanicals, and at the suggested estimate represents very good value for money. It should be noted that the Targa roof sometimes requires locking manually but otherwise operates correctly.



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2005 Bentley Continental GT Coupé

£19,000 - 25,000

Registration no. CN05 BFP

Chassis no. SCBCE63W75C029232

Odometer reading. 77,300

MOT expiry date. 24/09/2022

- *Landmark modern Bentley*
- *Circa 77,300 miles from new*
- *Full service history*

Seller Assessment score 78/100

mph

The Bentley Continental GT was the first model introduced by Bentley Motors following its acquisition by the Volkswagen Group in 1998, and the first Bentley to employ mass production manufacturing techniques. Premiered in 2003 at the Geneva Motor Show, the Bentley Continental GT realised the concept of the 1994 Java concept car as a more affordable Bentley, to be manufactured in larger volumes than hitherto had been the norm. The Continental GT was powered by a 6.0-litre twin-turbocharged W12 engine producing 552bhp and 479lb/ft of torque. A Torsen-type permanent four-wheel-drive six-speed transmission was standard equipment, and the Continental GT could accelerate from 0-62mph in 4.8 seconds on its way to a top speed of 197.6mph. A mechanically identical Continental GTC Convertible was made available for 2006, followed by another version of the Coupé: the range-topping GT Speed. Currently displaying a total of circa 77,300 miles on the odometer, this lovely Bentley Continental GT is finished in Ice Blue with light blue/cream leather interior. The car comes with its original Bentley service book stamped from its PDI up to 74,492 miles when a major service was carried out by renowned marque specialists, P&A Wood. There bills on file from Bentley specialists accumulated in recent years totalling some £7,000, and the car also comes with old MoTs, a V5C document and current MoT.



2004 Audi A4 Sport Cabriolet

£5,000 - 8,000

Registration no. DS04 SYF

Chassis no. WAUZZZ8H25K002501

Odometer reading. 98,659

MOT expiry date. 25/03/2022

- *3.0-litre V6 petrol engine*
- *Manual transmission*
- *One former keeper*
- *98,659 miles recorded*

Seller Assessment score 68/100

mph

Audi's A4 line of compact executive cars has been around since 1994 and is currently in its fifth generation. It has always been built on the Volkswagen Audi Group's 'B' platform, the car offered here being an example of the second-generation B6 type, introduced in 2000. In this iteration there were three body styles on offer: four-door saloon; five-door Avant estate; and two-door cabriolet, while the range of power units was extensive to say the least. The cabriolet had been developed in collaboration Karmann and was assembled by the famous German coachbuilder, a firm noted for its expertise in developing soft-tops. It featured an electro-hydraulically operated roof, which lowered in under 30 seconds, and incorporated various styling changes, including body-coloured lower bumper and sill panels, which later found their way onto the saloon. The Audi A4 cabriolet we offer has the normally aspirated 3.0-litre 30-valve V6 engine producing 217bhp, a figure only bettered in the Audi range by the S4's 4.2-litre V8. Finished in Ice Blue with grey leather/suede interior, this rare Audi A4 cabriolet - a manual transmission model - has had only one former keeper and currently displays a total of 98,659 miles on the odometer. The car is rated by the vendor as in good-to-very good condition and comes with a V5C Registration Certificate.



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1988 Mercedes-Benz Lorinser 500SL

£25,000 - 30,000

Registration no. F500 CUB

Chassis no. WDB1070462A096019

Odometer reading. 51,500

MOT expiry date. 22/06/2022

- *Factory fitted Lorinser bodykit*
- *One owner from new*
- *Low mileage*

We have here a very original '80s Mercedes 500SL upgraded from new with a Lorinser body kit & wheels. Purchased from Derwent Mercedes Leeds and first registered in January 1989, this one owner car has been extremely well looked after throughout its life. Always homed in a de-humidified garage, it's only covered 51,500 miles over the last 32 years, which is an average of only just over 1600 miles a year. Regularly serviced, as documented in the service book, there are many receipts from a local specialist covering maintenance and parts over the years. Looking resplendent in its original paintwork, very little has needed to be done to keep the elements at bay. All electrics appear to work on demand, the engine runs as smoothly as to be expected and it drops easily into drive and reverse when asked. Overall a cherished, one owner 500SL which would appear more than ready to tackle it's next 32 years on the road

Seller Assessment score 60/100

mph



2007 Audi RS 4 Cabriolet

£17,000 - 20,000

Registration no. GU07 WDO

Chassis no. WUAZZZ8H97K800633

Odometer reading. 70,632

MOT expiry date. 18/11/2022

- *Rare cabriolet model*
- *70,632 miles recorded*
- *Full Audi service history*

Seller Assessment score 75/100

mph

The high-performance variant of the Audi A4 range, the RS 4 debuted on the B5 platform in 1999, at which time there was only one body style on offer: the five-door Avant estate. This first model was powered by a twin-turbocharged, 2.7-litre, 30-valve V6, developed in collaboration with Cosworth, which produced a maximum of 375bhp. Being a high-performance Audi, the RS 4 delivered its power to the road via the firm's famous Quattro four-wheel drive transmission. The B5 lasted in production until 2001, and there would be no RS 4 in the successor B6 range. When the RS 4 re-emerged in 2006 on the B7 platform, the line-up had expanded to three models: four-door saloon; five-door Avant; and two-door cabriolet. Gone was the old turbo V6 engine, replaced with a normally aspirated 4.2-litre V8 producing 414bhp, and as before the only transmission available was a six-speed manual. Top speed of all models was electronically limited to 155.3mph (250km/h). Currently showing 70,732 miles on the odometer, this RS 4 cabriolet comes with full Audi service history consisting of its stamped service booklet and various bills. Offered with a V5C document.



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2010 Range Rover 5.0 S/C Autobiography 4x4 Estate

£13,000 - 20,000

Registration no. BK10 RWW

Chassis no. SALLMAME3AA322468

Odometer reading. 129,500

MOT expiry date. 18/07/2022

- 5.0-litre supercharged V8 petrol engine
- Automatic transmission
- 129,500 miles recorded
- Two previous keepers

Seller Assessment score 76/100

mph

An outstanding landmark design that almost single-handedly created the booming market in dual-purpose 4x4s, the Range Rover was greeted with universal acclaim on its arrival in 1970. Offering comfortable cruising at 90mph and a greater off-road capability than most of its customers would ever need, it has remained the class leader, despite ever-increasing foreign and domestic competition, ever since. The fact that the original lasted in production for an amazing 24 years before being replaced in 1994 only serves to illustrate the soundness of the original concept. Indeed, the 'old' Range Rover - renamed Range Rover Classic - did not disappear immediately but continued to be built for another year alongside the new P38A version. Offered here is a tidy example of the third generation Range Rover, introduced in 2001. A lavishly equipped top-of-the-range Autobiography model, it is powered by the 5.0-litre supercharged V8 petrol engine producing 502.8bhp. Other noteworthy features include 21" alloy wheels; LED headlights; perforated semi-aniline heated/cooled seats; and the Autobiography model's exclusive exterior design pack of embellishments. Finished in black with cream leather interior, the car has 129,500 miles showing on the odometer and is described by the vendor as in generally good condition. The accompanying V5C states that the Range Rover has had two previous keepers, and the car also comes with an owner's handbook; two keys; some old MoTs; and bills totalling circa £10,000.



2003 Volkswagen Golf R32

£5,000 - 8,000

Registration no. OV03 UXE

Chassis no. WWWZZZ1JZ3D501799

Odometer reading. 126,000

MOT expiry date. 16/06/2022

- *One of the fastest 'hot hatches' of its day*
- *Present ownership since 2005*
- *Full VW service history*

Seller Assessment score 55/100

mph

"Although the MkIV Golf didn't enjoy a great reputation as a sporting drive, look away from the GTI badge and there were some worthy candidates. The V5 models are well worth seeking out and the V6 4MOTION cars make fine high-speed cruisers. If you really want a Golf laden with a ton of attitude however, you owe it to yourself to track down a used Golf R32. It's a Golf like no other." – *RAC Drive* magazine. The Mk4 version of Volkswagen's outstandingly successful Golf hatchback was first introduced in August 1997, followed by saloon (Bora) and estate (Variant) versions. New high-performance models included the 3.2-litre V6-engined Golf R32. Introduced in 2002, the R32 featured '4MOTION' four-wheel drive, VW considering its 232bhp maximum to be too much for the front wheels to cope with alone. It certainly put the power down effectively, helping the R32 reach 60mph in around 6.5 seconds on its way to a top speed of 153mph. Serviced annually, this collectible Golf R32 comes with full main dealer service history with VW Oxford from the beginning of its life. The car came into the present ownership in November 2005 when it was two years old, and all subsequent bills have been kept. The last bill, though not from a main dealer, is dated 28/10/2021 for fitting new VAG front shock absorbers. VW bills on file total some £17,000, and the car also comes with its original wallet, stamped service book (2011-2021), V5C document, and an original can of touch-up paint.



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2006 Mercedes-Benz CLS55 AMG IWC Ingenieur Limited Edition £12,000 - 18,000

Registration no. MY55 KMR

Chassis no. WDD2193762A067316

Odometer reading. 87,000

MOT expiry date. 09/12/2021

- *Produced in collaboration with Swiss watchmaker IWC Schaffhausen.*
- *Circa 87,000 miles from new*
- *Maintained with no expense spared*
- *Full service history*
- *Very good condition*

Seller Assessment score 90/100

mph

Offered here is a Mercedes-Benz CLS 55 AMG IWC Ingenieur, a limited edition model produced in collaboration with the Swiss watchmaker, IWC Schaffhausen. As such, it has the supercharged 5.4-litre V8 engine producing 469bhp and incorporates all the advanced technology found on the standard CLS-Class offerings. Naturally, it also features many AMG performance enhancements including, in this case, larger brake discs with eight-piston callipers; wider 19" alloy wheels; revised and stiffened suspension with multiple modes; AMG bodywork; and five-speed automatic transmission. The IWC Ingenieur also features exclusive dark titanium grey metallic paintwork, while a matte titanium finish is applied to most of the exterior trim, matching the titanium case of IWC's 'Ingenieur AMG' watch, an example of which was given to every purchaser of this limited edition motorcar. This synergy extends to the interior, which features various cosmetic enhancements and a completely redesigned instrument cluster with the analogue clock, speedometer and tachometer styled along the lines of the 'IWC Ingenieur' watch. At time of cataloguing the only production figures found were those for the UK Market (3 Units). This immaculate and exclusive modern Mercedes has covered circa 87,000 miles from new and comes with full service history (over 100 individual documents/receipts totalling more than £18,000). The service booklet was last stamped on 25/01/2021 at 85,900 miles. The car also comes with an owner's manual; EU Certificate of Conformity; pre-delivery inspection document; and a V5C.



2001 BMW M3 (E46) Coupé

£8,000 - 12,000 No Reserve

Registration no. M3 BCJ

Chassis no. WBSBL91030JP77892

Odometer reading. 219,500 kms

MOT expiry date. 18/04/2022

- *One owner from new*
- *Left-hand drive*
- *Six-speed manual gearbox*
- *Full BMW and specialists service history*

Seller Assessment score 60/100

mph

The M3's third iteration arrived in October 2000 following the introduction of the E46 series in 1998. On this occasion though, there would be no saloon version, the new M3 being available only as a Coupé or a Convertible, while the power unit was BMW's 3.2-litre S54-type six-cylinder engine producing 338bhp. There was a choice of two transmissions: a six-speed manual Getrag or SMG (Sequential Manual Gearbox) that used an electro-hydraulically actuated clutch (no clutch pedal) to shift the Getrag's six gears. Top speed was limited to 'only' 155mph (250km/h), though it was suggested that, free of restrictions, a maximum of around 170mph (270km/h) would be achievable. This beautiful left-hand drive M3 coupé was purchased new by the late owner from Zwartepoorte Roosendall BV BMW in the Netherlands in July 2001. The purchase receipt is on file listing the following options: metallic paint (black); red leather interior; rear airbags; heat insulating glass; electric heated front seats; navigation with TV tuner; and a Harmon Kardon hi-fi stereo system. The BMW was registered in two friends' names on the UK V5 but remained in the original purchaser's ownership. The car was last serviced in April 2021 by Grosvenor Motor Co, receiving new track rods, an oil service, and four-wheel alignment. The service book is stamped from new by BMW agents and BMW specialists, and the car also comes with its original leather wallet, handbooks, and three keys. The M3 is MoT'd to April 2022 and will be driven to the sale. It should be noted that a tracker device is fitted.



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1989 Porsche 911 Carrera 3.2-Litre SSE Targa Coupé

£60,000 - 70,000

Registration no. G349 TFF

Chassis no. WP0ZZZ91ZKS141044

Odometer reading. tbc

MOT expiry date. 28/10/2022

- *Enhanced specification SSE model*
- *89,970 miles recorded*
- *Partial service history*

Seller Assessment score 88/100

mph

One of the most notable advances in the development of Porsche's long-running 911 was the introduction for 1984 of the 3.2-litre engine, which was 80% new and incorporated an effective cam chain tensioner and associated lubrication system that at last addressed a perennial 911 shortcoming. With 230bhp on tap, 0-60mph time of 5.3 seconds and a top speed of 152mph. Although it enjoyed a 52 horsepower advantage, the Turbo was only marginally faster, and most considered the normally aspirated Carrera easier to drive. For the increasing number of customers that coveted the Turbo's distinctive 'wide body' look but did not need its marginally superior performance, Porsche introduced the SSE package, also known as the Supersport, which could be specified for other models in the 911 range. In addition to the wide body, the SSE (option code M491) included the Turbo's spoilers; suspension; four-piston brake callipers; 16" forged alloy wheels; and low-profile tyres. Despite adding considerably to the purchase price, the SSE package proved surprisingly popular, with almost 75,000 delivered worldwide between 1984 and 1989. Only 75 right-hand drive examples were delivered to the UK, of which a mere 15 were Targa models like that offered here. This Carrera Targa SSE has partial service history with Kirkby Motors Paradise Garage, with invoices dating from around 2004. Currently displaying an odometer reading of 89,970 miles and MoT'd to October 2022, the car is offered with its Blaupunkt car radio passport (with code); a V5C document; and a substantial quantity of old MoTs.



1998 Lotus Esprit V8 GT Coupé

£50,000 - 60,000

Registration no. L90ESP

Chassis no. SCCDA0826WHC15513

Odometer reading. 37,597

MOT expiry date. 31/10/2022

- *The 18th Esprit V8 GT built for the UK market*
- *One of the nicest we have seen*

Seller Assessment score 97/100



The Esprit retained Lotus's trademark backbone chassis but unlike previous designs employed front and rear sub-frames to support the suspension and engine/gearbox unit. Lotus's own 2-litre, 16-valve, four-cylinder engine provided the power while the five-speed transaxle was sourced from Citroën. The Esprit metamorphosed through several series over the next two decades, gaining a new, more rounded, in-house body design along the way, before the model's ultimate expression - the V8 - arrived in 1996. Light and compact, the 3.5-litre, 32-valve engine produced 349bhp, an output sufficient to propel the Esprit to a speed of 175mph and on to the front rank of contemporary supercars. Its accompanying Lotus Certificate of Vehicle Provenance confirms that this car is the 18th Esprit V8 GT built for the UK market and the 5th out of 12 1998 models finished in yellow for the UK. One of the nicest of its kind we have seen, 'L90 ESP' has covered only 37,597 miles from new and comes with its stamped Service Sheet. There is a gap in the records from 2006 to 2018 (covering 14,000 miles), though there are invoices issued between those dates and clearly some re-commissioning was undertaken in 2018. The invoices are from Christopher Neil, Paul Matty Sports Cars, and Oakmere Motor Group, all Lotus specialists. MoT'd to October 2022, the car also comes with its Lotus Service Notes Folder for the Lotus Esprit.



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1990 Ford Sierra Sapphire RS Cosworth Sports Saloon

£30,000 - 40,000

Registration no. G568 YJN

Chassis no. tba

Odometer reading. circa 120,000

MOT expiry date. 03/11/2022

- *Iconic sporting Ford*
- *Highly sought after*

Seller Assessment score 87/100

mph

Assembly of the minimum 5,000 required for Group A homologation commenced in June 1986 at the company's Genk plant in Belgium. Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time this combination had been seen in a production Ford engine. Topping it off was a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp, its Weber-Marelli engine management system ensuring that the resulting stupendous performance was delivered with minimal turbo lag. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope. In 1987 the hatchback version ceased production and was replaced by the more refined Sapphire RS Cosworth four-door saloon, which was built for the years 1988 and 1989, some 13,000 being completed. This Sierra Sapphire RS Cosworth comes with its service book stamped up to 2003 at 63,000 miles (current odometer reading 120,000 miles). The car drives well and recently passed its MoT (expires November 2022) with no advisories. Additional documentation includes an RAC Ford Membership pack; original Ford handbooks and dealer directories; and a quantity of expired tax discs and MoTs



The ex-Richard Burns

1997 Mitsubishi Evo IV

Sports Saloon

£50,000 - 60,000

Registration no. P66 MRE

Chassis no. CN9A0008433

Odometer reading. 127,000

MOT expiry date. 28/10/2022

- *Richard Burns' company car while driving for the Mitsubishi Ralliart team*
- *Authenticated by his co-driver, Robert Reid*
- *Considerable recent refurbishment and upgrading*
- *Good history file*

Seller Assessment score 95/100

mpc

Offered here is the ex-Richard Burns Mitsubishi Lancer Evolution IV that was his company car while driving for the Ralliart team (there is a scan of an old V5 on file showing the car's original owners being Mitsubishi Ralliart Europe). One of Britain's most successful rally drivers, Richard Burns drove for the works Mitsubishi Ralliart team during 1996-1998 in between spells as a works driver with the Prodrive-run Subaru World Rally Team, with whom he would win the World Rally Championship in 2001. Driving for Subaru, Richard Burns had become the youngest winner of the British Rally Championship, taking the title in 1993. In 1996 he moved to Mitsubishi and while with them secured his first World Rally Championship win, at the 1998 Safari Rally. By the end of the 2001 season, Burns had secured ten WRC victories, but despite a move to new pacesetters Peugeot, there would be no more wins. In November 2003, having resigned with Subaru, Richard Burns was diagnosed with a malignant brain tumour, which would eventually prove fatal. Tragically, he died two years later, aged only 34. During his entire international career, Richard's co-driver was Robert Reid, who used 'P66 MRE' until 1998 when the pair left Ralliart. Robert remembers the Lancer well: "Yes, that was Richard's road car from Ralliart and then I had it up until we left Mitsubishi at the end of 1998. When we went to Prodrive for 1999 I delivered it back to Ralliart. No idea who used it after that."



Notable contents of the history file include the following:

- EVO Buyers' Guide printout
- Copy of Complete Car magazine featuring this car dated May 1997
- Bills on file for over £28,000 over the years including £11,242 in 2019/2020 from Silver Fern Performance for engine and running gear rebuild/overhauls, rust treatment and paintwork
- Full car re-spray invoice dated 2nd May 2020 for £3,100
- £1,800 invoice for rust repairs by Red Fabrication Preparation in December 2019
- Further invoices dated 2013 from Spraycraft for £1,068 for paintwork
- Build sheet/specification dating from 2012 when the engine was built by Group B Motorsport at a cost of around £4,615
- Dynamometer printouts while at Group B Motorsport with a highest readout of 350bhp
- Sales invoice/receipt from Ralliart Works Manager in 1999 confirming sale of the vehicle
- Old invoicing with Ralliart for servicing the car in 2000 and 2001
- Invoice for Ralliart for a tracker installation in 1998 signed by Robert Reid
- MoT certificate expiring 28/10/22
- Current V5C Registration Certificate



The late great Richard Burns airborne in 'P66', and above at the *Autosport* International (image part of lot)



1995 Porsche 911 (Type-993)

Carrera 2 Coupé

£35,000 - 45,000

Registration no. M775TMG

Chassis no. WP0ZZZ99ZSS313802

Odometer reading. 77,000

MOT expiry date. tbc

- *Low mileage 993*
- *Recent Porsche inspection*
- *Vast recent expenditure*
- *Extensive history*

Seller Assessment score 80/100

mph

The 993 Porsche 911 was the last generation of the 911 to feature air-cooling prior to the introduction of the 996 in 1997, which featured an all-new water-cooled set-up. This 1995 Porsche 993 Carrera 2 Coupé is a good and honest example and is fitted with the 3.6-litre flat-six with the Tiptronic automatic gearbox. Both are said to be running well and shifting smoothly. It has recently had a full inspection by an independent Porsche specialist which verifies its condition. Originally supplied new to Lancaster of Bow, there is extensive history with the car that includes its original handbook and service manual with over 18 stamps. There are also a large number of invoices which verify its maintenance. The inspection also noted that the speedo had been changed at approximately 63,012 but the MOT history and service schedule back up its mileage. It was corrected in 2018 and is now showing 77,000 miles. The inspection also found the bodywork to be in good condition with no signs of accident damage. There were a few minor marks found but this is expected from a vehicle of this age and mileage. The interior is also said to be in a worn but in an overall good condition. This is an excellent and honest example of the last air-cooled 911.





1994 Land Rover Defender 110 300 TDI 4x4 Utility

£5,000 - 10,000

Registration no. L392 DJF

Chassis no. SALLDHAF7MA945308

Odometer reading. 11,588 (see text)

MOT expiry date. 01/08/2022

- *Converted to four-person seating*
- *Used sparingly in recent years*
- *Serviced annually*

Seller Assessment score 84/100

mph

Following the successful reception of the all-new Land Rover Discovery model in 1989, it was decided to give the traditional Land Rover its own name: Defender. Now boasting bold 'Defender' logos, the Land Rover continued its seemingly inexorable process of development, gaining disc brakes and power assisted steering as standard during the 1990s together with a host of other improvements. Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover. The aforementioned upgrades would continue to be made regularly until production of the traditional Land Rover Defender ceased in January 2016. This two-door Defender underwent full refurbishment in 2006 including conversion for four-person seating with two sideways-folding seats in the rear, the latter making for a flexibly large loading area (see detailed bill on file). Access to the rear seats is via the rear door, and saddle racks have been installed (the vehicle has been used to tow a horse trailer). A new turbocharger and alloy wheels were fitted during the refurbishment, and the Defender has a new speedometer. Mileage prior to the latter's replacement is estimated at circa 75,000, while a total of 11,588 miles have been covered during the current ownership. The vehicle has been serviced annually by Mark Smith of Bicester and comes with service records dating back to 2015. Pony riding activities having ceased, the Defender is now little used. Offered with a V5C document and MoT to August 2022.



1991 Honda Prelude 4WS 2.0-Litre

£3,000 - 5,000 No Reserve

Registration no. H261DCD

Chassis no. JHMB442400C300881

Odometer reading. 65,078

MOT expiry date. 20/06/22

- *Super Clean version of this late '80's innovative coupé*
- *Mechanical 4wheel steering*
- *Light and airy cockpit*

Having lived a cared for life according to the stamped service history, the Prelude mysteriously was dry garage stored from 2007 until 2019. Since then a mechanical check over and two MOT tests have been carried out but the onset of lockdown has seen the coupé relegated back to the garage. The interior is light and airy thanks to the huge glass area afforded by one of the first uses of high strength steels in the roof pillars of a production car. Offered for sale purely due to lack use, this low mileage JDM example is a real collectors item. Featuring, Electric mirrors, Electric sunroof, Air-conditioning, Rear wash wipe, Power steering, Automatic transmission, Cruise control, Original Panasonic radio cassette with radio still set 531 medium wave, Honda drivers club tax disc holder with tax discs inside!

Seller Assessment score 93/100



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1989 Westfield SEi Sports

£8,000 - 12,000

Registration no. not registered

Chassis no. DR89WSEI1339

Odometer reading. 22,104

MOT expiry date. n/a

- *Authenticated by Westfield Sportscars*
- *1.8-litre Ford Duratec engine*
- *Used for track days and hill climbs*
- *Rebuilt in 2019*

Seller Assessment score 76/100

mph

Continuing the concept of a basic road/competition car for the enthusiast established successfully by the Mark VI, Lotus's most enduring model - the Seven - arrived in 1957 and, much developed and modified, continues in production today courtesy of Caterham Cars. Moving up-market, Lotus ceased manufacturing the Seven themselves in 1973, but the idea was too good to waste and production was officially continued by Caterham. Other manufacturers shared this enthusiasm for the Seven. Westfield included, a situation that led to Caterham's successful court action against them in 1987. Tooling for the SE model was removed and Westfield were forced to come up with a new design - the SEi - that was sufficiently different from Caterham's to avoid further litigation. This SEi has been authenticated by Westfield Sportscars as built in November 1989 (copy document on file). As an SEi it features independent rear suspension and a rare aluminium axle. Believed to been built as a road/race car, it has never been registered, its use being confined to track days and hill climbs. The 1.8-litre Ford Duratec engine incorporates '130' cams and breathes via twin Weber carburettors, while the gearbox is a five-speed unit. Rebuilt in 2019, this Westfield is in very good condition, ready to resume its motor sport career or for road registration. Few four-wheeled vehicles are more fun than one of these fast and exciting Westfields.





1960 / 81 Morgan 4/4 4-seater Special

£10,000 - 14,000

Registration no. 731 DCE

Chassis no. DB432581

Odometer reading. tbc

MOT expiry date. exempt

- *Low mileage since restoration*
- *Excellent body & paintwork*
- *A beautifully presented example*

Seller Assessment score 75/100

mph

Purchased by the vendors late husband in 2011 after spotting an advert in Classic Autojumble, it was described as in need of some TLC. Little unfortunately is known of its early history, but it would appear to have been re-built from an early '60s Morgan in 1979 / 81. There are photos of the rebuild which features a new chassis amongst other things and seems to have been carried out to a high standard. Once the Morgan was back in his garage, the new owner set about bringing it back to its former glory. Being an engineer by trade there wasn't much which he couldn't accomplish himself, so running gear was re-furbished, body work was repainted in cream and maroon and all of the small jobs were completed to his exacting standards. The interior was completely recovered including door cards, seats and new carpets. Unfortunately, it was hardly used once back on the road and with its last MOT certificate expiring in 2016, hasn't been on the road since then. It has though been dry stored and regularly started, up until the vendor's husband's death earlier this year. Upon its arrival at Bonhams MPH, it didn't take us long to fire this lovely Morgan back into life, and it now runs and drives a treat. Currently fitted with a 4-speed gearbox, the spares box includes a 5 speed MK9 Ford gearbox, bellhousing and clutch package as well as a few other spares. Overall this Morgan presents beautifully and is certain to give its new owner lots of pleasurable driving.



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1971 Daimler Sovereign 2.8-Litre Saloon

£10,000 - 12,000

Registration no. DPW 206K

Chassis no. IT3125BW

Odometer reading. 54,000

MOT expiry date. exempt

- *Automatic transmission*
- *Offered from long-term storage*
- *Circa 54,000 miles from new*
- *Good service history*

Seller Assessment score 80/100

mph

Outwardly distinguishable from the Jaguar XJ6 only by its fluted radiator grille and different badging, the Daimler Sovereign that appeared a year after the XJ's 1968 launch was in effect a top-of-the-range model, with most optional extras incorporated as standard. Both XJ6 and Sovereign were built initially in either 2.8- or 4.2-litre versions, with automatic transmission preferred by the vast majority of customers, as was the case with the first owner of this car. This highly original and little used Daimler Sovereign was delivered new to a Mr Howell of Norfolk by G Baxter & Sons of Fakenham. A 2016 auction catalogue description on file states that the car was put into dry storage in 1986 at 54,000 miles, remaining there until re-commissioned in 2016. It was also stated at that time that the car had superb paintwork and a lovely leather interior, and that it drove well. The mileage total was still quoted as 54,000 when the Daimler next changed hands at another auction in 2018, and it remains at that figure today. The car comes with its original service booklet, with 19 entries, plus the owner's handbook; radio instructions; wiring diagram; Haynes workshop manual; and a V5C Registration Certificate. A well-preserved and original example of a model now enjoying classic status.



Y1965 Vanden Plas Princess 4-Litre 'R' Saloon

£8,000 - 12,000

Registration no. EJW 359C

Chassis no. V/RS31523

Odometer reading. tbc

MOT expiry date. exempt

- *Automatic transmission*
- *Previous long-term enthusiast family ownership*
- *An older restoration*
- *Well maintained*

Seller Assessment score 70/100

mph

One of Britain's most illustrious coachbuilders, chiefly remembered for its sublime Vintage-era Bentleys, the firm of Vanden Plas was acquired by Austin in 1946 and reinvented as a marque in its own right some years later. From the late 1940s onwards Vanden Plas engaged in bodying top-of-the-line Austins before marque status, albeit courtesy of 'badge engineering', arrived for 1960. When the Austin A99 was upgraded to A110 specification in 1961, the equivalent Vanden Plas Princess followed suit, becoming the Mark II. The final development saw the Princess offered with the six-cylinder Rolls-Royce FB60 engine: a short-stroke 3,909cc variant of that used in the Silver Cloud. Extensive revisions were made to accommodate the Rolls-Royce engine and the new model – known as the Princess 4-Litre R – was most enthusiastically received. Sadly, after the initial enthusiasm wore off, sales slowed to a trickle and only 6,555 cars had been built when the model was withdrawn in 1968. This restored Princess R previously belonged for a long time to a family of classic car enthusiasts, passing through the hands of various family members while being used sparingly as part of their sizeable collection. The car has been maintained by Penguin Motors of Cambridge and comes with numerous bills relating to its restoration and maintenance together with photographs of the former. MoTs on file date back to 1995 and the car also comes with a V5C document. An honest car, very well looked after, this handsome Princess R drives very well (the automatic transmission works smoothly) and is the very exemplar of quality motoring.



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1971 Aston Martin DBS Sports Saloon

£25,000 - 35,000

Registration no. MAN-51-K (Isle of Man)
Chassis no. DBS/5809/R
Odometer reading. 3,145 (see text)
MOT expiry date. exempt

- *Four owners from new*
- *Present ownership since 1994*
- *An older restoration*
- *Offered for recommissioning*

Seller Assessment score 57/100

mph

According to its accompanying warranty, this automatic transmission DBS was delivered new to a company called Victor Plastics. Originally registered 'JLO 16K' in the UK, it was purchased by the current vendor in February 1994 and since then has been registered in the Isle of Man. The Aston had been advertised for sale in *Classic & Sports Car* magazine's February 1994 edition by its third owner following an extensive professional refurbishment. Test driven by C&SC, the DBS was described at the time as "one of the most solid, honest Aston Martins you'll find at the price". C&SC's review (copy on file) also highlighted the car's original colour combination; interior re-trim in correct magnolia hide; factory fitted Webasto sunroof; new chrome wire wheels; 10 litres of Waxoyl anti-corrosion treatment; and new MotoLita steering wheel. Also on file are the 1994 purchase receipt; IoM registration documents; Webasto sunroof and Radiomobile radio instructions; and an old (part) V5 in the previous owner's name. The most recently expired MoT (issued August 1993 at 30 miles) indicates that the odometer has gone 'around the clock' and that the actual recorded mileage at time of cataloguing is 103,145. Little used in recent years this car is offered for recommissioning and sold as seen.



1978 Rolls-Royce Corniche Convertible

£35,000 - £45,000

Registration no. AWD 20M

Chassis no. DRH32629

Odometer reading. 35,500

MOT expiry date. 01/11/2022

- *Exclusive coachbuilt soft-top model*
- *Unusual colour combination*
- *Present ownership since 2009*
- *Maintained with no expense spared*

Seller Assessment score 75/100

mph



Recalling the firm's glamorous Grandes Routières of pre-war days such as the Phantom II Continental, the coachbuilt variants of the new Rolls-Royce Silver Shadow and T-Series Bentley were limited to just two: a two-door coupé or similar convertible, which were priced some 50% higher than that of the standard Silver Shadow. Nevertheless, demand for these more glamorous alternatives to the much more numerous four-door model was strong right from the start, a state of affairs that resulted in them being given their own model name - 'Corniche' - in March 1971. In Corniche form Rolls-Royce's well-tryed 6.7-litre V8 produced around 10% more power than standard and proved capable of propelling the car to a top speed in excess of 120mph with sports car-beating acceleration to match. This Rolls-Royce Corniche Convertible is finished in the rare colour combination of Caribe Aqua with original Savoy Parkatex Velvet interior, with suede door cards and dashboard trim to match. A non-standard steering wheel is fitted but the original is in the boot together with a £550 custom-made hood cover. The Corniche was purchased in 2009 for £34,550, and the vendor's father subsequently spent over £43,000 on maintaining and servicing the car with Rolls-Royce specialists Hillier Hill. In addition there are bills on file dating back to 1981 and lots of hand-written correspondence between the then owner and Rolls-Royce. Currently showing 35,500 miles on the odometer, and MoT'd to November 2022, the car also comes with leather-bound handbooks, etc; its original specification sheet; a copy of the build timeline sheets; and a quantity of old MoTs.

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1987 Porsche 928 S4 Coupé

£10,000 - 15,000 No Reserve

Registration no. not UK registered

Chassis no. to be advised

Odometer reading. 81,000 kms

MOT expiry date. tbc

- *Delivered new in Europe*
- *Imported into the UK from the USA in July 2021*
- *Circa 81,000 kilometres recorded (approximately 50,300 miles)*

Seller Assessment score 62/100

mph

Unveiled at the Geneva Salon in 1977 and voted Car of the Year for 1978, the 928 was intended as an upmarket replacement for the long-running 911, but in the event Porsche's rear-engined classic would outlive its younger sibling. The front-engined 928's stylish hatchback body used aluminium for the doors, bonnet, and front wings, while ingenious impact-resistant 'bumpers' made of colour-matched plastic were incorporated in the nose and tail. The V8 engine - Porsche's first - displaced 4.5 litres and produced 234bhp. A five-speed transaxle gearbox or three-speed automatic were the transmission options. In 1979 the 928 'S' with 4.6-litre engine arrived and then in 1986 the model was further revised and restyled, becoming the 928 'S4'. Its engine producing 320bhp courtesy of twin-cam, 16-valve cylinder heads and enlargement to 4,957cc, the 'S4' enjoyed a welcome top speed boost to over 160mph. Today this underrated modern classic is increasingly seen as offering exceptional value for money. Handsomely finished in silver with contrasting Oxblood leather interior, this automatic transmission 928 S4 was delivered new in Europe and purchased by the current vendor at an auction in the USA earlier this year. Notable features include a Moonroof, air conditioning, new dashboard, and body kit bumpers front and rear. The current odometer reading is circa 81,000 kilometres (approximately 50,300 miles). It should be noted that one of the exhaust manifold gaskets needs replacing.



1973 Mercedes-Benz 450 SLC

£12,500 - 16,000

Registration no. YNE 883L

Chassis no. 10702312000820

Odometer reading. n/a

MOT expiry date. n/a

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

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.

Seller Assessment score 80/100

mph



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5

1997 Land Rover Defender 90 200TDI County 4x4 Utility

£12,000 – 16,000

Registration no. R669 KFB

Chassis no. SALLDVA67VA126804

Odometer reading. 115,985

MOT expiry date. 21/07/2022

- *Present ownership since 2009*
- *Used sparingly in recent years*
- *Always well maintained and serviced*
- *115,985 miles recorded*

Seller Assessment score 62/100

mph

Following the successful reception of the all-new Land Rover Discovery model in 1989, it was decided to give the traditional Land Rover its own name: Defender. Making this more than merely a re-branding exercise was the introduction on the Defender of a new turbo diesel engine that brought with it useful increases in maximum power, torque, and fuel economy when compared with the old normally aspirated diesel it was based on. Now boasting bold 'Defender' logos, the Land Rover continued its seemingly inexorable process of development, gaining disc brakes and power assisted steering as standard during the 1990s together with a host of other improvements. Despite, or perhaps because of, being recognisable related to the very first Land Rover of 1948, the Defender retained a steadfastly loyal customer base; indeed, in the UK in 2013 it even managed to out-sell the Range Rover. The aforementioned improvements would continue to be made regularly until production of the traditional Land Rover Defender ceased in January 2016. The vendor purchased this well specified County model from a friend in 2009, since when it has been kept garaged, covering circa 1,000 miles annually in recent years. Used as a local runabout and as a 'gun bus' on the vendor's estate, the Defender has an odometer reading of 115,985 miles and has always been well maintained and serviced. Well presented, the vehicle is offered with an old-style logbook, sundry bills, a V5C registration document and current MoT.



1982 BMW 635 CSI Coupé

£12,000 – 16,000

Registration no. LAG 945Y

Chassis no. WBAEC7205D8175108

Odometer reading. 74,000 (see text)

MOT expiry date. 01/05/2022

- *Effectively only one owner from new*
- *Circa 74,000 miles from new (see text)*
- *History file*

Seller Assessment score 69/100

mph



Mechanically similar to the 5-series saloons and styled by Karmann like the preceding 3.0 CS/CSI, BMW's 6-Series coupé debuted in 1976. The handsome newcomer was similarly well specified, featuring all-independent suspension, four-wheel disc brakes, and power-assisted steering as standard. Commencing with the 3.0-litre 630 and 3.3-litre 633, the range was supplemented in 1978 by the 635 CSI, which would enjoy a production run lasting into the 1990s, periodically up-dated in line with its sister models. For this ultimate expression of the line, BMW fitted its luxury coupé with a big-bore, short-stroke, race-developed, 3.5-litre engine producing 218bhp, an output good enough to endow the fully equipped 635 CSI with performance on a par with that of the lightweight 3.0 CSL. A deep chin spoiler and boot spoiler outwardly distinguished the new model from its predecessors, contributing significantly to stability at high speeds. Even today, some 40 years on, these big BMW coupés have enormous presence, and with a 0-60mph time of around 7.0 seconds and a top speed of 140mph in the case of the 635 CSI, are not slow by any standards. This 635 CSI has been registered to the vendor since 12th January 1983. Bought by him from his company on 4th November 1993, it has effectively had only one owner from new. It should be noted that the instrument panel was replaced at around 65,000 miles following the odometer's failure, and that the estimated mileage from new is circa 74,000. MoT'd to May 2022, the car is offered with a V5C document and a history file.

1987 Audi Quattro Coupé

£12,000 - 16,000

Registration no. D757 BAV

Chassis no. WAUZZZ85ZHA024459

Odometer reading. 218,000

MOT expiry date. 01/10/2022

- *Iconic four-wheel drive sports model*
- *Stored for 11 years*
- *Recent specialist re-commissioning*

Seller Assessment score 80/100

mph

One of the most influential designs of recent decades, the Audi Quattro brought four-wheel drive into the motoring mainstream. Introduced in 1980, the Quattro was based on the outwardly similar Coupé's bodyshell, but used a different floor pan to accommodate its four-wheel-drive transmission and independent rear suspension. The engine was a development of the five-cylinder, 2.1-litre unit first seen in the 200 saloon, equipped with a KKK turbocharger and producing 197bhp in road trim, considerably more being available in competition tune. Engine capacity was later raised to 2.2 litres; maximum power stayed at 197bhp but with peak torque lower in the rev range. As a rally car the Quattro excelled, winning the Manufacturers' Championship for Audi in 1982 and 1984 and the Driver's Championship in 1983 and '84, but its enduring legacy would be the demonstration of four-wheel drive's advantages for passenger cars. Retaining its original Ronal alloy wheels, this 2.2-litre Quattro was recently re-commissioned by Quattro Tech Cambridge following 11 years in storage. Systems overhauled included the fuel injection, with a new fuel pump and filter fitted, together with a new ignition system, a new starter motor, and a new battery. Accompanying receipts detail the many new parts fitted. Finished in white with grey cloth interior, the car has 218,000 miles showing on the odometer and is described by the vendor as in generally very good condition. An all-time classic, the car is offered with a V5C document; MoT to October 2022; and the aforementioned receipts.



1979 Jeep CJ-7 Renegade 4x4 Utility

£6,500 - 8,000

Registration no. ENM 749T

Chassis no. J9G93EA044617

Odometer reading. tbc

MOT expiry date. tbc

- *Imported from the USA*
- *Right-hand drive*
- *4.2-litre six-cylinder petrol engine*
- *Restored in 2021*

Seller Assessment score 85/100



Produced by the million, the original Jeep saw service in every theatre of the Second World War and continued in military service for several decades thereafter. Marketed as the ideal work vehicle for farmers, construction workers and other trades, the first civilian Jeep - the CJ-2A - was introduced by Willys in 1945 boasting a host of refinements that its military counterpart lacked. The succeeding CJ-3B version was distinguished by a four-cylinder 'F-head' engine, replacing the original flathead four, and then in 1954 came what many regard as the definitive civilian Jeep, the CJ-5. Longer and wider than its predecessors, the 'round-fender' CJ-5 was based on the Korean War M-38A1. Under new owners Kaiser, and from 1970 American Motors Corporation, the CJ-5 would remain in production for a remarkable 30 years and in 1976 was joined by the CJ-7, which was built on a longer wheelbase and featured an redesigned and improved chassis. By this time Jeeps were being built with AMC's own engines, and the example offered here has the 258ci (4.2-litre) six-cylinder unit installed. The CJ-7 lasted in production until 1986, by which time a little under 380,000 had been built. Imported from the USA, this customised Jeep CJ-7 retains its original chassis, body and engine, and is right-hand drive. It benefits from a complete restoration, finished in April 2021, which included zinc phosphate treatment to the chassis and a full engine rebuild. Only 267 miles have been covered since the restoration's completion. Offered with a V5C document.

1978 Mercedes-Benz 450 SL Convertible

£4,000 - 6,000 No Reserve

Registration no. BOK 225T

Chassis no. 10704422048689

Odometer reading. tbc

MOT expiry date. tbc

- *Automatic transmission*
- *Off the road since 2013*
- *Full Mercedes-Benz service history to December 1995*
- *Offered for re-commissioning*

Seller Assessment score 54/100

mph

First introduced in 1971/72, the luxurious 450 SL convertible and 450 SLC coupé were outwardly identical to their '350' (3.5-litre) sister models, though endowed with superior performance courtesy of a more-powerful 4.5-litre V8 engine. Built on a longer wheelbase, the coupé accommodated two rear seat passengers and provided greater boot space than the convertible. Mercedes-Benz's increasing preoccupation with safety was evident in the design of the interior, which boasted a padded dash top, recessed or flexibly mounted switchgear and padded steering wheel on a 'collapsible' column. Bosch K-Jetronic fuel injection was standardised for 1975, electronic ignition and self-adjusting hydraulic tappets being introduced at the same time. Maximum speed of these superbly equipped top-of-the-range models was in excess of 130mph. Finished in red with original tan leather interior, this automatic transmission 450 SL has been in the current ownership for the last 25 years and was in continuous use until 2013 when it was taken off the road. The car comes with full Mercedes-Benz service history up to December 1995 at 75,808 miles, while subsequent maintenance saw two exhaust manifolds replaced by Mercedes Drayton Stafford in August 2000. As well as the aforementioned history the Mercedes also comes with most MoTs for the period 1988 to 2012; sundry bills; an old-style logbook; and a V5C document. Re-commissioning will be required before the car returns to the road.



1972 Aston Martin V8 Series 2 Sports Saloon

£28,000 - 35,000

Registration no. TYY 529L

Chassis no. V8/10565/RCA

Odometer reading. tbc

MOT expiry date. exempt

- *The 65th Series 2 V8 produced*
- *Automatic transmission*
- *In dry storage for 30-plus years*
- *Offered for re-commissioning*

Seller Assessment score 42/100

mph

Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out. In 1972 the acquisition of Aston Martin by Company Developments brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its restyled front that now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard. The 65th Series 2 V8 produced, '10565' was previously registered '2 BLW' (1983) and has been in dry storage for the last 30-plus years (the engine has not been turned over). The car is offered for re-commissioning and sold strictly as viewed.



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5

1979 Lotus Elite V8 'Spyder Donnington' Coupé

£10,000 - 15,000

Registration no. XCE 656T

Chassis no. 7811/1364A

Odometer reading. tbc

MOT expiry date. tbc

- *3.5-litre Rover V8 engine*
- *Built in 1990*
- *Used in Spydersport's publicity material*
- *In storage since 2000*
- *Recent recommissioning*

Seller Assessment score 60/100

mph

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



1958 Jaguar XK150 3.4-Litre Coupé

£50,000 - 60,000

Registration no. JSU 415

Chassis no. S824309

Odometer reading. n/a

MOT expiry date. exempt

- *Extensively restored and upgraded*
- *Tremec five-speed gearbox*
- *Power steering*

Seller Assessment score 82/100

mph

This stunning Jaguar XK150 fixed-head coupé benefits from extensive restoration in recent years and is ready for the next owner to enjoy. The XK was built to its owner's requirements by Sport & Classic Ltd but due to a change of circumstances is reluctantly offered for sale. 'JSU 415' is finished in Signal Red with contrasting red-piped cream leather upholstery and red carpets, while the interior also features a walnut dashboard and a MotoLita wood-rimmed four-spoke steering wheel. The rebuilt engine has been upgraded with 123 electronic ignition and a modern solid-state fuel pump, while a Tremec five-speed gearbox has replaced the old Moss four-speeder. The suspension and rear axle have been rebuilt; power steering installed; and upgraded Coopercraft brakes fitted; and the XK sits on a set of wider stainless steel wire wheels shod with new radial tyres. The result is a car well equipped to cope with demands of modern motoring, while at the same time affording the occupants the classic Jaguar XK experience. We are advised by the vendor that the car is a joy to drive and attracts favourable attention wherever it goes. Priced at considerably less than the restoration costs, this restored and sensibly upgraded Jaguar XK150 is worthy of the closest inspection. The car is offered with sundry bills and a V5C Registration Certificate.



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1964 Sunbeam Rapier MkIV Saloon

£9,000 - 11,000

Registration no. ABM 869B

Chassis no. 3301210HHO

Odometer reading. n/a

MOT expiry date. exempt

- *Desirable all-synchromesh overdrive gearbox*
- *Very well maintained*
- *Recently serviced*
- *Comprehensive history file*

Seller Assessment score 81/100

mph

Its styling inspired by Raymond Loewy's Studebakers, an entirely new range of cars was introduced by the Rootes Group in the mid-1950s, the first arrival with this new look being the Sunbeam Rapier. A two-door sports saloon, the latter was announced in 1955, in advance of its Hillman and Singer siblings. Whitewall tyres and a chromed waistband dividing the two-tone colour scheme were obvious transatlantic influences, while the Rapier's pillar-less bodyshell and unique wind-down rear quarter window made for the ultimate in fresh-air motoring this side of a full convertible. Styling changes, mechanical improvements, and larger and more powerful engines were introduced as the Rapier progressed through Series I to V over the next ten years. A superb example of this rare classic, 'ABM 869B' comes with a huge history file of invoices and photographs testifying to the care and attention that has been lavished on it over the years by its various owners. Works carried out have included extensive body repairs and a re-spray; an engine overhaul; and rebuilds of the suspension and brakes. In addition, the car has been fitted with an all-synchromesh overdrive gearbox and treated to a partial interior re-trim. We are advised by the vendor that the extensive mechanical works carried out have made the car a real pleasure to drive, with everything except the clock working as it should. 'ABM 869B' was serviced recently and will be fully checked over prior to sale comes with a full 12-months MoT and the seller's in-house three-month warranty. Offered with a V5C.



1970 Aston Martin DB6 Mk2 FI 4.2-Litre Sports Saloon

£140,000 - 180,000 No Reserve

Registration no. WOB 200J (see text)

Chassis no. DB6MK2FI/4161/R

Odometer reading. tbc

MOT expiry date. exempt

- *One of only 46 fuel-injected examples made*
- *Extensively upgraded in 2007*
- *Present ownership since 2009*

Seller Assessment score 58/100

mph

Distinguishable by its flared wheelarches and DBS wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 Mark 2 production ceased in 1970, a total of 245 had been made, of which only 46 left the factory fitted with the optional fuel injection like this example. Originally an automatic transmission model, '4161/R' was built for the UK market and despatched from the factory on 14th October 1970 to Aston Distributors. Its original colour scheme was Verde Acqua with pigskin interior trim. The current owner purchased the DB6 18th November 2009 from Aston Workshop, which a couple of years earlier had carried out extensive upgrades for the car's then owner, Mr Neal Mercer of Buckinghamshire. Works carried out include enlarging the engine to 4.2 litres capacity and rebuilding it with up-rated camshafts and a special high-performance crankshaft and con-rods, while the cylinder head was ported, gas-flowed and fitted with larger valves at the same time. In addition, the car was fitted with an up-rated water pump and up-rated starter motor, while the cooling system was improved by installing an aluminium radiator. Other aspects receiving attention included the dashboard (lighting upgraded); headlining (renewed); seat belts



(added in rear); and the engine bay (tidied up). One of the rarer of the David Brown-era Aston Martins, this DB6 Mark 2 FI is offered with Aston Workshop's bill for £45,289; a (part) V5C document (subject to re-application as the motor car was exported); and a copy of the 2009 sales invoice. This rare and desirable MK2 has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



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1954 Jaguar XK120 Roadster

£50,000 - 60,000

Registration no. RFJ 702

Chassis no. 660861

Odometer reading. tbc

MOT expiry date. exempt

- Offered for re-commissioning
- Original right-hand drive example
- Good history file

Seller Assessment score 40/100

mph

This car, has been standing for up to 25 years. The vendor's husband died in 1996, and his collection of cars remained mostly unused. Having been standing for that period of time, they will require careful re-commissioning and safety checks prior to use by a new owner. RFJ 702 is believed to have been purchased by the vendor's deceased husband in early 1990. After acquisition, he gave the car to a Jaguar specialist for a service and attention to several aspects. They repositioned the exhaust system, replaced windscreen pillars and hood toggles, made the hood fit, made and fitted side screens, and attended to a number of other items, as listed in their invoice in the history file (inspection recommended). A journal was started for the car in 1992, but only two entries were made. The car has a hood, and side screens. The deceased owner did not use the XK as much as other cars in his collection, although he attempted to use all his cars at least once a month. However, since he passed away, the vehicle has remained unused and, as noted above, will require careful re-commissioning and safety checks prior to use by a new owner. It should be noted that the engine number is recorded as W27997 on the V5C and on the chassis plate, but has not yet been verified on the engine itself. The number on the cylinder head is A8746-7. Documentation includes a current V5C, the aforementioned invoice, and miscellaneous papers. Presently on SORN.



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1965 Jaguar S-Type Saloon

£12,000 - 15,000

Registration no. FTG 630C

Chassis no. 1B3598DN

Odometer reading. tbc

MOT expiry date. exempt

- *Manual overdrive gearbox example*
- *Previous multiple concours winner*
- *Detailed history file*

Seller Assessment score 46/100

mph

This car, has been standing for up to 25 years. The vendor's husband died in 1996, and his collection of cars remained mostly unused. Having been standing for that period of time, they will require careful re-commissioning and safety checks prior to use by a new owner. FTG 630C was purchased by the vendor's deceased husband in October 1989. It was purchased from Steve Jones of Penarth, who had owned the car since 1978. It was in daily use until 1981 when he decided to restore it. Taking until 1987, the restoration was exhaustive, and his handwritten account remains in the history file, detailing the fact that the bodywork was lead-loaded and repainted, engine, suspension and ancillary equipment were all rebuilt. After the rebuild, the car won 1st in class at Beaulieu National Motor Museum and, in the 2 years until it was sold, won a total of 14 concours awards, a list of which is in the history file. The deceased owner used the S-type for local shows and rallies, and used it as often as he could, to enable as much regular running as possible; indeed, he attempted to use all his cars at least once a month. However, since he passed away, the vehicle has remained unused and, as noted above, will require careful re-commissioning and safety checks prior to use by a new owner. It should be noted that the engine number is incorrectly recorded as 7B4187-S on the V5C, whereas the actual number is 7B2774-8. Documentation includes a current V5C, a photocopy old-type V5, the aforementioned notes on restoration and list of awards, copy newspaper clippings, some photographs, and miscellaneous papers. Presently on SORN.



1954 Austin-Healey 100 Roadster

£20,000 – 25,000

Registration no. not UK registered

Chassis no. BN1L/157601

Odometer reading. 21,045

MOT expiry date. exempt

- *Triumph TR4 engine and gearbox*
- *An older restoration*
- *Imported into the UK earlier this year*

Seller Assessment score 62/100

mph

Donald Healey's stylish Austin-Healey 100 caused a sensation when it debuted at the 1952 London Motor Show. Intended as a low-cost high-performance sports car and aimed at the US market, which took almost 100% of production initially, the Austin-Healey 100 sourced its major components from the Austin Atlantic saloon. Low-revving and torquey, the latter's 2,660cc four-cylinder engine produced an unremarkable 90bhp but when installed in the lighter and more streamlined Healey the result was a genuine 100mph-plus car capable of reaching 60mph in under 11 seconds. A three-speed gearbox equipped with overdrive on the top two ratios was an unusual feature of the original BN1, which was superseded by the short-lived, conventional four-speed BN2 for 1956. In 1953 a team of drivers including Donald Healey and George Eyston set a host of international and AMA speed records at Utah's Bonneville Salt Flats driving two Healey 100s. Highlights including a maximum speed of 143.626mph and 1,000 kilometres at an average of 127.00mph achieved by the tuned car and 24 hours at an average of 104.3mph set by the AMA-selected 'off-the-showroom-floor' example. A muscular sports car to delight the purist, the 100 was not bettered by its six-cylinder successors in terms of outright performance until the introduction of the Austin-Healey 3000 in 1959. The vendor purchased this Austin-Healey 100 from a friend in the Lebanon. An older restoration, the Healey has at some time been fitted with a 2.1-litre Triumph TR4 engine and gearbox. The car was imported into the UK earlier this year and is running and driving well, however gearbox is noisy.



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1969 Jaguar E-Type Series 2 Coupé Project

£10,000 - 15,000

Registration no. not UK registered

Chassis no. 1R25146

Odometer reading. tbc

MOT expiry date. exempt

- *Imported from the USA circa 2014*
- *Left-hand drive*
- *Offered for restoration*

Seller Assessment score 20/100

mph

The first significant upgrade of Jaguar's sensational E-Type sports car occurred in October 1964 with the launch of the 4.2-litre version. Along with the bigger, torquier engine came a more user-friendly gearbox with synchromesh on first gear, and a superior Lockheed brake servo. Apart from '4.2' badging, the car's external appearance was unchanged, but under the skin there were numerous detail improvements. These mainly concerned the cooling and electrical systems, the latter gaining an alternator and adopting the industry standard negative ground, while the interior boasted a matt black dashboard and improved seating arrangements. The top speed of around 150mph remained unchanged, the main performance gain resulting from the larger engine being improved acceleration. Like its 3.8-litre forbear, the 4.2-litre E-Type was built in roadster and coupé forms, and in 1966 gained an additional 2+2 coupé variant on a 9" longer wheelbase. In 1968 all three versions of the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in Series 2 guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted, while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles. This left-hand drive Series 2 Coupé was imported from the USA circa 2014 and is offered for restoration. The car comes with a State of California Certificate of Title and is sold strictly as viewed.



1969 MGB Roadster

£6,000 - 8,000

Registration no. GPP 488G

Chassis no. 164437C

Odometer reading. tbc

MOT expiry date. exempt

- *Restored condition*
- *Rebuilt engine*
- *Requires re-commissioning*

Seller Assessment score 79/100

mph

Outstandingly successful despite, or perhaps because of, its relative simplicity, the perennially popular MGB remained in production for 18 years while rivals came and went. Attractively styled, cheap to run and easily maintained by the home mechanic, the 'B' carried on MG's traditional role of providing affordable, sports car motoring for the ordinary enthusiast. Conceived in the late 1950s and launched in 1962, the MGB was mechanically similar to the preceding MGA, though with unitary construction bodysell instead of its forebear's separate chassis. To compensate for the newcomer's increased weight, the existing four-cylinder B-Series engine was stretched to 1,798cc, while the MGB's aerodynamically efficient lines made the most of the 95bhp available to achieve a top speed which just bested the magic 'ton'. A 'right first time' design that changed little over the years, the MGB had enjoyed sales totalling in excess of 500,000 cars by the time production ceased in 1980. Its popularity undiminished today, the classic MGB is one of the easiest sports cars of its era to run and maintain in the 21st Century, being served by a worldwide industry of spare parts and services providers. Finished in red with red-piped black interior, this MGB Roadster is described by the private vendor as in very good restored condition. The engine has been rebuilt and the engine bay is very tidy, while the car is reported as running and driving well. Unused for some time, it will require re-commissioning and the customary safety checks before returning to the road. Offered with a V5C document.



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1967 Jaguar Mark 2 3.4-Litre Saloon Project

£4,000 - 6,000

Registration no. MYD 610E

Chassis no. 171505

Odometer reading. tbc

MOT expiry date. exempt

- *Desirable manual/overdrive transmission*
- *Off the road for many years*
- *Restoration started*
- *Offered for completion*

Seller Assessment score 22/100

mph

One of the most readily recognised cars of the 1960s, thanks in part to countless appearances in films and on television, Jaguar's seminal Mark 2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. A progressive development of the Mark 1, Jaguar's first unitary-construction saloon, the Mark 2 made its debut in October 1959. Slimmer windscreen pillars and deeper side windows greatly enlarged the Mark 2's glass area, while the deletion of its predecessor's full-sized rear wheel spats allowed the rear track to be widened, a move which increased roll resistance and stability. Otherwise, running gear remained much the same as before, with independent front suspension by wishbones and coil springs, a leaf-sprung live rear axle and Dunlop servo-assisted disc brakes (optional at first on the Mark 1 but standard from November 1957) on all four wheels. A redesigned dashboard with speedometer and rev-counter ahead of the driver and the minor gauges grouped in the centre established Jaguar's layout for years to come. Transmission options were either a four-speed manual (overdrive optional) or Borg-Warner automatic gearbox, an improved all-synchromesh version of the former being specified from 1965. This example of Jaguar's ever-popular Mark 2 was purchased by the lady vendor's husband circa 2005, having been in the preceding owner's possession since 1977 and garaged unused for 17 years. Restoration was started but due to the owner's ill health remains unfinished. Offered in need of further restoration, the car comes with an old-style logbook and is sold strictly as viewed.



1953 MG Midget TD II Roadster

£8,000 - 10,000

Registration no. OPO 935

Chassis no. TD 27204

Odometer reading. tbc

MOT expiry date. exempt

- *An older restoration*
- *Present ownership since circa 2015*
- *Not used for some time*
- *Requires re-commissioning*

Seller Assessment score 56/100

mph



The penultimate T-Series Midget, the TD appeared in 1949. A larger car than its predecessors, the TD owed much to the contemporary MG Y-Type saloon, using a narrowed and modified version of the latter's box-frame chassis, on which sat an all-new body roomier than before but retaining the classic looks of the traditional MG sports car, while its engine was the well-tryed 1,250cc four-cylinder XPAG unit. The TD's saloon parentage was far from a handicap, for the Y-Type was a later and more advanced design than the TC Midget, employing independent front suspension and rack-and-pinion steering. Although thoroughly traditional both in appearance and its coachbuilt method of construction, the TD body offered greatly increased 'elbow room' to its occupants when compared to that of the TC. From August 1951 a larger clutch was fitted and associated changes made to the flywheel and bell-housing, subsequent cars being known as the TD II. A runaway sales success with some 30,000 sold, the TD is, paradoxically, rare in the UK, as most went for export to earn vital foreign currency. Restored at date unknown, this TD was acquired by the lady vendor's husband circa 2015 and used sparingly. Dry stored, unused, for some time, the car will require re-commissioning before further use. The engine is said to run well and the Midget would be a good candidate for further sympathetic restoration. Offered with a V5C Registration Certificate.



1935 Vauxhall Big Six BXL Limousine

Coachwork by Grosvenor

£8,000 - 10,000

Registration no. JB 6472

Chassis no. 640436

Odometer reading. tbc

MOT expiry date. exempt

- *Rare coachbuilt top-of-the-range model*
- *Present ownership since 2014*
- *Used as a wedding car*
- *Requires re-commissioning*

Seller Assessment score 59/100

mph

Vauxhall's Big Six BY, BX and BXL models were new introductions for 1934, effectively replacing the mid-sized Cadet and larger T80 models. There was a choice of overhead-valve six-cylinder engines: 2.4 litres (BY) or 3.2 litres (BX and long-wheelbase BXL) while a four-speed gearbox with synchromesh on the top two ratios was common to all models. The Cadet's chassis layout and construction was carried over to the new range, albeit extensively modified, the wheelbase increasing from 107" to 111" on the BY/BX and to 130" on the BXL. There was semi-elliptic springing all round and Luvax automatic chassis lubrication. Big Six styling reflected both Vauxhall's own design characteristics and the latest trends within General Motors, while the luxurious interior was unmistakably British, featuring plentiful leather and wood veneer. Six body styles were available: saloon, cabriolet, fixed-head coupé, drophead coupé (x2) and limousine, the coachbuilt bodies being supplied by the likes of Grosvenor and Martin Walter. Vauxhall's 'No-Draught' ventilation was a feature of the standard saloon. By the time production ceased in 1936, a total of 4,584 Big Sixes had been completed, 796 of them on the BXL long-wheelbase chassis; survivors of the latter are rare. This rare Vauxhall Big Six Limousine had already been restored when it was acquired by the lady vendor's husband in 2014, being used sparingly thereafter as a wedding car. Unused for some time due to the owner's ill health, the car will require re-commissioning before returning to the road. Offered with a V5C document.





1934 Riley 9hp Lynx Saloon Project

£6,000 - 10,000

Registration no. BPG 267

Chassis no. 6025714

Odometer reading. n/a

MOT expiry date. exempt

- *Purchased by the current vendor in 2014*
- *Partially restored*
- *New ash frame and body panels*
- *Offered for completion*

Seller Assessment score 31/100

mph

Introduced in 1926, Percy Riley's 9hp, 1,087cc twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars. Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit, and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. The success of their racer led to a production version, the Speed Model, which would turn out to be merely the first in a lengthy series of memorable Riley sports cars. A significant year in the Nine's development, 1929 saw the introduction of the Mark IV chassis featuring wider front/rear track and much larger brakes than hitherto, advances that were carried over into the early 1930s. This 1934 Riley Nine was purchased by the current vendor in 2014 and is offered in partially restored condition for the successful purchaser to complete. The ash frame and all body panels are new; the wings, bonnet, and leather interior are original; and the engine has been stripped ready for rebuilding. Additionally, the magneto has been restored by Karl Kenny, and the car comes with a brand new wiring loom supplied by renowned marque specialists, Blue Diamond Riley Services. Accompanying documentation consists of sundry bills and a V5C Registration Certificate.



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1923 Rolls-Royce 20hp Doctor's Coupé

£20,000 - 30,000

Registration no. UFF 327

Chassis no. 66 H2

Odometer reading. tbc

MOT expiry date. exempt

- *Coachwork by Bradburn and Wedge*
- *Quality coachbuilt example*
- *Good history file*

Seller Assessment score 35/100

mph

This car, has been standing for up to 25 years. The vendor's husband died in 1996, and his collection of cars remained mostly unused. Having been standing for that period of time, they will require careful re-commissioning and safety checks prior to use by a new owner. UFF 327 was bodied by Bradburn and Wedge, coachbuilders of Wolverhampton as a Doctor's coupé with a rear 2-person dickey seat. UFF 327 was purchased by the vendor's deceased husband from Gregor Fiskin in November 1994 (invoice on file). Shortly afterwards the car was sent to Andrew Hemingway for investigation as to any work which might be required. A considerable amount of work was found to be needed, and this was undertaken and completed in October 1995 (invoice on file) and included significant work on the engine, together with the brakes, suspension and other aspects (close inspection recommended). The total of this invoice is £13,223.96. We understand that further work was carried out, but was completed after the owner's death, and there is no invoice on file for this. Since this time the vehicle has had little or no use. As noted above, it will require careful re-commissioning and safety checks prior to use by a new owner. There is a letter in the history file from a researcher suggesting that this vehicle is 'the only surviving 20HP attributed to Bradburn and Wedge still retaining its original coachwork.' Documentation includes a current V5C, an old-type V5, the aforementioned copy chassis card, invoices, correspondence, some photographs, and miscellaneous papers. Also present is a copy instruction book. Presently on SORN.



1931 Austin Seven Tourer

£7,000 - 10,000

Registration no. OW 59

Chassis no. 115189

Odometer reading. tbc

MOT expiry date. exempt

- *Ideal VSCC entry level motoring*
- *Older restored example*
- *Much used and enjoyed example*

This car, has been standing for up to 25 years. The vendor's husband died in 1996, and his collection of cars remained mostly unused. Having been standing for that period of time, they will require careful re-commissioning and safety checks prior to use by a new owner. OW 59 was purchased by the vendor's deceased husband at an indeterminate time prior to 1988. Thereafter the Austin was used on a regular basis most years, for shows and rallies, with various members of the family driving it. It has a full hood plus side screens. As noted above, it will require careful re-commissioning and safety checks prior to use by a new owner. Documentation includes current V5C, a continuation RF60 old log book dating from October 1952, a maintenance history log covering a period from late 1955 to 1964, some expired MoT certificates, and miscellaneous papers. Presently on SORN.

Seller Assessment score 39/100

mph



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1929 La Licorne Type HO2 Femina Convertible with Dickey

£10,000 - 15,000

Registration no. XYL 79

Chassis no. 52004

Odometer reading, n/a

MOT expiry date. exempt

- *Rare French light car*
- *Right-hand drive*
- *Professionally restored in the 1990s*

Seller Assessment score 80/100

mph

La Licorne's Type HO2 was a 908cc four-cylinder light car produced from 1928 to 1932. Around 6,000 were made and survivors are rare. This particular car is featured in the 1982 edition of Georgano's Beaulieu Encyclopaedia when it was owned by well known Alfa Romeo collector and authority, Angela Cherrett. An old V5 on file shows that from 1983 to 1989 the car was owned by a Roger Prout and from 1989 to 2018 by a Nigel Mills (both residents of Gloucestershire). The vendor (a relative of Roger Prout) acquired the car from Mr Mills in May 2018. During the mid-1990s the Licorne had been treated to a body-off rebuild by Tom Bowhill Restorations of Cheltenham (see correspondence and photographic record on file). The restoration included repairing the ash frame, re-trimming the interior, a re-spray from powder blue to red, and fitting a new hood, while the engine was fully rebuilt with new pistons, bearings, reground crankshaft, etc. Back on the road in 1997, the car currently has 92 miles showing on the odometer, which is assumed to be the distance driven since the restoration's completion; it remains in generally good condition, starting readily and running nicely. An extremely rare (possibly unique) survivor, 'XYL 79' would be an ideal entry into VSCC Light Car events and is certain to turn heads wherever it goes. Accompanying documentation consists of a V5C; an expired MOT; and the aforementioned restoration photographs, correspondence and old V5. It should be noted that the V5C erroneously records the date of manufacture as 1921 and the engine capacity as 1,100cc. Offered with a useful quantity of spares.



1934 Lagonda M45 ST34 'Silent Travel' Pillar-less Saloon

£50,000 - 60,000

Registration no. RV 4443

Chassis no. Z10695

Odometer reading. n/a

MOT expiry date. exempt

- *Restored by Geoffrey Seaton*
- *Present ownership since 1991*
- *Unused since 2015*
- *Requires re-commissioning*

Seller Assessment score 99/100



'RV 4443' is illustrated in Lagonda – An Illustrated History 1900-1950 by Geoffrey Seaton, who had purchased it in 1982. Seaton acquired 'RV 4443' in need of restoration, which he completed with his characteristic attention to detail (see photographic record on file). The vendor advises that during Seaton's ownership the Lagonda was placed first in every concours he entered, and was 'an inspirational example of how a car should be restored'. In 1989 Seaton sold the car to Barry Banham of Hertfordshire, whose ownership appears short-lived, as the present owner purchased it from George Dodds on 21st January 1991 (receipt on file). From that point, the vendor logged every journey taken, the odometer mileage, and all work done on the car. He participated in many events and trips, taking the Lagonda as far north as Inverness on a Scottish rally in 2006 (it has a heater!). The log stops in 2015, since when the car has not been used due to a change in domestic circumstances. It has, however, been started regularly and driven at the owner's home. It is a sign of the owner's regard and affection for this car that it is the last of his collection to be sold. 'RV 4443' is well known in Lagonda circles and also appears in Arnold Davey's book Lagonda 4½ Litre & V12 in Detail 1933-40. Accompanying documentation includes a current V5C; an old V5; an old-style continuation logbook (issued 1955); a quantity of expired MoT certificates; assorted invoices, correspondence, and miscellaneous papers; and the aforementioned driver's log and restoration photographic record. Presently on SORN.



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1921 Swift 12hp Two-Seater with Dickey

£10,000 - 15,000

Registration no. VSU 913 (to be confirmed)

Chassis no. 3173

Odometer reading. tbc

MOT expiry date. exempt

- *Rare survivor of a quality make*
- *An older restoration*
- *Recently re-commissioned*

Seller Assessment score 61/100

mph

Coventry-based bicycle maker Swift turned to motor manufacture at the turn of the 20th Century with a single-cylinder voiturette powered by a De Dion-style MMC engine, progressing to a 10hp twin-cylinder light car, entirely of its own design, in 1904. The twin was replaced by a four-cylinder 10hp model in 1914, a 12hp four being added at the same time. A new '12' was announced in March 1919, joining the pre-war '10'. Concentrating on the manufacture of small family cars while producing virtually all its own parts enabled Swift to beat its mass-producing rivals for quality but not for price, a policy that led, inevitably, to its closure in 1931. According to the Swift Register, only some 200-or-so Swift motor vehicles of all types are known to survive worldwide, mostly in the UK but spread as far as South Africa, Australia and New Zealand. This Swift was sold new via F N Morgan of Newport and probably registered as 'TJ 3457' originally. No further history is known until the 1980s/1990s when the car was restored in England and reregistered as 'VSU 913' (photographs on file). The Swift came to Jersey in 1996 and was actively campaigned in club events on the island. Purchased by the current vendor in November 2019 following a period of inactivity, it was then re-commissioned, being serviced and fitted with new Blockley tyres, new carpets, new battery, etc (bills on file). Reported as running well, this charming Vintage-era Swift and is only sold because the vendor no longer has time to enjoy it.



1930 Singer Junior Porlock

£12,000 - 14,000

Registration no. tba

Chassis no. tba

Odometer reading. n/a

MOT expiry date. exempt

- *Quality vintage motoring*
- *Rare sports model*
- *Older restored example*

Seller Assessment score 85/100

mph

Available in a variety of open and closed guises, arguably the most desirable Junior was the open 'Sports' version. Boasting boat-tailed bodywork and wire wheels, the new model was made famous in December 1928, when E W Deeley Esq. used one to achieve 100 ascents and descents of a 1:4 section of Somerset's notorious Porlock Hill. Performed under the officiating eye of the Royal Automobile Club, this impressive feat earned the plucky Singer it's 'Porlock' nickname and led to a limited production model in two tone green with a high compression engine. Weighing it at only 11½ cwt, it was said to be capable of 60mph and 42mpg. The 'Porlocks' made up a tiny fraction of the 30,000 Juniors built, which briefly helped Singer to third place in the British sales league. The Singer Owners Club knows of only 9 surviving original Porlocks worldwide. The original 1930 Porlock offered here was owned by the Secretary of the Singer Owner club for 42 years before the Vendor bought it in 2007 to add to his collection of interesting and well preserved cars. Carefully garaged, and used occasionally, the Porlock has proved to be reliable and entertaining whilst maintaining a high level of originality, including its 6 volt electrics. There is also a well stamped Buff logbook and old VSCC Eligibility Licence. Thought to have been restored in the mid-1980s, it has aged well and has a nice used look without appearing scruffy. With good ground clearance and an adequate amount of power, it could prove to be a competitive car in Vintage trials. Last used competitively in the VSCC driving tests at Brooklands in 2014 it is now being offered at a very attractive Estimate as the owner is reducing the size of the collection.



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1932 MG M Type

£18,000 - 22,000

Registration no. tba

Chassis no. tba

Odometer reading. n/a

MOT expiry date. exempt

- *Quintessential British sports car*
- *Overhead cam engine*
- *Triple MMM register and VSCC eligible*

Seller Assessment score 96/100

mph

Launched at the 1928 London Motor Show when sales of the larger MG saloons began to falter due to the economic climate, the small car brought MG ownership to a new sector of the market and probably saved the company. The M-Type was one of the first genuinely affordable sports cars to be offered by an established manufacturer as opposed to modified versions of factory-built saloon cars and tourers. Early bodies were fabric-covered using a wood frame; this changed to all-steel in 1931. Most cars had bodies made by Carbodies of Coventry and fitted by MG in either open two-seat or closed two-door 'Sportsmans' coupé versions. The M-type had considerable sporting success, both privately and with official teams winning gold medals in the 1929 Land's End Trial and class wins in the 1930 'Double Twelve' race at Brooklands. The gorgeous M Type offered here was built in 1932, the final year of production, thus the body is all steel. Resplendent in shining black, with contrasting maroon wheels and seats, it was purchased by the Vendor in 2006 to form part of a comprehensive collection of significant examples of the MG marque. As with all his cars the M Type has been meticulously maintained and used regularly. Running a high compression engine, mated to a four speed gearbox makes the MG a highly useable proposition. Driven numerous times to Prescott and Silverstone, it has always provided an exciting and reliable driving experience. Now offered for sale as the Vendor is reducing the size of his collection we are sure this Midget will not disappoint its new owner.



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1913 Hudson Model 37 Roadster

£25,000 - 30,000

Registration no. BF 8866

Chassis no. 36709

Odometer reading. tbc

MOT expiry date. exempt

- *Formerly part of the Henry Petronis Collection in the USA*
- *An older restoration*
- *Well presented with a lovely patina*

Seller Assessment score 67/100

mph

In July 1912, Hudson's Model 33 range, which had included the high-performance 'Mile-A-Minute' roadster, was superseded by the longer wheelbase Model 37. The latter was powered by a four-cylinder 37hp Continental engine displacing 280.6ci (4.6 litres) and drove via a three-speed transmission with cork insert clutch. This Hudson Model 37 roadster was formerly part of the private collection belonging to Henry Petronis of Easton, Maryland, having previously spent time with Kelly Kinzie Antiques in Pennsylvania. Before that, it was in the estate of Hudson enthusiast Earl W Beck. One of five body styles in the 1913 Model 37 line-up, the roadster features a high-quality grained vinyl top with twin glass rear windows and handsome nickel-plated brightwork, while the leather trimmed dashboard has all the correct, and rare, instruments and switches. The car appears to be an older and sympathetic restoration of what was clearly a well-preserved example. The round fuel tank is likely not original: probably fitted to give the car more of the 'Mile-A-Minute' look. Originally, it had a turtle deck that matched the cowl in shape. The enthusiast vendor purchased the Hudson from Bonhams' sale at the Philadelphia Simeone Foundation Automotive Museum in October 2018 (Lot 130), at which time it was reported to be in running condition following a recent service and the fitting of new tyres. Apart from a few VCC events, the Hudson has seen little use since importation. Offering the prospect of considerable performance at an 'entry-level' price, this rare 'Edwardian' roadster comes with a V5C document.



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1931 Cadillac Model 355 Town Sedan

£35,000 - 45,000

Registration no. 293 XUH

Chassis no. 81252

Odometer reading. tbc

MOT expiry date. exempt

- *Restored 2005-2010 with no expense spared (bills available)*
- *Excellent condition*
- *Recently serviced*
- *500 miles since restoration*

Seller Assessment score 90/100

mph

During the early 1930s almost every year brought with it a landmark advance in the development of Cadillac's long-running V8. Introduced in 1914 and improved throughout the 1920s, Cadillac's V8 engine had undergone wholesale revision for 1927. The chassis too had seen considerable change: four-wheel brakes being standardised in 1924 and hydraulic shock-absorbers in 1928 when the adoption of under-slung rear springs and an increased wheelbase enabled longer, lower-slung body lines to be achieved. For the next couple of years changes to the V8 line, annual facelifts excepted, were relatively few, though the introduction of synchromesh gears in 1929 was one notable technological advance and engine displacement increased to 353ci (5.8 litres) the following year. Commencing in 2005, this Town Sedan was extensively restored over five years with no expense spared, being re-sprayed in dark maroon from the original green in the process. Works included re-plating all brightwork (cost £6,000); refurbishing the interior (new seats, carpets, etc); rebuilding the engine with new pistons, etc; and fitting six new whitewall tyres and a new exhaust. Presented in impressive condition, the car has been recently serviced: with oils being changed, joints greased, etc in June 2021, while a new 6-volt battery was fitted in February 2021. The car comes complete with its original tools including the jack, starting handle and wheel removal tool, plus a bespoke indoor cover. Sadly, the owner's advancing years mean that the Cadillac is now too big for him to handle and thus is reluctantly offered for sale.



1930 BMW 3/15 Ihle Sports

Coachwork by Gebrüder Ihle
Karosseriebau GmbH

£10,000 - 15,000

Registration no. BF 7438

Chassis no. 24886

Odometer reading. tbc

MOT expiry date. exempt

- *Rare coachbuilt BMW light car*
- *Left-hand drive*
- *Excellent condition*

Seller Assessment score 84/100



Ihle Karosseriebau of Bruchsal, Germany was a coachbuilder active from circa 1928 to 1939, specialising in two-seater sports bodies for the BMW 3/15 and DKW's smaller models. Ford, Hansa, and Opel chassis were catered for also. This example of Ihle's special coachwork is on a BMW Dixi chassis. The acquisition of the Dixi works at Eisenach in 1928 had provided BMW, hitherto a manufacturer of aero engines and motorcycles, with a foothold in motor manufacturing. Dixi had recommenced civilian production post-1918 with a range of revived pre-war models and then in 1927 the firm obtained a licence to manufacture the Austin Seven, which was marketed as the Typ DA1 or 3/15. Dixi would not stay independent for very much longer however, being acquired by BMW in October 1928 for around 1 million marks. Dixi's built-under-license version of the Austin Seven was gradually developed and improved, ending up with swing-axle suspension and overhead valves, before the arrival of the first true BMW in 1933. The current vendor saw this Ihle-bodied BMW in Japan while looking at another car and immediately fell in love with it. He personally imported the car and has owned it ever since. Finished in blue with tan leather interior, this rare coachbuilt BMW light car is described by the vendor as in generally excellent condition and offered with a V5C document.



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1934 Riley 9hp Open Tourer

£10,000 – 15,000

Registration no. RV 4747

Chassis no. 6024172

Odometer reading. tbc

MOT expiry date. exempt

- *Re-bodied as a tourer in the 1970s*
- *Restored in the 1990s*
- *Present ownership since 2017*
- *Maintained by Blue Diamond Services*

Seller Assessment score 75/100

mph

Introduced in 1926, Percy Riley's 9hp, 1,087cc twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry marque's pre-war offerings were among the world's finest small-capacity sporting cars. Right from the start it was obvious that the 9hp Riley engine possessed enormous potential as a competition unit, and at Brooklands J G Parry-Thomas and Reid Railton were the first to demonstrate just how good it was. The success of their racer led to a production version, the Speed Model, which would turn out to be merely the first in a lengthy series of memorable Riley sports cars. This Riley Nine was restored in the 1990s, having being re-bodied with open tourer coachwork in the early 1970s, and more recently was re-trimmed and fitted with a new hood and side screens. The current vendor purchased the Riley at a UK auction in November 2017, at which time it was reported to be in good all-round condition. During the present ownership the Riley has been serviced by marque specialists Blue Diamond Services, who last checked over the engine in August 2021, while the electrics were rewired in 2018. Finished in cream with black wings and dark blue interior, this very attractive Nine comes with a file containing sundry invoices; some old MoT certificates; a V5C registration document; and Riley Register history. Running and driving, this is sensibly priced entry-level VSCC car that is certain to provide the fortunate next owner with lots of fun.



1916 Dodge Model 30-35 'Fast Four' Two-seat Tourer

£15,000 - 20,000

Registration no. SV 6160

Chassis no. 74525

Odometer reading. n/a

MOT expiry date. exempt

- *Left-hand drive*
- *An older restoration*
- *Extensively campaigned on VSCC and VCC events*

Seller Assessment score 58/100

mph

Engine and transmission suppliers to Ransom Eli Olds and then Henry Ford, the Dodge brothers - John and Horace - diversified into automobile manufacture in 1914. Featuring a 35hp four-cylinder engine, welded all-steel body, and 12-volt electrical system, the first Dodge was a robust, 'right-first-time' design that changed little, apart from a couple of extensions in wheelbase length, over the course of the succeeding ten years. By 1928, when it was acquired by Walter P Chrysler, Dodge was offering its first six-cylinder car, and the last examples of the 'Fastest Four in America' would be built for the 1927/28 model year. These were the Series 128 and 129, the latter distinguishable by virtue of its four-wheel hydraulic brakes. An older restoration, this left-hand drive Dodge 'Fast Four' was purchased from Europe by the enthusiast vendor and has formed part of his private collection ever since. Well serviced by the vendor, the Dodge has been used for numerous VSCC and VCC events and is said to drive well. The hood is in good condition and the car further benefits from the addition of an SU fuel pump. Unused for the last year or so, the car will require re-commissioning before further use. Far superior to the ubiquitous Ford Model T, this powerful Dodge 'Fast Four' offers the prospect of 'Edwardian' motoring in considerable style.



1923 Crossley 19.6hp Two-Seater with Dickey

£20,000 - 30,000

Registration no. SV 9311

Chassis no. 16712

Odometer reading. n/a

MOT expiry date. exempt

- *One of only two of its type in the UK*
- *Imported from Australia in 1990*
- *Restored in the 1990s*
- *Present ownership since 2012*
- *Winner of the VSCC's Pomeroy Edwardian Trophy (for non-FWB cars)*

Seller Assessment score 58/100

mph

This Crossley's lightweight chassis carries a two-seat-plus-dickey sports body, the latter very rare as most were four-seater types. The Crossley was re-imported from Australia in 1990 and restored; first registered here in 2002, it is one of only two of its type in this country. The restoration was carried out by Nigel Parrot (N P Veteran Engineering). Engine work (including an increase in compression ratio) cost £5,793, while a new crown wheel/pinion and bearings cost a further £1,200. Other works carried out include rebuilding the radiator and fitting a new Autovac, interior upholstery, hood, tonneau cover, and clutch lining, the latter in 2014. An alternator has been fitted but the original Rotax dynamo (in working order) comes with the car. In the present ownership since 2012, the Crossley was driven to Nice in the South of France for a holiday in 2017 without any problems, winning overall the Concours d'Élégance at St Brieuc while there. It has also competed in the VSCC's Goodwood Sprint and is a winner of the prestigious Pomeroy Edwardian Trophy for non-FWB cars. We are advised by the private vendor that the car is in generally very good condition, the engine displaying excellent oil pressure (15psi hot or cold). Sold only because the owner is downsizing his collection, this delightful and rare early Vintage sports car comes with a good file of history containing sundry restoration bills, copies of marque-related literature, all MoTs up to 2014, etc. Stored in recent years, the car will require re-commissioning before further use.



1927 Rolls-Royce 20hp Open Tourer

Coachwork by Hooper & Co

£40,000 - 60,000 No Reserve

Registration no. DS 7695

Chassis no. GAJ81

Odometer reading. tbc

MOT expiry date. exempt

- *Shipped to India as a 'Trials' car (demonstrator)*
- *Owned by the Maharajah of Burdwan for some six years*
- *First UK registered in 1988*

Seller Assessment score 58/100

mph

Produced alongside the renowned Silver Ghost, the 20hp model was equally as well engineered and became popular as a lighter alternative suitable for a wide range of body styles. The 3.1-litre, six-cylinder monobloc engine featured overhead valves with an in-unit gearbox, single plate clutch, and open prop-shaft with spiral bevel final drive. As company founder Henry Royce said when the car was introduced, "simplicity was one of the aims of the designers, but not at the expense of perfection". Intended principally as an 'owner/driver' car, the 'Twenty' sold well during the period following hostilities, being popular as a town car, while many were fitted with touring bodies. Accompanying copy chassis records show that 'GAJ81' was bodied by Hooper & Co as an open tourer and shipped to India in September 1927 for use as a 'Trials' car (demonstrator). Its first private owner (from 7th December 1928) was the Maharajah of Burdwan, who was followed by Mr D L Dhur of Calcutta (from 24th May 1934). It is not known when the Rolls-Royce first returned to the UK, but the accompanying old-style V5 document records the date of first registration as 1st April 1988. The current vendor purchased the car at a UK auction in May 2010 (copy bill of sale on file). This most attractive 20hp has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1938 Rolls-Royce Phantom III Sports Limousine

Coachwork by Park Ward Ltd

£30,000 - 40,000 No Reserve

Registration no. UKE 886B

Chassis no. 3DL38

Odometer reading. tbc

MOT expiry date. exempt

- Formerly owned by Lord Beaverbrook
- Landmark Rolls-Royce model
- One of some 300 survivors
- Present ownership since 2008

Seller Assessment score 58/100

mph

The Phantom III represents an important milestone in the history of Rolls-Royce cars, being the first with independent front suspension. A total of 710 had been manufactured when WW2 halted production, of which around 300 exist today. Sold on 10th May 1938 to Jack Barclay Ltd of Hanover Square, London W1, chassis number '3DL38' wears 'sports limousine' (saloon-with-division) coachwork by Park Ward Ltd in the then fashionable 'semi razor edge' style. The current owner purchased the Rolls-Royce at Bonhams' Harrogate sale in November 2008 (Lot 650) when it was described as follows: "The accompanying copy order form records the first owner as one William Murray, while the chassis card lists one G Dawson, Esq of Cheltenham as owner from 26th August 1946. Other more noteworthy owners listed include Fleet Street press baron, Lord Beaverbrook (in 1949) and Manchester-based architect, Joseph Sunlight (from October 1950). Stafford Training Services is listed as owner from 31st March 1982 on the accompanying old-type Swansea V5 document, the previous having been one Albert John Wilkins of Basted, Kent." Accompanying documentation now consists solely of the aforementioned old V5. The Phantom III has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1939 Lanchester Eleven Sports Saloon

£4,000 - 8,000 No Reserve

Registration no. EHP 130

Chassis no. 36369

Odometer reading. tbc

MOT expiry date. exempt

- *One of only some 2,000 built*
- *Three owners from new*
- *Restored by Coventry University circa 1991*

Seller Assessment score 61/100

mph

Introduced in 1932 and the smallest ever Lanchester, the Ten was unique in its class at the time, having both a Daimler fluid flywheel and Wilson pre-selector gearbox, a combination it shared with other Daimler and Lanchester models of the period. The engine was a 1.2-litre (later 1.4-litre) four-cylinder overhead-valve unit producing 34bhp at 4,000rpm, which in its larger form would power the successor, though broadly similar, Lanchester Eleven. The Ten/Eleven had an adequate performance with a top speed of just over 60mph. With their coachbuilt bodies and advanced specification, these small Lanchesters were considerably more expensive than many of their rivals; they sold in correspondingly small numbers, a mere 2,000-or-so Elevens being made before production ceased in 1939. This rare survivor was purchased in 1991 by Coventry University to restore, the project being completed with help from the Museum of British Road Transport. On file is a copy document dated 1991 from the Museum discussing their plans for the car and the work/maintenance to be undertaken. The file also contains a few old MoTs; invoices for tyres; and a V5C Registration Certificate. A three-owners-from-new example, the Lanchester is in lovely condition and drives very well, the pre-selector gearbox working as it should. The car is finished in black with red leather interior, though the front seats are trimmed in vinyl.



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1951 Land Rover Series I 4x4 Utility

£6,000 - 10,000 No Reserve

Registration no. SFF 429

Chassis no. 16102684

Odometer reading. tbc

MOT expiry date. exempt

- *Present ownership since 1996*
- *Restored to driveable condition in the late 1990s*
- *Used sparingly for local runs in summertime*
- *In dry storage since 2013*

Seller Assessment score 22/100

mph

Inspired by the US Army's wartime 'Jeep', developed in haste and intended for short-term, small-scale production, the Land Rover would defy its creators' initial scepticism. Rover bosses the Wilks brothers saw the need for a tough, four-wheel-drive, utility vehicle to serve the needs of the agricultural community in the immediate post-war years, but the Land Rover's runaway success took the company by surprise. The necessity of using corrosion resistant aluminium panels at a time of severe steel shortage turned into a positive virtue in the Land Rover's sphere of operations, and the use of existing components - including the P3 saloon's 1,595cc, four-cylinder, sidevalve engine - kept production costs down and cut development time. Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today. Progressively developed since its launch in 1948 and modified to serve countless specialist requirements, the ubiquitous Land Rover had been around for a staggering 68 years by the time Defender production ceased in 2016. The vendor purchased this Series I in 1996 and had it restored to driveable condition. Kept garaged, the vehicle was used sparingly for local runs in summertime and has been in dry storage since 2013. Re-commissioning will be required before further use.



1952 Willys Jeep Model C M38 Military 4x4

£12,000 – 16,000

Registration no. not UK registered

Chassis no. 36117446

Odometer reading. n/a

MOT expiry date. exempt

- *Iconic military vehicle*
- *An older restoration*
- *Imported into the UK earlier this year*

Seller Assessment score 68/100

mph

Built by both Willys and Ford, and produced by the million, the ubiquitous Jeep 4x4 saw service in every theatre of the Second World War and continued in military service with Armies worldwide for several decades thereafter. Despite the success of the original (MB) version, the US Army believed that there was scope for improvement and Willys responded with the revised Model C. Designated M38 by the US military, the Model C entered service in 1950 featuring the longer (and stronger) chassis frame of Willys' commercial CJ-3A model. This increase in size (and weight) exposed the original 60-62bhp Go-Devil engine as insufficiently powerful, leading to its replacement with the 72 horsepower Hurricane unit in 1952. Apart from an increase in bonnet height to accommodate the taller Hurricane engine, the M38A1 looked essentially the same as its wartime ancestor. By the time production ceased in 1957, some 160,000 examples of the Willys M38/M38A1 had been built. Today the Jeep in its various forms remains highly sought after by discerning military vehicle enthusiasts everywhere. This Willys M38 has been used by the enthusiast vendor on his farm in the Lebanon. An older restoration finished in US Army grey, it has the correct windscreen and has been fitted with additional side steps to facilitate easier ingress/egress. The vehicle was imported into the UK earlier this year (taxes have been paid) and is running and driving well.





1935 MG Midget PB Tourer

£32,000 – 38,000

Registration no. JB 6879

Chassis no PB0295

Odometer reading. tbc

MOT expiry date. exempt

- *One of only 525 built*
- *Rare four-seater model*
- *Expertly restored over a 10-year period*
- *Completed in 2016*

Seller Assessment score 90/100



Replacement for the successful J2 Midget, the P-Type (later PA) followed the general lines of its predecessor but was equipped with an improved and more robust version of MG's 847cc, four-cylinder, overhead-camshaft engine. Some 2,000 PAs were produced between 1934 and 1935 when the model was superseded by the short-lived PB, of which only 525 were made. Competition from the Singer Nine Sports had prompted the introduction of the PB, which was powered by a 939cc version of the OHC engine as well as incorporating a close-ratio gearbox and numerous other improvements. With 43bhp on tap (up from 36) the PB boasted superior acceleration and a top speed of over 70mph. Today, the PB is often regarded as the last 'true' MG before new owners Morris Motors opted for a less exotic pushrod engine for the successor T-Series. A rare four-seater model, this PB was first registered on 17th September 1935 as 'JB 6869' and reregistered as 'VXS 384' on 1st November 2016 before changing to 'JB 6879'. The car's history may be traced back to new in the Abingdon records, and the colour scheme is correct. Some years ago this PB was a chassis missing many parts, including the engine. An MG expert spent many years sourcing the missing components and comprehensively rebuilding the car, even obtaining a registration close to the original. Completed in 2016, the rebuild was carried out to exacting standards and this PB has to be one of the best currently available (see bills on file). It should be noted that the gearchange positions are 'reversed', so care is required.



1926 Humber 12/25hp Tourer

£15,000 - 20,000

Registration no. NE 9638

Chassis no. 12517

Odometer reading. n/a

MOT expiry date. exempt

- *Highly original example*
- *1.8-litre engine; four-speed gearbox*
- *Good sound condition*
- *VSCC eligible*

Seller Assessment score 63/100

mph

1923 was a significant year for Humber, marking as it did the adoption across the range of new inlet-over-exhaust engines (replacing the earlier sidevalve units) and the introduction of a new small car, the 985cc 'Eight'. Next up Humber's pecking order was the 11.4hp, an updated version of the pre-WWI 'Ten'. This too got an inlet-over-exhaust (IOE) engine in '23 and was further enlarged in 1925 to 1,795cc, becoming the '12/25', the latter figure approximating to the maximum brake horsepower. A four-speeds-plus-reverse gearbox was fitted. Although progressive in its choice of engine, the company was more conservative when it came to chassis design, only beginning to offer front wheel brakes as an option in the mid-1920s. Five regular body styles were available on the 12/25 chassis, by far the most popular of which was the four-seater tourer that accounted for more than 50 percent of total production. Its price in 1926, the final year of production, was £440, a considerable sum at the time and one that reflected Humber's policy of producing cars of high quality for a discerning clientele. A highly original example of the 12/25 Humber, this car features a new hood, tonneau covers and hood bag, and has good weatherproof wind-down side screens and an Auster screen for the rear passengers. New carpets have been fitted and the paintwork, nickel plating, and original leather upholstery are all in good condition. A nice sound motorcar and pleasant to drive, this VSCC-eligible Humber tourer is ideal for enjoying the freedom of the open road and better weather to come.



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1932 Invicta 12/45 Saloon

£20,000 - 30,000

Registration no. EK 8896

Chassis no. L171

Odometer reading. n/a

MOT expiry date. exempt

- *Comprehensive history file*
- *Original buff log book*
- *Said to be only one of two remaining*

Seller Assessment score 80/100

mph

Founded in 1925 by Noel Campbell Macklin and with finance from Earl Fitzwilliam and Oliver Lyle (of the Lyle sugar family), Invicta was a luxury car manufacturer that specialised in building high-end performance sports cars. However sadly as a result of the Wall Street financial crash in the late 1920s, Invicta ceased trading in 1933. The brand has since been intermittently existing with attempted revivals in 1946, 1989 and 2004 respectively, but original Invictas are now very rare. This 1932 12/45 example is a survivor of the 1,459cc model introduced in 1932 in an attempt to widen the marque's appeal. As a result the car appears to be one of just two Saloon-bodied examples remaining, which is probably due to its first owner's lengthy retention - a story documented in the January 1949 issue of Motor Sport. Subsequent keepers include one the very first vintage car collectors and ERA owner Dudley Gahagan, and more recently, former Invicta club registrar Duncan McGregor. The car comes with a comprehensive history file which includes documentation of its post-war history. This includes some shots of the car at Oulton park in the 1950s, various bills, owners reports (regarding work undertaken), and an original buff log book from the post-war period. The current owner has owned the car since 2018 and has used it on a regular basis. Overall the car is in a very good condition with recent work including an engine service and a refurbishment of the wheels (with new tyres fitted). This is an excellent opportunity to acquire a rare survivor of the Invicta marque.



1948 Bedford OB Plaxton Motor Coach

£38,000 - 45,000

Registration no. EAJ 679

Chassis no. OB68823

Odometer reading. tbc

MOT expiry date. exempt

- *A classic of British bus design*
- *Present ownership since 2006*
- *Extensively restored 2006-2008
(engine rebuilt 2015)*
- *Driven to the sale*

Seller Assessment score 90/100

mph

Rationalising its manufacturing, General Motors moved production of Chevrolet commercial vehicles to its Vauxhall car plant at Luton, from whence a redesigned range of 'Bedford' branded commercials emerged in 1931. In 1939, Bedford introduced the 'K' series which, in common with passenger cars of the time, was more curvaceously styled and featured a rounded radiator grille. The 'K' series catered for 30-40cwt payloads, while further up the scale Bedford offered the 'M' and 'O' series for loads of up to three tons and five tons respectively. Introduced at the same time, the 'OB' was the coach version of the 'O' lorry chassis. Relatively few 'OB' chassis were built prior to WW2, but the model would prove to be an outstanding success with 12,766 produced up to 1951, making it one of the most popular buses of its type ever. This Plaxton-bodied Bedford OB was purchased by the late owner in 2006. Known as 'Charlie', the coach was in a good running and driving condition but the woodwork and aluminium body required attention. There are bills on file from Bygone Bedford Bits of Poole for parts used during the restoration in 2006-2008 together with others from Vintage Military Vehicle Spares for a replacement gearbox, clutch, manifolds, etc. The engine was rebuilt in 2015 by G S Autos in Honiton, while South East Coachworks carried out extensive repairs to the ash frame and fitted new skinning. There is a photographic record on file plus bills totalling circa £25,000. The coach still presents well, and will be driven to the auction.



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1967 Mercedes-Benz 300SE Cabriolet

£120,000 - 140,000

Registration no. TGC 91E

Chassis no. 11202310008572

Odometer reading. 6,821

MOT expiry date. exempt

- *300SE Convertible*
- *US specification*
- *Good condition*

The Mercedes-Benz 300SE Convertible is the ultimate symbol of luxury and sophistication in the classic car world. First introduced in 1962, the 300SE Convertible had a design that was as elegant as it is timeless, and today they are incredibly sought after with only 708 ever produced. Standard features on the 300SE included the likes of air conditioning, electric windows and a radio, which at the time were not common features on a car. It was also powered by a 2,996cc straight-six engine that initially developed 164bhp, which was later tuned up to 170bhp after 1964. Together with a four-speed manual or automatic gearbox, the 300SE offered a most relaxed experience with its hydro-pneumatic suspension. This 1967 example is US specification car that is now a fully registered UK vehicle. It's presented in excellent condition throughout, and it's black paintwork and red leather interior both present particularly well. There is little history with the car, however it is running and driving without fault. This is an excellent example of a timeless and elegant classic Mercedes.

Seller Assessment score 81/100

mph





Property of a deceased's estate

1970 Plymouth Road Runner Superbird Coupe

£90,000 - 110,000

Registration no. PLR 440

Chassis no. RM23N0A168761

Odometer reading. n/a

MOT expiry date. exempt

- *Ultra-rare one-year-only model*
- *Present family ownership since 1984*
- *Barn stored for over 30 years*
- *Offered for re-commissioning*

Seller Assessment score 54/100

mph

Plymouth's late 1960s revival came off the back of numerous high-profile racetrack successes. In 1964, Plymouth's Richard Petty won the Daytona 500 and the NASCAR Championship three years later, ensuring maximum exposure for the Mopar brand. New for 1970, and built with competition in mind, the Superbird was derived from the medium-sized high-performance Road Runner. One of the most spectacular American cars of the post-war era, the Superbird featured an extended 'droop snoot' nose and a tall, boot-mounted spoiler, these aerodynamic features having been adopted with NASCAR Superspeedway racing in mind. Power was supplied by a 440ci (7.2-litre) V8 engine producing 375bhp. A minimum of 2,000 units was required for NASCAR homologation, though slightly fewer were actually produced. Pete Hamilton won the 1970 Daytona 500 driving a Superbird, and Plymouth's 'Winged Warrior' went on to win 21 out of that year's 38 Grand National races. Sadly, NASCAR banned such aerodynamic excesses at the end of 1970, making the Superbird a one-year-only model and all the more collectible for it.



Imported in 1976 and in the present family ownership since 1984, this rare Superbird has been barn stored for over 30 years and is offered in need of re-commissioning. A matching numbers example, it has the desirable four-speed manual transmission with Hurst 'Pistol Grip' shifter. The car is offered with a V5C document and a detailed report on its authenticity and condition compiled in October 2020 by the Mopar Muscle Association, which is a 'must read' for prospective purchasers.



1973 BMW 3.0 CSL Coupé

£60,000 - 80,000

Registration no. UEC 154M

Chassis no. 2285342

Odometer reading. tbc

MOT expiry date. exempt

- *Present ownership for 40-plus years*
- *Reconditioned engine fitted at 68,000 miles (circa 19,000 miles ago)*
- *Requires re-commissioning following period of storage*

Seller Assessment score 77/100

mph

1973 was a landmark year for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL (Coupé Sport Leicht) homologation special, known popularly as the 'Batmobile'. Powered initially by a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-litre class) the 3.0 CSL came with 206bhp for road use and well over 300 horsepower for the track. The current vendor has owned this rare right-hand drive BMW 3.0 CSL for the last 40-plus years, during the course of which it has been used for several European tours. While in the vendor's ownership the car has benefited from ongoing restoration and regular maintenance, most significantly the installation of a new 'factory' reconditioned engine at 68,000 miles (receipts available). Stored for a period of time, the car will require general re-commissioning before further use; in that connection it should be noted that the tyres need replacing and that, although the engine runs, the injector seals are leaking. Finished in gold with original black cloth/vinyl interior, the CSL comes with a V5C Registration Certificate and a fully documented history. With only 1,039 CSLs produced between 1973 and 1975 compared to over 19,000 standard CS/Si models, these 'specials' will always be relatively rare and today this ultimate BMW coupé is highly sought after.



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1968 Lancia Flavia Coupé

Coachwork by Pininfarina

£7,000 - 9,000

Registration no. TAA 146G

Chassis no. 815.431.16556

Odometer reading. 15,926

MOT expiry date. exempt

- Previous enthusiast ownership for 33 years
- 15,926 miles recorded
- Rare right-hand drive coupé

Seller Assessment score 41/100

mph

Launched in 1961, the Flavia Coupé maintained Lancia's enviable reputation for advanced and innovative automotive engineering. Designed by Antonio Fessia and inspired by his Cemsa prototype of 1947, the Flavia was Italy's first series-production car to employ front-wheel drive. Carried well forward of the front wheels, the engine was a 1,488cc, overhead-valve, horizontally-opposed four; suspension was independent at the front and by beam axle at the rear, and there were dual-circuit, servo-assisted disc brakes all round. In 1962 the saloon was joined by a shorter-wheelbase, Pininfarina-styled, 1.8-litre coupé, the latter providing the basis for a convertible version by Vignale. This example is in remarkably unspoilt condition, and starts and runs with typical Italian brio. It will respond well from cosmetic improvement. The car was purchased by a very experienced collector in 2020, but pre-war motoring projects have intervened to prevent the intended restoration. The Flavia had been owned by the previous vendor, a Lancia Motor Club member, for the past 33 years having had two previous keepers. A detailed history file going back decades containing a quantity of MoT certificates dating back to 1983; a hand-written log for the period 1969 to 1984; assorted tax discs; 1984 bill of sale; and assorted invoices and correspondence. This Flavia coupé represents a wonderful opportunity to acquire an Italian thoroughbred at relatively modest cost.



2005 Bentley Continental Flying Spur Saloon

£17,000 - 22,000

Registration no. LJ05 BBF

Chassis no. SCBBE53W96C031037

Odometer reading. 58,950

MOT expiry date. 26/07/2022

- *Landmark modern Bentley*
- *58,950 miles from new*
- *Full service history (bar one service)*

Seller Assessment score 71/100

mph

The Continental Flying Spur was a derivative of the Continental GT, the first model introduced by Bentley Motors following its acquisition by the Volkswagen Group in 1998 and the first Bentley to employ mass production manufacturing techniques. Premiered in 2003 at the Geneva Motor Show, the Bentley Continental GT realised the concept of the 1994 Java concept car as a more affordable Bentley, to be manufactured in larger volumes than hitherto had been the norm. The Continental GT was powered by a 6.0-litre twin-turbocharged W12 engine producing 552bhp and 479lb/ft of torque. A Torsen-type permanent four-wheel-drive six-speed transmission was standard equipment, and the Continental GT could accelerate from 0-62mph in 4.8 seconds on its way to a top speed of 197.6mph. A mechanically identical Continental GTC Convertible was made available for 2006, followed by another version of the Coupé: the range-topping GT Speed. Before then (in 2005) Bentley had launched the Continental Flying Spur, a four-door saloon variant that took its name from the 1960s original. Currently displaying a total of 58,950 miles on the odometer, this magnificent Bentley Continental Flying Spur is finished in Navy Blue with Cream/Navy Blue leather interior, the latter equipped with a rear entertainment system including headphones. The car has had only two owners from new and comes with its Bentley service book recording full service history (bar one service). Last serviced 2,000 miles ago, the car comes with bills totalling £15,000, two sets of keys, and a V5C document.



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1978 Mercedes-Benz 280 S Saloon

£5,000 - 10,000

Registration no. to be advised

Chassis no. 116020 62 083380

Odometer reading. 241,802 kms

MOT expiry date. exempt

- *Imported from South Africa*
- *Automatic transmission*
- *MoT exempt*

Seller Assessment score 86/100

mph

The first of Mercedes-Benz's new high-performance S Class luxury saloons - the 280 S and 280 SE - debuted at the Paris Salon in 1972. Subtly restyled, the newcomers retained strong visual links with their 'New Generation' predecessors yet incorporated a number of significant improvements; the 'safety cell' body construction was a major selling point while handling and ride comfort were enhanced by the adoption of semi-trailing arm rear suspension. Introduced on the immediately preceding saloon and coupé models, the 2,746cc, six-cylinder, M 110 engine employed double-overhead-camshaft valve gear and developed 160bhp on carburettors or 185bhp on Bosch fuel injection in the SE. Transmission options were a four-speed manual or similar automatic. Immensely successful, the 280 S/SE remained in production for eight years, being superseded by the new S Class models in 1980. Finished in blue with well-preserved brown leather upholstery, this automatic-transmission 280 S presents very nicely and drives well. The Mercedes was imported from South Africa in 2021, and the DVLA has confirmed that the registration document is being processed and should be with the car in time for the sale. The current odometer reading is 241,802 kilometres (approximately 150,200 miles) and the car is MoT exempt.





1988 Mercedes-Benz 500 SE Automatic Saloon

£12,000 - 16,000

Registration no. E413 DMR

Chassis no. WDB1260362A353479

Odometer reading. tbc

MOT expiry date. 20/11/2022

- *Top-of-the-range model*
- *Automatic transmission*
- *Recent full professional restoration*
- *Restoration bills and photographs available*

Seller Assessment score 86/100



Commenting on their significance, Werner Breitschwerdt, Daimler-Benz Development Chief, said: "The new 500 SE and SEL five-litre models are equal or even superior to our 450 SEL 6.9 in design and equipment." First seen at the Frankfurt Show in 1979, the range-topping 500 SE/SEL saloons were the most luxurious built by Mercedes-Benz. Replacements for the 6.9-litre 450 SEL, the restyled newcomers used the 4,973cc overhead-camshaft V8 already seen in the 450 SLC 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 450 SELs and superior to that of many out-and-out sports cars. Finished in blue metallic with matching leather interior, this stunning Mercedes-Benz 500 SE has recently benefited from a 440-hour restoration by Modern Classics. On file is a comprehensive photographic record of the works undertaken, running to over 390 images, together with related bills. Its V8 engine starting readily and running smoothly, this beautiful modern Mercedes presents extremely well in every respect. The Mercedes was purchased by the current vendor as a 'London commuter' car, only for his plan to be scuppered by the new ULEZ regulations, which have rendered it non-compliant. Offered with a V5C registration document and MoT to November 2022, this top-of-the-range Mercedes-Benz is ready to enjoy and would enhance any private collection.



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1991 Mercedes-Benz 300E Saloon

£2,000 - 4,000 No Reserve

Registration no. H633 LJA

Chassis no. to be advised

Odometer reading. 54,000

MOT expiry date. 09/05/2022

- *Single family ownership from new*
- *Automatic transmission*
- *Plentiful service history*

Seller Assessment score 85/100

mph

Slightly longer but a whole 2" narrower than their predecessors, the W124s had a significantly reduced frontal area and coefficient of drag, which together with reduced weight made for appreciably better performance. In the case of the top-of-the-range, Bosch fuel-injected, six-cylinder 300E model, these advances made for a top speed of around 144mph (manual) or 140mph (automatic) and a significant improvement in fuel consumption, figures that emphatically eclipsed those of the superseded 280E that it replaced. Known as 'The Duchess', this automatic transmission 300E has enjoyed single family ownership from new. Notable features include the following: heated seats; air conditioning; cruise control; electric sunroof; leather-trimmed steering wheel and gear lever knob; fully electric front seats; and burr walnut trim. The history file's contents include specialist service bills totalling over £17,500 and dating back to 2011 (latest service in May 2021) plus a quantity of old MoTs (including the most recent) dating back to 2012. Finished in Midnight Blue with grey leather interior, the car is offered with two sets of keys; its original leather wallets; owner's manual; European and UK Mercedes-Benz workshop directory and map; and two maintenance booklets, the first recording its PDI on 7th February 1991 with services from 21st March 1991 through to 1999.



1973 Jaguar XJ12 Saloon

£5,000 - 7,000

Registration no. RYD 999L

Chassis no. 2C1484BW

Odometer reading. 38,630

MOT expiry date. exempt

- *Jaguar's flagship luxury saloon*
- *39,630 miles recorded*
- *Much recent work*

Seller Assessment score 55/100

mph

Launched to much acclaim in 1968, the XJ6 refined concepts embodied by previous Jaguar saloons to create a car rivaling the best offered by Mercedes-Benz. Although introduced with XK six-cylinder power, it had always been Jaguar's intention that its flagship saloon would accommodate the E-Type's new all-alloy V12 engine, and the resulting XJ12 duly appeared in July 1972. With a top speed of over 135mph courtesy of the 5.3-litre V12's 272bhp, the newcomer combined high performance with a level of luxury unmatched by many a less-accommodating Grand Tourer costing several times as much. An improved rear legroom version was introduced in August 1972. Finished in Glacier White, the car presents well having been in the hands of only three recorded owners from new, and with these cars a short ownership history is always reassuring. The interior retained the original blue leather and is in very pleasing order. Works carried out in 2015 included renewing the suspension and brake pads. More recently the car has benefited from a tune up and service. It comes with numerous MoTs dating from the 1980s and 1990s; a few receipts; some DVLA correspondence; and a current MoT valid until March 2022. The mileage is recorded at 39,630. The XJ12 brought even greater refinement to a startlingly brilliant model and still impresses after nearly half a century with its magic carpet quality.



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2005 Le Mans D-Type 3.4-Litre Replica

£45,000 - 55,000

Registration no. A636 XTL

Chassis no. SABTVRO3425221537

Odometer reading. tbc

MOT expiry date. 11/11/2022

- *Six-year build*
- *Completed in 2005*
- *Two owners*

Seller Assessment score 75/100

mph

The Jaguar C-Type had won the prestigious Le Mans 24-Hour Race twice (in 1951 and 1953) and was still competitive when Chief Engineer Bill Heynes and his team set about designing its successor. Moving the game on, Heynes abandoned the C-Type's tubular spaceframe chassis, adopting instead an aluminium monocoque body tub to which the front sub-frame carrying the suspension and the 3.4-litre six-cylinder XK engine was welded. As ever, victory at Le Mans was Jaguar's first priority and so a great deal of attention was paid to getting the aerodynamics right. Aerodynamicist Malcolm Sayer duly came up with an efficient, wind-cheating shape that enabled the D-Type to outrun the opposition despite having a deficit of over 100 horsepower on occasions. In so doing he also created one of the most beautiful racing sports cars ever made. As well as building cars for the works team, Jaguar also undertook a limited production run for sale to privateers and between 1954 and 1957 some 87 in total of all variants were produced at Jaguar's Coventry factory. Said to drive amazingly well, this D-Type replica has had two owners and comes with invoices and photographs of its six-year build, which was completed in 2005. The car has been ceramic coated and the carburettors have been balanced recently ready for MoT (now valid until November 2022). Offered with a V5C document.



2001 Aston Martin Vanquish Coupé

£58,000 - 64,000

Registration no. LJ51 NCS

Chassis no. SCFAC23321B500052

Odometer reading. 10,860kms

MOT expiry date. 04/01/2022

- *Built to Gulf Co-operation Council (GCC) specification*
- *Imported into the UK in 2020*
- *Fully serviced by Aston Martin*

Seller Assessment score 98/100



An entirely new Aston Martin for the 21st Century, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001. Aston Martin's first power unit of its type, the 5.9-litre, 48-valve, V12 engine (first seen in the DB7 V12 Vantage) developed 460bhp at 6,800rpm, with 400lb/ft of torque available at 5,500 revs. The six-speed gearbox was controlled by F1-style paddles and could be operated in either of two modes: fully manual or computer-controlled automatic, with a 'sport' setting available on both. The inventory of standard equipment included almost everything the discerning connoisseur could wish for, while the performance - 190mph and 0-60mph in 4.5 seconds - placed the Vanquish firmly in the supercar class. Dominated by an imposing aluminium centre console, the interior featured Connolly leather upholstery and Wilton carpeting, emphasising the Aston Martin heritage, for despite its advanced specification, the Vanquish was built like all other Astons before it: one at a time and by hand. Built to Gulf Co-operation Council (GCC) specification, this left-hand drive Vanquish was purchased by the vendor in Lebanon and imported into the UK in 2020. Finished in black with Forest Green leather interior, the car has been fully serviced by Aston Martin and remains in excellent original condition. Service records for the period August 2004 to November 2017 are available and the car also comes with a UK V5C registration document.



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2008 Land Rover Defender 90 TDCi 4x4 Utility

£35,000 - 40,000

Registration no. PE08 HXX

Chassis no. SALLDVAS79A752905

Odometer reading. 54,000

MOT expiry date. 26/01/2022

- *Extensively improved*
- *Unique specification*
- *Circa 54,000 miles recorded*
- *Remapped ECU*
- *Six-speed manual gearbox*

Seller Assessment score 90/100

mph

This beautifully presented Defender was first registered in March 2008 and has the Ford Puma 2.4-litre TDCi turbo-diesel engine. The previous owner purchased the Defender from Simmonites of Bradford, who had upgraded it some 6-7 years ago, repainting the vehicle in blue; raising the suspension; and fitting 18" five-spoke Nemesis alloy wheels and various KBX enhancements (see below). The previous owner proceeded to make some improvements of his own, upgrading the interior and having the engine ECU professionally remapped, though the most striking modification is the dark-tinted 'privacy' side windows. Other notable features include LED lighting; sump guard; side steps; and chequer plate. This supremely well equipped vehicle also boasts styling enhancements from marque specialists KBX: front grille and lamp surrounds; side and wing-top air intakes, all in gloss black. The interior is now luxurious, boasting Corbeau-style front bucket seats trimmed in diamond-pattern leather; a leather-rimmed Springalex sports steering wheel; and a Pioneer entertainment system with Bluetooth connectivity and flip-out DVD screen. Importantly, the previously Spartan rear load space has been insulated, lined and fitted with two optional fold-down rear seats. The vehicle has also been fitted with a tracker. The enthusiast vendor purchased the Defender earlier this year; however, he finds that he uses his '110' far more so the '90' is being sold. Beautifully presented, this uniquely well specified Land Rover is offered with bills for Simmonites' work and the ECU re-map; the original service manual; MoT to 25th January 2022; and a V5C document.



1968 Land Rover 'Defender' 110 Crewcab

£10,000 - 15,000

Registration no. TEH 314F

Chassis no. 261023720

Odometer reading. 102,000

MOT expiry date. 12/05/2022

- *Series IIA crew cab*
- *Features a 200tdi engine and new chassis*
- *Front bucket seats*
- *Fresh re-spray*

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. The Series II was effectively a facelift of the Series I, but the styling was much more sophisticated and modern. Bache and his team added many features that are recognisable today on a modern Defender, such as its rounded roof and "barrel side" bodylines. This 1968 example is a long wheelbase Series IIA crew cab that has a mileage of approximately 102,000 miles. It also features an upgraded 200 Tdi engine which is reported to be running and driving well. A new chassis has also been swapped in from a newer model. Externally, the bodywork is in good condition however the light green paint could be brought up to a higher standard if desired. Inside the bucket seats are also in good condition. A unique and usable example.

Seller Assessment score 76/100

mph



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1961 Land Rover Series II 4x4 Utility

£6,000 - 12,000

Registration no. 625 RKX

Chassis no. 141100856

Odometer reading. tbc

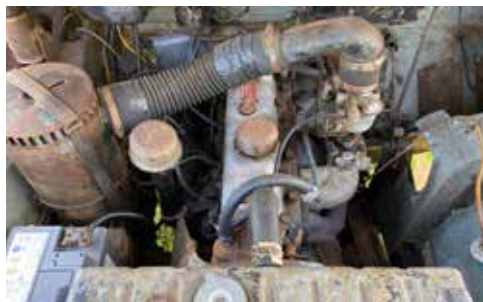
MOT expiry date. exempt

- *Two previous owners*
- *Desirable 2,286cc petrol engine*
- *Outstandingly original condition*
- *Recently re-commissioned*

Seller Assessment score 71/100

mph

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that would continue to characterise the Land Rover until production of the Defender model ceased in 2016. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required when the latter option was selected. The Series II's arrival also marked the standardisation of only two different wheelbase lengths - 88" and 109" - the Series I's 107" option being dropped. Equipped with hardtop, this Series II Land Rover has the desirable 2,286cc petrol engine and is presented in outstandingly original condition throughout. Recent re-commissioning included welding the chassis to a very high standard in order to preserve the vehicle's originality for the future, plus fitting new front springs, tyres, wheel cylinders, fuel tank, and a full service. We are advised that the Land Rover has had only two previous owners. Offered with a V5C document.



2004 Mercedes-Benz SL55 AMG F1 Coupé

£28,000 - 34,000

Registration no. 500 SNX

Chassis no. WDB2304742F078065

Odometer reading. 50,534

MOT expiry date. 01/07/2022

- *Limited edition F1 model*
- *UK delivered, right-hand drive*
- *Full service 1,000 miles ago*
- *50,534 miles recorded*

Seller Assessment score 90/100



Mercedes-Benz launched its new SL-Class (R230) of high-performance GTs in September 2001 at the Frankfurt Motor Show, though one had already served as Formula 1's Safety Car at Hockenheim in July. In 2002 the SL55 AMG went on sale. Hailed by Evo magazine as 'a supercar in disguise', the latter was powered by a 5.4-litre V8 engine producing 469bhp and a monstrous 520lb/ft of torque. And if that was not enough, the seriously speed-addicted could opt for the F1 version, which came with AMG's Performance Package developed for the 2002 Formula 1 Safety Car. Costing an additional £10,000, AMG's upgrades included 'relaxing' the electronic speed restriction, enabling the car to reach 300km/h (186mph), plus changes to the suspension and brakes. There was also an extra oil cooler, a limited-slip differential, and various changes to the exterior and interior styling. For the SL55 AMG a more robust five-speed automatic transmission was specified, the standard car's seven-speeder being considered not man enough for the job. Top Gear's Jeremy Clarkson was an enthusiastic SL55 AMG 'early adopter'. Supplied new to the UK, this elegant SL55 AMG is an example of the limited edition F1 model. The car is finished in silver with black leather interior and has had four owners from new. Exceptionally well maintained and MoT'd to July 2022, it benefits from over £2,000 spent on new brake discs/pads plus a full service (including supercharger) 1,000 miles ago. Offering supercar performance at relatively affordable cost, this rare and collectible modern Mercedes comes with an extensive history file containing bills, MoTs and a V5C document.



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1986 Ford Sierra RS Cosworth Sports Saloon

£20,000 - 30,000

Registration no. D499 PVP

Chassis no. WF0EXXGBBEGU98966

Odometer reading. tbc

MOT expiry date. 26/10/2022

- *Iconic sporting Ford*
- *Highly sought after*
- *Engine rebuilt in 2004*

Seller Assessment score 74/100

mph

Based on the three-door Sierra bodyshell, the RS Cosworth combined the standard 1,993cc Pinto engine's cylinder block with a forged steel crankshaft and connecting rods, the first time this combination had been seen in a production Ford engine. Topping it off was a Cosworth-developed, twin-camshaft, 16-valve cylinder head fed by a Garrett AiResearch turbocharger, the latter being deemed necessary to achieve a competitive power output for racing, which in time would amount to over 500bhp! Even in standard road trim the Sierra RS Cosworth produced a staggering 204bhp, its Weber-Marelli engine management system ensuring that the resulting stupendous performance was delivered with minimal turbo lag. Needless to say, the standard Sierra underpinnings were comprehensively up-rated to cope. Delivered new to Bristol Street Motors in Birmingham, this Sierra RS Cosworth has been owned by the vendor since 1996 (bill of sale on file). Notable features include up-rated Koni dampers; centre-lock alloy wheels; Scorpion exhaust system; cold air induction system; dump valve; and a Stage 1 engine chip tune, while the engine was rebuilt (in 2004) using an RS Cosworth 4x4 cylinder block. The engine rebuild invoice is on file and the car also comes with its original service booklet (stamps from 1986 through 1995); sundry invoices; a quantity of old MoTs; and a current V5C document.



1975 Chevrolet El Camino Pickup

£10,000 - 15,000

Registration no. KKH 990N
Chassis no. AAPV0241210589869
Odometer reading. 66,571 kms
MOT expiry date. exempt

- *Built for the South African market*
- *Right-hand drive*
- *Automatic transmission*
- *Restored in South Africa in the 2000s*

Seller Assessment score 60/100

mph

Nowadays an integral part of American popular culture, the pickup truck has come to be thought of as the modern-day equivalent of the cowboy's horse. Once viewed as strictly utilitarian commercial vehicles, they were seized on as ideal candidates for customising and hot-rodding in the post-war era, and today, like so many fashions that start in the USA, enjoy a cult following worldwide. General Motors rationalised its truck production in 1911, introducing the 'GMC' brand name, to which Chevrolet was added during WWI. Chevrolet's El Camino pickup (or coupe utility vehicle) was first introduced in 1959 in response to the success of the Ford Ranchero, which, unusually for a pickup, featured an integral body/chassis rather than the traditional separate frame. In the El Camino's case it was adapted from the Biscayne two-door station wagon platform. This car is an example of the fourth generation, which was based on the station wagon from the Chevelle line-up and was built from 1973 to 1977. It has the 250ci (4.1-litre) six-cylinder engine and automatic transmission. This El Camino was built in right-hand drive configuration for the South African market and was imported from there in January 2019. Restored in South Africa in the early 2000s, the car still presents well, but having been unused since importation will require some re-commissioning before returning to active use. A total of 66,571 kilometres (approximately 41,300 miles) is showing on the odometer. Offered with a V5C document.



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1977 Ford Transit MK1

£6,000 - 8,000 No Reserve

Registration no. not UK registered

Chassis no. GB81FR21978

Odometer reading. 51,300

MOT expiry date. exempt

- *Originally a fire tender in Germany*
- *Purchased in the Netherlands*
- *Development potential*
- *Requires re-commissioning*

Seller Assessment score 57/100

mph

One of the most successful commercial vehicle designs of all time, the Ford Transit was introduced in 1965, immediately setting the standard for a host of subsequent imitations from rival manufacturers, and continues in production to this day. The Transit resulted from collaboration between Ford in Germany and the UK, and was marketed more like a saloon car, the emphasis being on its almost limitless permutations of body design, seating, engines and trim. Face-lifted in 1978, this first generation is the longest running to date, remaining in production until 1986. The Transit has been Europe's best-selling light commercial vehicle for years, and in some countries the term 'Transit' has passed into common usage as the generic name for any similarly sized van. This superb Mark 1 Transit has the 1.7-litre V4 engine. Originally a fire tender in Germany, the vehicle was purchased by the current vendor in the Netherlands and retains its fire service livery. Of course, it need not be kept in its original specification and would, suitably modified, be useable in any number of roles: race support vehicle; mobile café; glamping accommodation; or simply as period transport – currently equipped with a rear bench seat and mattress to rear. Since acquisition, the vehicle has formed part of a private collection and been used on private land. Running and driving but re-commissioning will be required before it returns to the road.



1956 Bedford RLHZ 'Green Goddess' 4x4 Fire Tender Project £2,000 - 3,000 No Reserve

Registration no. PGW 238

Chassis no. RLHZ 7669

Odometer reading. tbc

MOT expiry date. exempt

- One of the best known British 'commercial' vehicles
- Comprehensive service file
- Offered for restoration

Seller Assessment score 28/100

mph

Most people's knowledge of the Bedford 'Green Goddess' is limited to their appearances, driven by military personnel, during the industrial action taken by firemen in 1977 and 2002. Based on the Bedford RL commercial chassis and powered by a 4.9-litre six-cylinder petrol engine, the RLHZ 'Green Goddess' was commissioned in the early 1950s as part of the UK's 'Cold War' civil defence arrangements, and was operated by the Auxiliary Fire Service until its dissolution in 1968. Although capable of fighting fires, the 'Green Goddess' was primarily intended to act as a self-propelled water pump, extracting water from rivers, lakes and canals into British cities in the aftermath of a nuclear attack. Mothballed after 1968, the 'Green Goddess' fleet was kept maintained in readiness for use in emergencies in support of the civil authorities. In March 2004 the British Government commenced selling off its remaining stock of more than 900 vehicles, most of which went to developing countries in Africa. Built in November 1954, this example was first registered to the Home Office in London on 17th April 1956. The vehicle comes with a comprehensive service file, which reveals it spent most of its life in storage at Home Office Supply and Transport Depots before ending up in Marchington, Staffordshire when the entire fleet was centralised around 1989. Research has shown that 'PGW 238' was operational during both of the aforementioned firemen's strikes. Given the destination of the majority of its fellows, this increasingly rare example - once restored - can only become an appreciating asset.



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1964 Rolls-Royce Silver Cloud III 'Continental' Saloon

Coachwork by James Young

£50,000 - 80,000 No Reserve

Registration no. CGT 404B

Chassis no. SGT567

Odometer reading. tbc

MOT expiry date. exempt

- Rare coachbuilt 'Continental' model
- Present ownership since 2008
- Purchased from marque specialists P&A Wood

Seller Assessment score 58/100

mph

Launched in 1962, the Rolls-Royce Silver Cloud III and its Bentley S3 equivalent employed the 6.2-litre V8 engine introduced on the 'Cloud II/S2' - though with larger carburettors, new distributor and raised compression ratio - and came with a four-speed GM-derived automatic transmission as standard equipment. Most obvious among many changes from the preceding models was the adoption of four-headlamp lighting; the absence of sidelights from the wing tops; and a slightly lower radiator shell. Inside there was improved accommodation with separate front seats and increased room for rear passengers. With the 'Cloud III's introduction, it was decided to allow Bentley Continental-style bodies to be built on its chassis, which was altered to incorporate the lower-raked Bentley Continental steering column and other minor Continental features. However, it should be noted that Rolls-Royce never referred to these models as 'Continental's', this term being adopted subsequently by the motor trade. One source quotes a figure of only 20 Silver Cloud III 'Continental's' produced by James Young, which clothed them in aluminium-panelled four-door bodywork lighter than the 'standard steel' offering. The vendor purchased this Rolls-Royce Silver Cloud 'Continental' from renowned marque specialists P&A Wood in April 2008. A copy of the sales invoice is on file together with a copy of the car's last V5C Registration Certificate. The Silver Cloud III has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1976 Aston Martin V8 Series 3 Sports Saloon

£30,000 - 40,000 No Reserve

Registration no. SFL 135R

Chassis no. V8/11575/RCA

Odometer reading. tbc

MOT expiry date. exempt

- *First used as a factory demonstrator*
- *Automatic transmission*
- *Generously specified*

Seller Assessment score 58/100

mph

Introduced for 1973, the Series 3 employed a quartet of Weber 42 DCNF carburettors instead of the previous Bosch mechanical fuel injection, the change bringing with it increased torque and a larger bonnet bulge. Fuel economy improved and even in automatic-transmission form the Weber-equipped car proved almost as quick as the preceding manual version, being capable of over 145mph flat-out. Its accompanying copy Car Record Card shows that '11575' was originally finished in Raven Black with fawn trim, and sent to Aston Martin (Sales) Ltd for use as a demonstrator. The original registration was 'PYN 175R'. Being intended for demonstration purposes, '11575' was generously specified, featuring two door mirrors; two rear fog lamps; over-riders; side marker lights; headlamp wash/wipe; lockable centre ashtray; and a Phillips AM/FM radio/cassette stereo system. Its last UK V5C Registration Certificate records Mr Timothy Ludbrook of London as registered keeper. Prior to Mr Ludbrook, the Aston had been owned by AMOC member Timothy Marshall. Additional documentation includes a quantity of MoTs for the period 1988-2008; Tracker paperwork; an old V5 registration document; a handful of bills; and a Classicmobilia (Keith Riddington) sales invoice dated 24th September 2010 when the car was sold to the current owner. The Aston Martin has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.

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No Lot



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1954 Lagonda 3-Litre Three-position DHC

Coachwork by Tickford

£40,000 - 50,000 No Reserve

Registration no. not registered

Chassis no. LB/290/1/96

Odometer reading. tbc

MOT expiry date. exempt

- *One of an estimated 44 Mark 1 drophead coupés produced*
- *Only eight owners from new*
- *Floor-mounted manual gearshift*

Seller Assessment score 58/100

mph

Expensive to produce and necessarily exclusive, the luxurious Lagondas did not sell as well as expected, though high-profile owners included HRH The Duke of Edinburgh (who had two dropheads) and actor Peter Ustinov (just the one). One of an estimated 44 'Mark 1' dropheads built, this 3-Litre example was retailed by Brooklands of Bond Street and delivered in December 1954 finished in Circassian Blue with matching interior and grey convertible hood. The AMOC Register (2000) records the Lagonda as belonging to one M Tait and registered 'RYH 370' (previously 'PXE 6'). The current owner purchased the car at a UK auction in October 2010, at which time its engine was described as rebuilt recently in Belgium by specialists LMB of Wommelgem. Notable features include grey Connolly leather trim; polished walnut dashboard and door trim, heater; radio; (rare) floor-mounted gearchange; and built-in hydraulic jacks. At the time of the last sale in 2010 the Lagonda was said to have had only seven owners from new and to have recently undergone complete re-commissioning to bring it to working order. This charming Lagonda has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1937 Daimler EL24 Limousine Project

£8,000 - 12,000

Registration no. DXO 641

Chassis no. 42783

Odometer reading. tbc

MOT expiry date. exempt

- Offered from a deceased estate, very little is known about the car.
- Right hand drive
- Offered for restoration

Seller Assessment score 38/100

mph

One of the founding firms of the British motor industry, Daimler was part of the expanding BSA group by 1911. The adoption of the refined 'Silent Knight' sleeve-valve engine had done much to turn around the company's fortunes and establish Daimler as a marque committed to engineering excellence, a policy which continued in the 1920s with the introduction of the 'Double-Six' - Britain's first V12. A new range of sleeve-valve sixes was introduced for 1926, and these chassis began to attract an increasing proportion of owner-driver coachwork. This trend continued with the introduction of the first of Daimler's pushrod overhead-valve sixes - the 1,805cc Fifteen - in 1933. The range expanded and in 1937 a larger six, the EL24, intended for formal saloon/limousine coachwork, was introduced. Boasting a '124" chassis, the EL24 was powered by a 3,317cc engine, which drove via Daimler's trademark Wilson pre-selector gearbox. A project vehicle, this Daimler is sold strictly as viewed, viewing highly recommended. Upon our inspection there was water in sump and therefore assume the head gasket requires replacement. Having been laid up in dry storage for the last 25 years this is an exciting project for the Daimler enthusiast. Offered with an old V5 and buff log book.



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1972 Aston Martin V8 Series 3 Sports Saloon

£50,000 - 80,000 No Reserve

Registration no. WEW 297L

Chassis no. V8/11002/RCA

Odometer reading. tbc

MOT expiry date. exempt

- *The first production Series 3 car*
- *Desirable manual transmission*
- *Long-term AMOC member ownership 1983-2011*

Seller Assessment score 58/100

mph

Originally finished in Imperial Blue with off-white interior trim, '11002' is historically significant as the first of the Series 3 V8s, and was first registered to Aston Martin Lagonda Ltd as recorded in the accompanying despatch records copy. For the majority of its life, '11002' belonged to AMOC member David Boyd of Southampton, its custodian from 1983 to 2011. The first private owner was Icknield Way Farm Limited of Dunstable. In November 1977, ownership passed to Brian Cawley, also of Dunstable. There then followed a succession of ownership and registration changes before the Aston was acquired by Mr Boyd in December 1983 (see documentation on file). Servicing and maintenance undertaken during Mr Boyd's ownership are listed together with MoT history, the mileage total in February 2011 being recorded as 50,987. Latterly the car was SORN'd and used sparingly, covering fewer than 1,000 miles between 1997 and 2011. The current owner purchased '11002' from well-known Aston Martin brokers Byron International in June 2011; a copy of the sales invoice is on file and the car also comes with its last UK V5C Registration Certificate. There is also an interesting letter from Aston Martin's Roger Stowers concerning the engine number. The V8 has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1990 Ford Sierra Sapphire RS Cosworth 4x4

£25,000 - 30,000

Registration no. H741 XYZ

Chassis no. WFOFXGGBFLU56291

Odometer reading. tbc

MOT expiry date. 10/12/2021

- *No-expense-spared extensive restoration*
- *Engine seriously upgraded*
- *First-class presentation*

Seller Assessment score 81/100

mph

An urban legend if ever there was one, Ford's performance range surpassed itself with the Sierra Sapphire 4x4 – but there was always room for even more power, as this example shows. This 1990 example has an urban streetfighter air but it is important to look beyond the external appearance to the close attention to detail, whether in the bodywork's restoration or the mechanical upgrading. Our vendor says the bodyshell has been extensively restored, being stripped back to bare metal before any corroded material was cut out and replaced. And to save the next owner having to repeat the exercise the underside was coated with anti-rust and the latest rust-proofing was used throughout. The interior features the original grey leather Recaro seats with custom-made red seat belts front and rear, and dashboard inlays feature piano-black gloss and carbon fibre. The engine's upgrading features an extensive list of new components that include a WRC Inconel exhaust manifold with IHI RX6 hybrid turbocharger, air-injection anti-lag system, Group A alloy twin fan radiator and a Thematic electric water pump – the fluids are kept moving through Samco silicone hoses. Power delivery is through a Quaife Group N close-ratio gearbox and Helix five-paddle clutch. The power hike is kept in check with adjustable Konis and Eibach lowering springs all round, steering being handled by a Mercedes-Benz electric power steering pump, and a new Group A loom handles the electrical side. With such a considered approach to restoration and improvement, this Sapphire is certain to please anyone looking for a practical, rapid and eye-catching modern classic saloon.



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1965 Lancia Flavia Sport Zagato 1.8-Litre Coupé

£20,000 - 30,000

Registration no. tba

Chassis no. 815 533 001589

Odometer reading. tbc

MOT expiry date. exempt

- *One of only 569 cars produced*
- *Alloy body*
- *Rare right hand drive example*

Seller Assessment score 70/100

mph

In 1963 the range was updated with a 1,800cc engine, which when installed in the Sport Zagato produced 100bhp, good enough for a top speed of over 115 mph. Only 670 Flavia Sport Zagatos were produced between 1962 and 1967: 101 1.3-litre models and 569 1.8-litre cars, 32 of the latter being fuel-injected. This rare right-hand drive 1.8-litre Lancia Flavia Sport Zagato has been sympathetically recommissioned by marque experts and retains a period correct colour combination. Following a relatively minor accident in 2001 the car was written off due to its relatively low value at the time. Fortunately, it was saved by Mr Martin Cliff of famed Lancia specialists Omnicron and returned to the road. According to our vendor the work required was minor. More recently the car has returned to Omnicron again for further renovation which accounts for its condition today. Offered from a private collection in the UK it has been shown and driven extensively across the country. During its current ownership it has been used the car regularly and therefore is described as being in very good cosmetic and mechanical condition throughout. Only the seats would benefit from cosmetic improvement. The Flavia Zagato must now be the last affordable model available from this most famous of coachbuilders, and surely it is time that this most unusual model receives the recognition it deserves.



1955 Land Rover Series I 86" 4x4 Fire Tender

£10,000 - 15,000

Registration no. SXF 115

Chassis no. 111700954

Odometer reading. 36,026

MOT expiry date. exempt

- *Purchased from the second owner in 2001*
- *Largely original maintained but unrestored condition*
- *Only 36,026 miles from new*
- *Offered from a prominent UK private collection*

This Land Rover was first registered in February 1955 to the Auxiliary fire service, registration number SXF 115, where it spent the first 20 years or so of its life. It then moved to an estate in Suffolk and remained there until 2001 when it was bought by the current owner and moved to his estate in Sussex, where it has seen light work for the last 20 years. The mileage indicated is 35,000 and entirely plausible and believed to be correct. The vehicle has been maintained and road licensed continuously whilst in current ownership. Since MOTs became optional it has not been MOTd, but it has just passed an MOT which expires in October 2022. The brakes required servicing and a chassis outrigger replaced. A new petrol tank has been fitted recently and the radiator has been replaced or reconditioned at some stage. Replacement seats were fitted some years ago. The engine runs sweetly and the vehicle drives well, but is original and very scruffy. It will be driven 100 miles to the auction. The vehicle comes with V5 document, current MOT, some old MOT certificates, some old licence discs and the tilt frame.

Seller Assessment score 63/100

mph



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1960 Rover 80 Saloon

£3,000 - 5,000 No Reserve

Registration no. 4188 UE

Chassis no. 650100108

Odometer reading. n/a

MOT expiry date. 79,000

- *Only two owners from new*
- *Circa 79,000 miles recorded*
- *Driven to the sale*

A favourite among the professional classes, the Rover P4 series was also used extensively by government departments. This 4 cylinder Rover is fitted with the extremely robust engine which for many years powered the series 2 and early 3 Land Rovers. It is not significantly less powerful than its 6 cylinder brothers and marginally lighter at the front, which allegedly improves handling. This car has been in current ownership since 2013. It is a sound reliable car which, with its overdrive, can keep up with modern cars on ordinary roads and comfortably cruise at 60mph and more on motorways. With disc brakes on the front it has stopping power too. This car is sound but the paintwork is scruffy. There is a slight leak on the windscreen. The front seat has been replaced recently but the rear one is old and damaged. It has seat belts fitted front and back in order to take children. It has a tow bar and electrics. The car will be driven 100 miles to the sale.

Seller Assessment score 61/100

mph



1949 Humber Super Snipe MkII Three-position DHC

Coachwork by Tickford

£12,000 - 18,000 No Reserve

Registration no. GAK 687

Chassis no. 8801844

Odometer reading. tbc

MOT expiry date. exempt

- *Rare survivor of Humber's top-of-the-range model*
- *One of only 44 built*
- *Restored in the early 2000s*

Seller Assessment score 58/100

mph

The Super Snipe first appeared in the late 1930s, finding a ready market within the ranks of Civil Service officialdom and the middle class professions, and continued in mildly face-lifted form post-VWW2. In 1948 the Super Snipe underwent a more extensive revision, emerging as the longer and wider MkII, though still with the 4.1-litre six-cylinder sidevalve engine producing 100bhp. Styled with the assistance of Raymond Loewy's design studio, the MkII featured a new front end, while, perhaps surprisingly, running boards were reinstated. A touring limousine and a drophead coupé were available alongside the standard four-door saloon. The car offered here is one of only 44 drophead coupés built on the Super Snipe MkII chassis, of which only seven (not all in roadworthy condition) are known to survive. The 36th of the series, 'GAK 687' was delivered new to J C France & Co of Dewsbury on 18th November 1949. The Humber was restored to its present condition in the early 2000s and acquired by the current owner from Justin Banks in June 2004. 'GAK 687' comes with a history file containing copies of numerous invoices for parts used in its restoration; four MoTs (most recent expired 2005); an old-style V5C Registration Certificate; and an original Tickford brochure. The Humber has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



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1974 Wolseley Six Limousine

Coachwork by Woodall & Nicholson

£5,000 - 10,000 No Reserve

Registration no. not registered

Chassis no. WHS367653

Odometer reading. tbc

MOT expiry date. exempt

- *Unusual non-factory bodywork*
- *Automatic transmission*
- *Purchased in the USA in 2015*

The factory never offered a limousine version of any of the 2200 models, and this limousine-with-division Wolseley Six is the work of specialist vehicle manufacturers Woodall & Nicholson of Halifax. The car spent most of its life in private ownership in the UK before being shipped to the USA. The previous owner, a resident of Arizona, sold the car via a US auction in 2014 to MotoeXotica of Fenton, Missouri, from whom it was purchased by the current vendor in June 2015. At that time the Wolseley was said to have undergone a 'roisserie' restoration, including the installation of a Kenwood Excelon Bluetooth stereo system. Accompanying documentation consists of the 2014 sales paperwork, the 2015 bill of sale, and an Arizona Certificate of Title. It should be noted that this car carries a non-factory VIN plate, issued by the Bureau of Automotive Repair, which erroneously gives the year of manufacture as 1967. The Wolseley has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.

Seller Assessment score 58/100

mph



1960 Armstrong Siddeley Sapphire Saloon

£4,000 - 8,000 No Reserve

Registration no. not registered

Chassis no. 467727

Odometer reading. tbc

MOT expiry date. exempt

- *One of the last Armstrong Siddeley motor cars made*
- *Previously registered in the Netherlands*
- *Present ownership since 2016*

Seller Assessment score 58/100

mph

By 1957, sales were in decline and Armstrong Siddeley responded with what would be the final variant, the extensively revised and improved Star Sapphire, the intention being to create an even more effective competitor in the luxury car market. Engine capacity increased to 4.0 litres, a Borg Warner three-speed automatic gearbox was the only transmission on offer, and the Star became the first Armstrong Siddeley to incorporate disc brakes (Girtings at the front). Power assisted steering was standard. So well received was this new model, that the Star was awarded the Gold Medal and the Institute of British Carriage and Automobile Manufacturers 1st Prize award for cars in its price range. Indeed, many knowledgeable enthusiasts consider these Star Sapphires to be the finest of all Armstrong Siddeley motor cars. Manufacture of Armstrong Siddeley cars ceased in 1960 when the company decided to concentrate on the aviation side of its business, by which time only 902 production Star Sapphires had been completed. Today survivors of this elegant model are both rare and highly sought after. Purchased from a Dutch enthusiast in November 2016, this late Star Sapphire comes with photocopies of the purchase receipt; its Netherlands registration document; two service voucher books (blank); and a Dutch magazine featuring the car. The motor car has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



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1964 Humber Super Snipe Series IV Saloon

£5,000 - 8,000 No Reserve

Registration no. EYY 888B

Chassis no. B8204486 BW HLO

Odometer reading. tbc

MOT expiry date. exempt

- *Believed retailed by Arthur Mulliner*
- *Formerly owned by Lord Harris*
- *Present ownership since 2004*

Seller Assessment score 58/100

mph

A more radical re-style marked the arrival of the MkII in 1948, but the first major mechanical revision came in 1952 when a new chassis was introduced and the long-running sidevalve six replaced by a Commer overhead-valve unit. Re-styled at the same time, this new Super Snipe progressed through Marks IV, IVA and IVB before being superseded by the unitary construction Series I in 1958. The Series I Super Snipe's new bodyshell was shared with the contemporary four-cylinder Hawk, but the former's engine was an all-new 2.65-litre six-cylinder unit. Improvements to the Super Snipe appeared almost annually, a 2.96-litre engine and front-wheel disc brakes arriving in 1959 (Series II); a four-headlamp front end in 1960 (Series III); and a slightly more powerful engine in September 1962 (Series IV). Production of these large and luxurious Humbers finally ceased in 1967, the Super Snipe Series VA being the last of this popular line. Believed sold new via Arthur Mulliner, this automatic-transmission Series IV was purchased by the current vendor in June 2004 from well-respected dealers Hurst Park Automobiles (Kevin and Trevor Wooding), its immediately preceding owner being Lord Harris. The purchase invoice is on file and the car also comes with sundry bills; five MoTs (most recent expired 2005); and an old-style V5C Registration Certificate. The Humber has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1975 Rolls-Royce Silver Shadow Saloon

£5,000 - 7,000

Registration no. JAZ 3356

Chassis no. SRH22549

Odometer reading. tbc

MOT expiry date. exempt

- *Rolls-Royce ownership for 'entry level' money*
- *Stored for a number of years*
- *Requires re-commissioning*

Seller Assessment score 47/100

mph

"In short: these cars combine advanced engineering and safety specifications with traditional Rolls-Royce standards of craftsmanship. In the manner of their performance they are as revolutionary as the Silver Ghost was 59 years ago," announced Rolls-Royce at the Silver Shadow's launch in 1965. The foregoing was no mere flight of fancy, for with the introduction of the Silver Shadow, Rolls-Royce brought its body/chassis engineering bang up to date by switching to unitary construction, while retaining all the hallmarks of a traditional hand-crafted product. The Shadow's all-round independent suspension and power-operated four-wheel disc brakes were both 'firsts' for Rolls-Royce, while the new styling appealed to the younger generation of Rolls-Royce owner-drivers more prevalent from the mid-1960s onwards. The existing 6.2-litre V8 continued in the Shadow until the need to maintain power while conforming to US emissions regulations saw it enlarged to 6,750cc in 1970. Notable prior developments had included the adoption of GM400 automatic transmission and air conditioning as standard. A desirable early-type Silver Shadow, built before the need to conform to the USA's safety laws saw the original's clean lines somewhat spoiled by large, 'impact resistant' bumpers on the Shadow II, this example has been stored for a number of years and will require re-commissioning - including a set of new tyres - before it returns to the road. Finished in silver blue with light blue leather interior, this is a solid example that is running and driving. Offered with a V5C document.



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1949 Humber Super Snipe MkII Saloon

£6,000 - 10,000 No Reserve

Registration no. DFX 273

Chassis no. 8800248HSO (see text)

Odometer reading. n/a

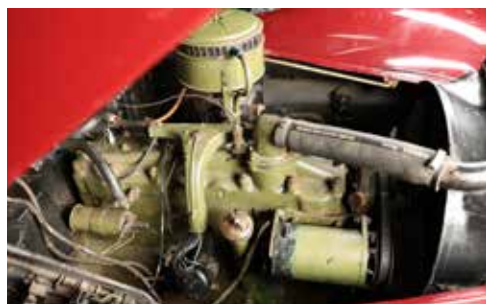
MOT expiry date. exempt

- Restored from 'barn find' condition in the 1990s
- Present ownership since 2007
- Offered with a history file

Seller Assessment score 58/100

mph

In 1948 the Super Snipe underwent a more extensive revision, emerging as the longer and wider MkII, though still with the 4.1-litre six-cylinder sidevalve engine producing 100bhp. Styled with the assistance of Raymond Loewy's design studio, the MkII featured a new front end, while, perhaps surprisingly, running boards were reinstated. A touring limousine and a drophead coupé were available alongside the standard four-door saloon, while for the carriage trade there were the Thrupp & Maberly-bodied Pullman and Imperial long-wheelbase limousines. Acquired by the current owner from well-known and much liked dealer John Brown in April 2007, this Super Snipe MkII had been restored from a 'barn find' state to its present condition in the 1990s, as evidenced by photographs and invoice copies on file. The latter also contains a copy of the 2007 bill of sale; an old-style continuation logbook (issued 1954); a quantity of MoTs (most recent expired 2007); and old-style V5/V5C registration documents. It should be noted that the aforementioned registration documents erroneously record the chassis number suffix as 'H50' (should be 'HSO'). The Humber has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



1939 Lagonda 4½-Litre LG6 Saloon

Coachwork by Lagonda

£25,000 - 40,000

Registration no. tba

Chassis no. 12521

Odometer reading. tbc

MOT expiry date. exempt

- *AACA Historical Preservation Award winner*
- *Formerly part of a private collection in the USA*
- *Present ownership since 2010*

Seller Assessment score 58/100

mph

Under the great W O Bentley's technical direction, the big Lagonda became more refined, gaining synchromesh gears, flexible engine mounts, and centralised chassis lubrication among many other improvements. The ultimate expression of the big, Meadows-engined Lagonda - the LG6 - arrived in 1937. Announced at the same time as the Bentley-designed V12, the LG6 used a similar, diagonally cross-braced chassis featuring independent front suspension by means of unequal length wishbones and torsion bars. Two chassis lengths were made (standard and long, those of the six-cylinder cars being longer than the V12's) and both models came with Lagonda's own coachwork. Regardless of the style of body fitted, the LG6 was good for around 100mph, with lighter types capable of considerably more. The vendor purchased this long-wheelbase Lagonda LG6 from respected dealers Hyman Ltd of St Louis, Missouri in August 2010, at which time it was said to have belonged to a Scottsdale-based collector for many years and be in 'top notch mechanical condition'. Hyman's description also remarked on the Lagonda's marvellous state of preservation and originality, which had enabled it to win an AACA Historical Preservation Award. A rare find in this wonderfully patinated condition, the Lagonda is offered with copies of its Missouri title and the 2010 bill of sale. The Lagonda has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax at the reduced rate of 5% if it is to remain in the UK.



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1965 Triumph Herald 12/50 Convertible with Hardtop

£3,000 - 6,000 No Reserve

Registration no. CTT 848C

Chassis no. tba

Odometer reading. tba

MOT expiry date. exempt

- *Relatively rare convertible model*
- *Lowered suspension*
- *Well maintained*

Seller Assessment score 61/100

mph

The introduction of the Herald in 1959 marked the beginning of the end for Standard's small saloons, although the Ten's 948cc, overhead-valve, four-cylinder engine lived on in up-rated form in the Herald, endowing the latter with a 70mph top speed and 40mpg fuel consumption. The need to facilitate ease of assembly overseas influenced the return to a separate chassis, but despite this apparent anachronism the Herald proved an outstanding success; its all-independent suspension made for class-leading ride quality and a phenomenally tight turning circle, while Giovanni Michelotti's inspired styling proved attractive to both men and women alike. Larger engines and disc front brakes were adopted as the Herald matured, and by the time production ceased in 1971 more than 500,000 had been produced. Finished in Cactus Green with red interior, this rare Herald convertible has the 12/50 model's 1,147cc 51bhp engine and front disc brakes. The car appears to be fairly original, though it should be noted that the suspension has been lowered by around 1" and after-market wheels fitted in order to improve the handling. 'CTT 848C' is currently owned by a classic car mechanic and has been well maintained. Accompanying documentation consists of a BMIHT Certificate of Authenticity; some old MoTs and tax discs; a V5C Registration Certificate; and a quantity of invoices from Triumph specialists AJF Motor Engineers and James Paddock Ltd. Cheap-to-run classic fun, the car also comes with an original owner's handbook.



1995 Porsche 968 Club Sport Coupé

£16,000 - 22,000 No Reserve

Registration no. M985 NFJ

Chassis no. WP0ZZZ96ZSS815260

Odometer reading. tbc

MOT expiry date. n/a

- *Limited edition, lightweight, high-performance variant*
- *Left-hand drive*
- *First UK registered in 1999*

Seller Assessment score 58/100

mph

Porsche's big four-cylinder now boasted 'Variocam' variable valve timing and produced 240bhp, good enough for a top speed of 156mph with 60mph coming up in 6.2 seconds. Intended for enthusiasts seeking enhanced on-track performance, the lightweight Club Sport did without much of the 968's 'luxury' equipment; for example: there was less sound deadening insulation and the window lifts were hand operated, though features such as air conditioning, a sunroof, and an audio system remained available as options. The rear seats were deleted; the fronts replaced with lightweight Recaro competition seats; and a non-airbag steering wheel fitted. There was also a less complex wiring loom and a smaller battery; the result being a reduction in weight of around 100kg when compared to the standard 968. Improvements to the running gear included revised suspension, lowered ride height and 17" wheels shod with wider tyres. In 1993, the Porsche 968 Club Sport was voted 'Performance Car of the Year' by the UK's *Performance Car* magazine. A left-hand drive model, this desirable, limited edition Porsche was first registered in the UK in November 1999. Accompanying documentation consists of copies of the car's last V5C Registration Certificate and the sales invoice issued by Gmund Cars Limited of Knaresborough on 5th June 2009 when the car was sold to the current owner. The Club Sport has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax if it is to remain in the UK.



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1993 Porsche 968 Supercharged Coupé

£15,000 - 20,000

Registration no. K932 UCC

Chassis no. WP0ZZZ96ZPS815176

Odometer reading. 78,500

MOT expiry date. 28/06/2022

- *Limited edition, lightweight, high-performance variant*
- *Supercharger conversion by Ninemeister (387bhp)*
- *Road legal*

Seller Assessment score 60/100

mph

Intended for enthusiasts seeking enhanced on-track performance, the lightweight Club Sport did without much of the mainstream 968's 'luxury' equipment, the result being a reduction in weight of around 100kg. Improvements to the running gear included revised suspension, lowered ride height, and 17" (up from 16") wheels shod with wider tyres. This desirable 968 was supplied new by Porsche Cars, Reading and comes with a record of services and modifications for the period December 1997 (when the car was classified as 'Cat C, repaired' following an accident) to March 2011. In 2003 the Porsche was track prepared by Tech 9 and fitted with a roll cage, brake ducts, and M030 suspension as part of a series of upgrades. Renowned marque specialists Ninemeister carried out further performance-orientated modifications in 2007, including fitting a supercharger and a Quaife limited-slip differential. The interior was stripped out at the same time. Later that same year Ninemeister fitted a Big Red front brake conversion, new rear discs, and KW suspension all round. Ninemeister continued to service the 968, including rebuilding the cylinder head in September 2009. Bills on file total some £15,000 and the car also comes with a dynamometer printout showing a maximum power reading of 387bhp at 7,133rpm. Road legal and a real track-day weapon, this much modified Porsche 968 is offered with a V5C Registration Certificate.



2005 MG SV-R Coupé

£20,000 - 25,000 No Reserve

Registration no. to be advised

Chassis no. SA95VGCCN5M130616

Odometer reading. 800

MOT expiry date. n/a

- *One of only 42 SV-Rs built*
- *First registered in 2008*
- *Present ownership since 2011*

Seller Assessment score 58/100

mph

Styled by renowned designer Peter Stevens, the SV used carbon fibre body panels, which were manufactured in the UK and then shipped to Italy for fitting to the box-frame chassis. Completed cars were then transported to the MG Rover factory at Longbridge for final trimming and finishing. Power was supplied by a Ford V8 engine producing 320bhp, while there was also a more powerful (385bhp) SV-R version capable of 175mph. Sadly, the SV had arrived too late to help rescue MG, and when the factory closed its gates in 2005 only 82 cars plus four 'XP' pre-production prototypes had been made. One of only 42 SV-Rs built, and one of the very last to leave the factory, this example was intended for the Italian Motor Show but never delivered as MG had gone into administration. Notable features include black leather Recaro seats with four-point racing harnesses; OZ 18" split-rim alloy wheels with stainless steel embellishers; and red Brembo brake callipers gripping drilled and vented discs. The car was stored until 2008 when it was purchased from the official receiver and registered on an '08' plate. When the current vendor purchased the MG at a UK auction in November 2011, it had covered only some 800 miles from new. Accompanying documentation consists of copies of the purchase invoice and catalogue description. This rare and desirable SV-R has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax if it is to remain in the UK.



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.

2016 Mercedes-AMG GT S Coupé

£30,000 - 50,000 No Reserve

Registration no. not registered

Chassis no. WMXYJ7JA0GA004272

Odometer reading. tbc

MOT expiry date. n/a

- *One owner from new*
- *Built to Swiss market specification*
- *Outstanding specification*

Seller Assessment score 95/100

mph

Although it used conventional doors, the GT featured numerous styling references to its illustrious distant ancestor - the 300 SL 'Gullwing' - and was an instant hit with the public. Boasting a chassis/body of mainly aluminium construction, the GT is powered by a hand-built M178 4.0-litre V8 engine. Positioned well back in the wheelbase for optimum weight distribution, this mighty power plant produces 469bhp in the GT with 515 horsepower available in the GT S, as seen here, while the transmission consists of a seven-speed dual-clutch rear transaxle. Other key mechanical differences the GT S gains over the GT include an electronically controlled limited-slip differential; 'Race Mode' and 'Race Start' settings in the AMG Dynamic Select adaptive drive-train; AMG Ride Control adaptive suspension; and an AMG Performance Exhaust System. Finished in Fire Opal with Designo Black/Classic Red leather interior, this highly desirable GT S was built to Swiss market specification and delivered new to the current owner via the official Mercedes-Benz distributor in the Middle East. A copy of the sales invoice is on file and the car also comes with a breakdown of its outstanding and unique specification listing no fewer than 46 special items! The AMG GT S Coupé has been on static display for a number of years and as such will require recommissioning prior to road use. Please also note this Lot is subject to UK import tax if it is to remain in the UK.



2001 Alfa Romeo GTV Lusso V6 24v Coupé

£5,000 - 6,000 No Reserve

Registration no. S15 ORN

Chassis no. ZAR91600007002459

Odometer reading. 112,414

MOT expiry date. 17/10/2022

- *Pininfarina designed*
- *3.0-Litre V6 engine*
- *Rare colour combination*

The Pininfarina-designed GTV entered production in 1993, first with the spider, then with the hard top the following year. Initially, the front wheel-drive GTV (Gran Turismo Veloce – or Fast Grand Touring) was available with either a 1.8 or 2.0-litre engine. In 1998 it became the grateful recipient of what many consider to be Alfa's best and most charismatic motor - the 3.0-litre, 24-valve Busso V6, driving the front wheels through a six-speed manual gearbox. Alfa claimed a 0-60 time of 6.5 seconds and a top speed of 'over' 150mph. Finished in sky blue with rosso leather this GTV presents well with only some signs of its enthusiast use. Showing some 112,500 miles on the odometer and offered with current MOT this GTV comes with an impressively service history – viewing highly recommended.

Seller Assessment score 87/100

mph



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1976 Triumph Spitfire

£2,000 - 4,000 No Reserve

Registration no. ONR 917R

Chassis no. FH850450

Odometer reading. 50,100

MOT expiry date. exempt

- Offered from 13 years of ownership
- Attractive colour combination
- Light recommissioning required



Seller Assessment score 58/100

mph

This highly appealing example has much appeal, particularly as the bodywork and trim are in very good order, as is the glass. The interior too presents very well – more fastidious enthusiasts will be pleased to know this car's seats; door cards and carpets will not require replacing in the near future. Spitfires are well regarded for their mechanicals which while relatively simple are rugged and easy to work on. Our vendor says this car is cosmetically strong, as ever with classic motorcars there is some room to perk things up, the car has been in long term storage since 2013. This Spitfire had a new engine fitted in 2013, around the time the car was last used. There is some history. In all potentially immense fun but affordable too, which firmly underlines the Spitfire's appeal.



1972 Vanden Plas Princess 1300 Mark 3 Saloon

£3,000 - 5,000 No Reserve

Registration no. EOX 333L

Chassis no. VAS233253M

Odometer reading. n/a

MOT expiry date. exempt

- Collectible top-of-the-range Vanden Plas model
- Automatic transmission
- Low mileage



Seller Assessment score 59/100

mph

Today the Vanden Plas is by far the most collectible of the 1100/1300 family and is highly sought after. The car is finished in harvest gold and olive green leather, and of course features the usual luxury features associated with the model, including picnic tables and wood door capings. One of the most impressive features is the voluminous history, clearly showing the car has been in the hands of enthusiastic owners. Offered with a current Mot until April 2022, this is a charming example of a thoroughly useable classic.



1989 Rover Mini

£4,500 - 6,000

Registration no. G299 FOE

Chassis no. 443044

Odometer reading. n/a

MOT expiry date. exempt

- *Icon of British 'Pop' culture*
- *Enthusiast owned*
- *Union Jack roof decal - Austin Powers eat your heart out*



Seller Assessment score 90/100

mph

The Mini. A two-door city car that was produced by the British Motor Corporation (BMC) and its successors from 1959 until 2000. The original Mini is considered an icon of 1960s British popular culture. Its space-saving transverse engine and front-wheel drive layout – allowing 80% of the area of the car's floor pan to be used for passengers and luggage – influenced a generation of car makers. In 1999, the Mini was voted the second-most influential car of the 20th century, behind the Ford Model T, and ahead of the Citroën DS and Volkswagen Beetle. This 1989 Rover Mini has been owned by the Racing club enthusiast for the last 6 years. It is offered with UK V5C registration and a current Mot valid until April 2022.



2008 Brian James Sprint Race Shuttle trailer

£4,000 - 6,000 No Reserve

Serial no. GBP80107219

Purchased new by the vendor in 2008, it has seen minimal use transporting his veteran Peugeot to and from the annual London to Brighton Veteran Car Run. This Sprint trailer is supplied with an electric winch and spare wheel/tire.

Overall trailer length 5.53m (18ft 2")

Overall trailer width 2.30m (7ft 6")

Overall trailer height 2.30m (7ft 6")

Internal height 1.67m (5ft 6")

Load bed length 4.30m (14ft)

Load bed width 1.85m (6ft 1")

Gross capacity 2,000 kg

Load capacity 1,330 kg



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C.2015 PRG Sport Shuttle Trailer

£3,000 - 5,000 No Reserve

Type ZAB MS4397

Chassis no. SA92000MS18198397

Purchased by the enthusiast vendor to move his Brighton runner, this twin axle PRG Sports Shuttle has seen minimal mileage during his ownership. Featuring an electric winch, removable ramps, clam shell shuttle top, and Powrtouch classic electric wheel movers to aid parking. 144" x 65" bed. Load capacity 1500kg, unladen weight 500kg.



139

c. 1977 Mercedes-Benz 240D W123 Saloon

£2,000 - 4,000 No Reserve

Registration no. Q463 YRX

Chassis no. tba

Odometer reading. tbc

MOT expiry date. exempt

- 5 Speed Manual
- Left hand drive
- Offered for restoration



Offered from a deceased estate, very little is known about the car. Recently re-cored radiator. Some spares included. Viewing highly recommended, sold strictly as seen. French import. No V5

Seller Assessment score 33/100

mph

140

1988 'Lamborghini Countach' Replica Project

£8,000 - 10,000

Registration no. Q463 YRX

Chassis no. D490

Odometer reading. tbc

MOT expiry date. expired

- Offered from a deceased estate, very little is known about the car.
- Right hand drive
- Offered for restoration



This replica of Lamborghini's famous 1980s masterpiece, the Countach is offered for restoration. Powered by a rear mounted Rover V8 engine and mated to a manual gearbox. Believed to be a scratch built chassis frame with fibreglass bodywork. This replica was previously used as a promotional vehicle. Sold strictly as viewed and viewing highly recommended.

Seller Assessment score 20/100

mph

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

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2. LOTS

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3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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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 and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement with Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

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

7 COLLECTION OF THE LOT

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

8 FAILURE TO PAY FOR THE LOT

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

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

- 10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of Bonhams Holdings Limited and to its officers, employees and agents.
- 10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.
- 10.8 In the *Contract for Sale* "including" means "including, without limitation".
- 10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.
- 10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.
- 10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams, Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

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

1 THE CONTRACT

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

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

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

	to the registered <i>Bidder</i> unless the <i>Bidder</i> is acting as an agent for a named principal and we have approved that arrangement, in which case we will address the invoice to the principal.	3.1.1	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 3.1.1, 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.

Data protection – use of your information

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

Notice to Bidders.

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

If successful

I will collect the purchases myself ☐

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

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

Please note that all telephone calls are recorded.

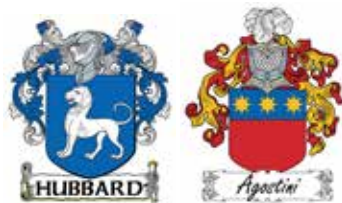
Telephone or Absentee (T / A)	Lot no.	Brief description	MAX bid in GBP (excluding premium & VAT)	Covering bid ★

FOR WINE SALES ONLY	
Please leave lots "available under bond" in bond <input type="checkbox"/>	Please include delivery charges (minimum charge of £20 + VAT) <input type="checkbox"/>

BY SIGNING THIS FORM YOU AGREE THAT YOU HAVE SEEN THE CATALOGUE AND HAVE READ AND UNDERSTOOD OUR CONDITIONS OF SALE INCLUDING BUYER'S WARRANTIES AND WISH TO BE BOUND BY THEM, AND AGREE TO PAY THE BUYER'S PREMIUM, VAT AND ANY OTHER CHARGES MENTIONED IN THE NOTICE TO BIDDERS. THIS AFFECTS YOUR LEGAL RIGHTS.	
Bidder/Agent's (please delete one) signature:	Date:

★ Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.
NB. Payment will only be accepted from an account in the same name as shown on the invoice and Auction Registration form.
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Notes





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Lot	Year	Model			
2		2¼HP Amanco Hiredman stationary engine	73	1934	Lagonda M45 Saloon
4		3 Mule Team 3HP stationary engine	140	1988	Lamborghini Replica Countach Project
6		Lister Junior 3½HP stationary engine	85	1939	Lanchester Eleven Sports Saloon
7		Petter Universal "M" Type oil engine	95	1968	Lancia Flavia
133	2001	Alfa Romeo GTV Lusso Coupé	118	1965	Lancia Flavia Sport Zagato 1.8-Litre Coupé
1		Amanco 2½HP Stationary engine	104	1968	Land Rover Defender 110 Crewcab
3		Amanco Hiredman 2¼HP stationary engine	41	1994	Land Rover Defender 300Tdi 110
5		Avon stationary engine	51	1997	Land Rover Defender 90 200Tdi County
123	1960	Armstrong Siddeley Sapphire Saloon	103	2008	Land Rover Defender 90 TDCI
17	1967	Aston Martin DB6 Mk1 Sports Saloon	32	2010	Land Rover Range Rover Autobiography 4x4
20	1967	Aston Martin DB6 Mk1 Sports Saloon	119	1955	Land Rover Series 1 86" 4x4 Fire Tender
60	1970	Aston Martin DB6 Mk2 Vantage FI	86	1951	Land Rover Series I 4x4 Utility
47	1971	Aston Martin DBS Sports Saloon	105	1961	Land Rover Series II 4x4 Utility
19	1977	Aston Martin V8 Series 3 Sports Saloon	101	2005	Le Mans D-Type 3.4-Litre Replica
112	1976	Aston Martin V8 Series 3 Sports Saloon	57	1979	Lotus Elite V8 'Spyder Donnington' Coupé
116	1972	Aston Martin V8 Series 3 Sports Saloon	37	1998	Lotus Esprit V8 GT Coupé
102	2001	Aston Martin Vanquish Coupé	132	2016	Mercedes AMG GT S Coupé
56	1972	Aston Martin Vantage Auto	97	1978	Mercedes-Benz 280 S Saloon
29	2004	Audi A4 Sport Cabriolet	55	1978	Mercedes-Benz 450 SL
53	1987	Audi Quattro	50	1973	Mercedes-Benz 450 SLC
31	2007	Audi RS 4 Cabriolet	98	1988	Mercedes-Benz 500SE
71	1931	Austin Seven Tourer	26	2006	Mercedes-Benz ML63 AMG
135	1972	Austin Vanden Plas 1300	106	2004	Mercedes-Benz SL55 AMG
63	1954	Austin-Healey 100 Roadster	139	1977	Mercedes-Benz 240D W123 Saloon
91	1948	Bedford OB Plaxton Motor Coach	99	1991	Mercedes-Benz 300E Saloon
110	1956	Bedford RLHZ 'Green Goddess' 4x4	92	1967	Mercedes-Benz 300SE Cabriolet
96	2005	Bentley Continental Flying Spur Saloon	34	2006	Mercedes-Benz CLS55 AMG IWC Limited Edition
28	2005	Bentley Continental GT Coupé	30	1988	Mercedes-Benz Lorinser 500SL
94	1973	BMW 3.0 CSL Coupé	76	1932	MG M Type
79	1931	BMW 3/15 Ihle Sports	24	1977	MG MGB GT Coupé
52	1982	BMW 635 CSI Coupé	88	1935	MG Midget PB Tourer
35	2001	BMW E46 M3 Coupé	67	1953	MG Midget TD II Roadster
137	2008	Brian James Sprint Race Shuttle Trailer	131	2005	MG SV-R Coupé
78	1931	Cadillac 355	65	1969	MGB Roadster
18	1966	Chevrolet Corvette Stingray Coupe	39	1997	Mitsubishi Evo IV Sports Saloon
15	1972	Chevrolet Corvette Stingray Coupe	44	1960	Morgan 4/4 4 Seater Special
108	1975	Chevrolet El Camino Pickup	10	1951	Nash Ambassador Custom Sedan
22	1964	Chrysler 300-K Hardtop Coupe	93	1970	Plymouth Road Runner Superbird Coupé
14	1956	Chrysler New Yorker Sedan	40	1995	Porsche 911 (Type-993) Carrera 2 Coupe
82	1923	Crossley 19.6hp Two-seater-plus-Dickey	36	1989	Porsche 911 Carrera 3.2-Litre SSE Targa Coupé
115	1937	Daimler Saloon Project	27	2002	Porsche 911 (Type-996) Targa
45	1971	Daimler Sovereign 2.8-Litre Saloon	49	1987	Porsche 928 S4 Coupé
81	1916	Dodge Model 30-35 'Fast Four' Two-Seat	130	1993	Porsche 968 Coupé
107	1986	Ford Sierra RS Cosworth Coupé	129	1995	Porsche 968 Club Sport Coupé
117	1990	Ford Sierra Sapphire RS Cosworth 4x4	69	1934	Riley 9 Lynx Project
38	1990	Ford Sierra Sapphire RS Cosworth Sports	80	1934	Riley Tourer
23	1963	Ford Thunderbird Coupe	70	1923	Rolls-Royce 20hp Doctor's Coupé
12	1967	Ford Thunderbird Landau Sedan	83	1927	Rolls-Royce 20HP Tourer
109	1977	Ford Transit MkI	9		Rolls-Royce Corniche Childs Car
42	1991	Honda Prelude Coupé	48	1978	Rolls-Royce Corniche Convertible
77	1913	Hudson Model 37 Roadster	84	1938	Rolls-Royce Phantom III Sports Limousine
89	1926	Humber 12/25hp Tourer	111	1964	Rolls-Royce Silver Cloud III 'Continental' Saloon
121	1949	Humber Super Snipe MkII	125	1975	Rolls-Royce Silver Shadow Saloon
126	1949	Humber Super Snipe MkII Saloon	120	1960	Rover 80 Saloon
124	1964	Humber Super Snipe Series IV Saloon	136	1989	Rover Mini
21	1964	Imperial Crown Sedan	25	1997	Rover Mini SPi Margrave Saloon
16	1962	Imperial LeBaron Limousine	8	1980	Sinclair C5
90	1932	Invicta 12/45 Saloon	75	1930	Singer Junior Porlock
64	1969	Jaguar E-Type Series-III V12 Coupé	59	1964	Sunbeam Rapier MkIV
66	1967	Jaguar MkII Saloon Project	74	1921	Swift 12hp Two-seater with Dickey
62	1965	Jaguar S-Type	128	1965	Triumph Herald 12/50 Convertible with Hardtop
100	1973	Jaguar XJ12 Saloon	134	1976	Triumph Spitfire
61	1954	Jaguar XK120 Roadster	46	1965	Vanden Plas Princess 4-Litre 'R' Saloon
58	1958	Jaguar XK150 FHC	68	1935	Vauxhall Big Six BXL Limousine
54	1979	Jeep CJ7	33	2003	Volkswagen Golf R32
11	1953	Kaiser Manhattan Sedan	43	1989	Westfield Sei
72	1929	LA Licorne HO2 Femina	87	1952	Willys Jeep Model C M38 Military 4x4
114	1954	Lagonda 3-Litre Three-Position DHC	122	1974	Wolseley Six Limousine
127	1939	Lagonda 4½-Litre LG6 Saloon			



Plymouth

