

THE BEAULIEU SALE

Collectors' Motor Cars, Motorcycles and Automobilia

Saturday 2 September 2017

The National Motor Museum

Beaulieu, Hampshire

Beaulieu events

International
Autojumble



Bonhams



THE BEAULIEU SALE

Collectors' Motor Cars, Motorcycles and Automobilia
Saturday 2 September 2017
The National Motor Museum
Beaulieu, Hampshire

VIEWING

Friday 1 September
10:00 to 17:00
Saturday 2 September
09:00 event exhibitors
10.00 general admission

SALE TIMES

Automobilia 11:00
Motorcycles 14:00
Motor Cars 14:30

SALE NUMBER

24121

CATALOGUE

£25.00 + p&p
(admits two)

BIDS

+44 (0) 20 7447 7447
+44 (0) 20 7447 7401 fax
bids@bonhams.com
To bid via the internet please visit
www.bonhams.com

Please note that bids should be submitted no later than 16:00 on Friday 1 September. Thereafter bids should be sent directly to the Bonhams office at the sale venue. +44 (0) 8700 270 089 fax or bids@bonhams.com

We regret that we are unable to accept telephone bids for lots with a low estimate below £500. Absentee bids will be accepted. New bidders must also provide proof of identity when submitting bids. Failure to do so may result in your bids not being processed.

Live online bidding is available for this sale

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

ENQUIRIES

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

Motorcycles
+44 (0) 20 8963 2817
motorcycles@bonhams.com

Automobilia
+44 (0) 8700 273 619
automobilia@bonhams.com

ENQUIRIES ON VIEW AND SALE DAYS

+44 (0) 8700 270 090
+44 (0) 8700 270 089 fax

CUSTOMER SERVICES

Monday to Friday 08:30 - 18:00
+44 (0) 20 7447 7447

Please see page 2 for bidder information including after-sale collection and shipment

Please see back of catalogue for important notice to bidders

ILLUSTRATIONS

Front cover: Lot 558
Back cover: Lot 414 & Lot 222

IMPORTANT INFORMATION

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

Bonhams 1793 Limited

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

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

Bonhams International Board

Robert Brooks Co-Chairman,
Malcolm Barber Co-Chairman,
Colin Sheaf Deputy Chairman,
Matthew Girling CEO,
Patrick Meade Group Vice Chairman,
Jon Baddeley, Rupert Banner, Geoffrey Davies,
Jonathan Fairhurst, Asaph Hyman, James Knight,
Caroline Oliphant, Shahin Virani,
Edward Wilkinson, Leslie Wright.

Bonhams UK Ltd Directors

Colin Sheaf Chairman,
Harvey Cammell Deputy Chairman,
Antony Bennett, Matthew Bradbury,
Lucinda Bredin, Simon Cottle, Andrew Currie,
Jean Ghika, Charles Graham-Campbell,
Matthew Haley, Richard Harvey, Robin Hereford,
David Johnson, Charles Lanning, Miranda Leslie,

Gordon McFarlan, Andrew McKenzie,
Simon Mitchell, Jeff Muse, Mike Neill,
Charlie O'Brien, Giles Peppiatt, India Phillips,
Peter Rees, John Sandon, Tim Schofield,
Veronique Scorer, Robert Smith, James Stratton,
Ralph Taylor, Charlie Thomas, David Williams,
Michael Wynell-Mayow, Suzannah Yip.

General Information

Admission

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

Absentee Bids

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

References

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

Bidder Registration

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

Premium

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

For Automobilia the Buyer's Premium is 25% on the first £100,000 of the Hammer Price, 20% from £100,001 to £2,000,000 of the Hammer Price, and 12% on the balance thereafter.

For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

Damage

Any viewer who damages a Lot will be held liable for all damage caused and shall reimburse Bonhams or its agents for all costs and expenses relating to rectification of such damage.

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

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.

We accept the following methods of payment:

- sterling cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases, unless agreed with us in advance, or unless you provide an irrevocable letter of guarantee from your bank. Cheques drawn by third parties cannot be accepted;
- bankers draft/building society cheque: if you can provide suitable proof of identity and we are satisfied as to the genuineness of the draft or cheque, we will allow you to collect your purchases immediately;
- cash and travellers cheques: you may pay for lots purchased by you at this Sale with notes, coins or travellers cheques 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, notes or travellers cheques.
- We will need to see your passport if you wish to pay using travellers cheques.
- bank transfer: Bonhams require an irrevocable guarantee from your bank. You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows.
Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank
Account/Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after 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.

- debit cards drawn on a UK bank: there is no additional charge for purchases made with these cards. Debit cards drawn on an overseas bank or deferred debit cards will be subject to a 3% surcharge
 - credit cards: Visa and Mastercard. Please note there is a 3% surcharge on the total invoice value when payments are made using credit cards.
- Please note it may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our client services department.

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 and buyer's premium.
* VAT on imported items at 5% on hammer price and buyer's premium.
● 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.

NOVA (Notification of Vehicle Arrivals)

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

EU Imports

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

Successful purchasers should contact the Motor Car (Mark Gold) / Motorcycle (Andrew Barrett) Administrator immediately post-sale to confirm whether they intend to register the vehicle in the UK, or intend to Export the vehicle immediately

Non-EU Imports

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

Vehicles imported under Temporary Admission (TA)

Please note vehicles under TA (marked with either an Ω or a *) may not be available for registration with DVLA for up to 15 working days after the sale. This time may be reduced to 48 hours for an additional charge of £75 per vehicle.

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.

VMCC Statement of Search/Dating Certificates

The DVLA have revised their policy for the issuing of a VMCC Dating Certificate. Accordingly, any Vintage Motor Cycle Club Statement of Search Certificate issued before serial number 18999, will no longer be accepted by the DVLA for dating and registration purposes due to the insufficient depth of information provided.

Whilst Bonhams may refer to old style VMCC Dating Certificates in the catalogue description of a lot and their physical presence within the lot's history file, the old style dating certificate cannot be relied upon as evidence in correspondence with the DVLA. In all cases, prospective bidders must satisfy themselves as to the date and manufacture of a machine and its major mechanical components prior to bidding. Please contact the VMCC Library for replacement applications and further details.

Professional Catalogue Photography

Simon Clay
Tom Wood
Neil Fraser
Roger Dixon

Motor Car Preparation

Chris Bailey, Showcases VS
+44 (0) 7889 722 333
www.showcasesvs.co.uk

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. We will also need to confirm your identification so please bring a passport or drivers licence with you. Credit/debit card details will also be required. Should you not wish to divulge these details, we will require a £100 returnable cash deposit.

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

Telephone bidding

Telephone bidding allows you to bid live as the auction is happening. You will need to complete a form which asks for your name, address, the telephone number(s) you wish us to contact you on (it is advisable to add an additional number such as your mobile) and the lot number(s) you wish to bid on. For any reason we are unable to contact you on the telephone number(s) you leave on the form, please ensure that the highest bid column is completed (optional). A member of Bonhams staff will contact you a few lots prior to the lot(s) you wish to bid on and you will be instructed from there on. Please note that we do not operate telephone bids for lots with a low estimate below £500.

Absentee/Commission bidding

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

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

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

How fast will the auctioneer go?

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

Are there any warranties offered with the vehicles?

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

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

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

Can I view the files that accompany the vehicles?

Yes, we should have every car's and motorcycles file available for inspection during the view.

Motorcycle Frame and Engine Numbers

It is not uncommon in the life of a motorcycle for either the frame or the engine to be changed and as a consequence, the frame and engine numbers to be altered. Buyers must check by personal inspection that frame and engine numbers recorded in the catalogue description or on the registration documents correspond with those on the machine. Buyers must also satisfy themselves whether the physical number stampings on a machine are consistent with original factory stamps for that lot.

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.

Important changes to V5C Registration Document procedures

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle, Bonhams has now changed their policy on the handling of V5C Registration documents, upon full payment by the buyer.

If we have not received confirmation of the new keeper's name and address 14 days from the date of the sale, we will write to you requesting this information.

If, after 28 days from the date of sale, we still have not had contact from you, we will update the new keeper to the name and address shown on your Bonhams client account.

Should your address be from outside the United Kingdom, we will inform the DVLA that the vehicle has been exported.

If you wish the new keeper details to be updated in any other way please make contact with the Sale Administrator as soon as possible.

Please Note: Once the V5C has been updated by the DVLA it cannot be reversed.

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.

In order to release your purchases immediately we would recommend payment by credit/debit card. 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, notes or travellers cheques. We accept the following methods of payment.

Payment by card

You may pay by the following debit cards: Barclays connect, Delta and Switch/Maestro. You may also pay by the following credit cards: Visa, Mastercard and Access (American Express not accepted). Please note there is a 2% surcharge on the total invoice value if payment is made with a credit card.

Payment by cheque

You may pay by sterling cheque but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take 5-7 working days to clear. You may pay by bankers draft or building society cheque which will enable you to collect your purchases immediately and also by Sterling travellers cheques as long as they are accompanied by a valid passport.

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.

Cash Limit Acceptance

Following a review of its procedures Bonhams will accept no more than £3,000 in cash from any purchaser.

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 (†, ‡, *, NMT) printed beside the lot number in the catalogue.

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For Motor Cars and Motorcycles the Buyer's Premium will be 15% on the first £50,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

Buyers' attention is drawn to Condition 7 of the Notice to Bidders. VAT at the standard rate is payable on the Premium by all Buyers, unless otherwise stated.

When can I clear my purchases?

Once full payment has been received, purchases can be cleared (where possible) during the auction and immediately after the auction. Vehicles remain at the sale venue until 12 noon Monday 4 September 2017. 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 - Polygon Transport - are present at every sale and can quote a price to deliver the vehicle to you. Polygon's contact details are listed in the sale catalogue.

Worldwide Motoring contacts

UK Motor Cars

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

John Polson
+44 (0) 20 7468 5803
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Additional contacts

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Motorcycle Department

Ben Walker
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Administrator

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Buyers/Sellers Accounts UK

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+44 (0) 20 7447 7430 fax

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

Buyers/Sellers Accounts US

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

Collections

Automobilia

All purchased lots must be cleared from the sale venue by 12 noon on the day after the sale. All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

Bonhams Guildford office located at:
4 Millmead Guildford, GU2 4BE
Monday to Friday 9am to 1pm and
2pm to 4.30pm by appointment only and will
be available for collection from 10am Tuesday
12 September 2017 by appointment only.
(Owing to the departments attendance at the
Goodwood Revival Auction).

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

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

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

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

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

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

Motor Cars & Motorcycles

Motor Cars must be collected from the
sale venue on the evening of the day of sale,
or by 12 noon on Monday 4 September.

Motorcycles must be collected from the
sale venue on the evening of the day of sale,
or by 12 noon on Sunday 3 September.

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 in advance of Sale.

Removal and Storage of Vehicles

All Lots not removed in accordance
with the above will be transported by
Polygon Transport to store.

Polygon Transport registered address:

Polygon Transport
Unit 2H
Marchwood Industrial Park
Normandy Way
Marchwood, Southampton
Hampshire SO40 4PB
+44 (0) 2380 871 555
+44 (0) 2380 862 111 fax
polygon@polygon-transport.com
www.polygon-transport.com

Vehicle Removal charges

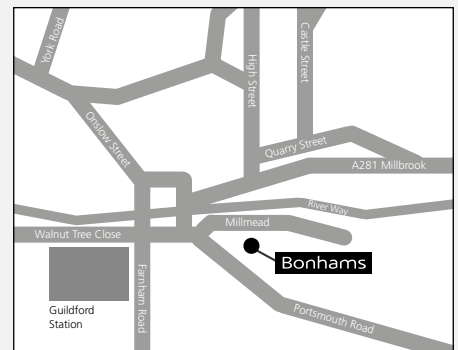
£80 + VAT per motorcycle
£140 + VAT per motorcycle combination
£240 + VAT per motor car

Storage charges

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

Transport and Shipping

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



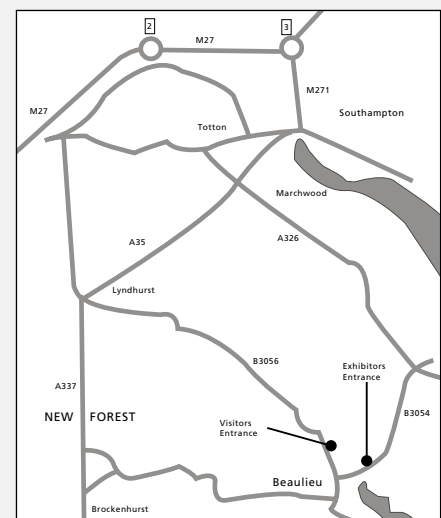
Directions to the National Motor Museum

Sale Admission for Catalogue Holders

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

Bonhams at Beaulieu

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



AUTOMOBILIA

11:00am

Lots 1 - 313

Images of each lot can be found at:
www.bonhams.com/24121





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The following Lots 1-22 are offered from the Estate of the Late John Russell Thomson (1932-2007), North London based antique restorer and dealer, and a keen motorist and motorsport supporter, collector of Automobilia and proud owner of an AC Bristol and a Type 35 Bugatti (Chassis 4575) which he campaigned enthusiastically at various meetings and events.



1



3



4



2 (part)

1
AN ENAMEL 'TOTEM' SIGN FOR 'BROOKLANDS' RAILWAY STATION,
 BR (M) station sign in brown on white enamel, with flanged edges and mounting holes, some loss to enamel in places, 26 x 93cm.
£300 - 500
€340 - 560

2
A 'MICHELIN' ENAMEL SIGN, AND FOUR OTHER SIGNS,
 single sided enamel sign, five-sided shield shaped by Art-France Luyens of Clermont-Ferrand, France, in black, white, red and yellow enamel, with flanged edges and lugs for wall mounting, in good order with bright colours, 45 x 38cm, together with a small 'Standard Petrole' enamel sign by T.P. of Brussels, in red, white and blue enamel, 18 x 26cm, a small, modern, 'British to the Core' enamel sign 15 x 13cm, an 'AA Silverstone' road sign, in yellow and black enamel, 43 x 76cm, and a street sign for 'Hampstead', in black on white enamel, 23 x 99cm, some pitting and chips in places.
 (5)
£300 - 400
€340 - 450

3
A 'BUGATTI' ENAMEL SIGN, FRENCH,
 with transfer manufacturer's mark 'Emaillerie Alsacienne Strasbourg' to lower edge, rectangular sign in white, red and black on dark grey enamel, with flanged edging and holes for wall mounting, 30 x 48cm, offered together with another 'Bugatti' enamel oval sign, modern, domed, in three colours, with mounting holes, 36cm wide.
 (2)
£400 - 600
€450 - 670

4
A 'KLAXON SERVICE' ENAMEL SIGN, FRENCH,
 by L'Emaillo Gravure of Paris, single-sided, in red, black and white enamel, with flanged edging, bright colours, some chips to upper and lower edges and corners, 48 x 60cm.
£400 - 600
€450 - 670



8

5

A 'PANHARD & LEVASSOR' DOUBLE-SIDED ENAMEL SIGN,

circular sign in yellow on black enamel, with two holes for hanging, 98cm diameter, some surface scratches and rust spots in places, paint drip to right edge on one side.

£600 - 800

€670 - 900

6[◇]

A 1956 XXIII MILLE MIGLIA SILK SCARF,

for the event held 28th-29th April, printed with map and route of the course, 79 x 79cm, some loss to lower right corner, displayed mounted within glazed frame, 100 x 100cm overall.

£300 - 500

€340 - 560

7[◇]

A 'GRAND PRIX' SILK SCARF BY JACQMAR, 1950S,

cream silk printed with cartoon illustration design featuring Grand Prix winning cars from 1900 to 1950s, 85 x 90cm, display mounted, framed and glazed.

£250 - 350

€280 - 390

8

A 1954 'GRAN PREMIO DE ESPAÑA' RACE POSTER,

colour poster with artwork after M Garcia, for the VIII Gran Premio de Espana, XII Gran Premio "Pena Rhin" and IX Coppa Barcelona events at the Pedralbes Circuit, old fold marks, some fading to colours and period over-pasted section to upper right corner, some slight staining to lower edge, 61 x 73cm, framed and glazed.

£300 - 400

€340 - 450



5

9

TWO 1956 RACE POSTERS FOR NURBURGRING AND FRENCH GRAND PRIX,

comprising 'ADAC 1000 Kilometer Rennen' poster, 83 x 59cm, and '42eme Grand Prix de L'ACF - 12 Heures Internationales' poster, for the event held at Reims, 63 x 43cm, both framed and glazed, together with a 1961 Monaco Grand Prix shop display sign standee card, 32 x 25cm, mounted, framed and glazed.

(3)

£300 - 400

€340 - 450

10

GREGORY, 'JOHN COBB' A PORTRAIT ILLUSTRATION,

signed, pencil on artists' paper, a portrait of the driver in racing helmet and goggles, with artist's handwritten subtitle 'John Cobb British Empire Trophy Race Brooklands 1932', some marks and minor stain spots in places, 48 x 38cm, framed and glazed, together with a pencil sketch by 'HS' of a Shelsley Walsh race scene, 23 x 29cm, mounted, framed and glazed.

(2)

£250 - 350

€280 - 390

11[◇]

'TWO IN A ROW', A LIMITED EDITION BUGATTI PRINT AFTER ALFREDO DE LA MARIA,

large format print, numbered 161/500, depicting Albert Divo on his way to victory in the Bugatti Type 35C at the Targa Florio 1929, 79 x 62cm, mounted, framed and glazed, offered together with five other Grand Prix Bugatti racing prints after Michael Turner, three signed by the artist and measuring 30 x 40cm (one with cracked glazing), and two smaller prints, 21 x 27cm, each mounted, framed and glazed.

(6)

£250 - 350

€280 - 390

12[◇]

ASSORTED BUGATTI RACING FRAMED PRINTS,

including two 1974 menus commemorating the 1924 Grand Prix de Lyons Bugattis, framed together with postcard image of Helle Nice, 'Monaco Grand Prix 1930' after Nicholas Watts, numbered 463/500, signed by the artist and Rene Dreyfus, 50 x 70cm, 'Vive La Bugatti!' after Phil May, numbered (278/500) and signed by May, 39 x 49cm, a Bugatti coachwork print after Paul Braçq, 33 x 49cm, two photographic reprints of early Grand Prix Bugatti scenes featuring Leonico Garnier and Jules Goux, together with other vintage Bugatti related prints and display items, all framed.

(16)

£250 - 350

€280 - 390



18



17

13[◊]**SIX ASSORTED FRAMED MOTOR RACING PRINTS,**

comprising 'Mike Hawthorn Driving a Ferrari During the Moroccan Grand Prix 1958', after Roy Nockolds, 46 x 71cm, and five other artist signed limited edition prints comprising 'Race of the Titans' after Nicholas Watts, (188/500), signed by Manfred von Brauchitsch, 52 x 72cm, 'Le Mans 1954' after Nicholas Watts, artist's proof, signed by Trintignant, 58 x 79cm, '1963 Le Mans 24 Hours' after Graham Turner, (47/500), signed by two drivers, 43 x 61cm, 'Shooting Star' after Graham Turner, (14/250), 38 x 51cm, and '1956 Mille Miglia after Michael Turner, 41 x 50cm, each framed and glazed.

(6)

£300 - 400

€340 - 450

14[◊]**ASSORTED FRAMED MOTORING PRINTS AND POSTERS,**

including 'The Start of an Era' after Tony Smith, limited edition (68/350), signed by the artist, 35 x 60cm, mounted framed and glazed, 'Le Mans 1953' after Michael Turner, (53/850), signed by the artist, Duncan Hamilton and Tony Roit, 44 x 54cm, 'Mercedes-Benz 300 SLR' after John Francis, (206/850), signed by Moss and 'Jenks', 48 x 60cm, a Hispano-Suiza coachwork profile after Paul Bracq, 32 x 48cm, and three others, each framed and glazed, and a large framed monochrome image of Graham Hill in the Lotus Ford, 62 x 93cm.

(9)

£250 - 350

€280 - 390

15[◊]**'BLUE HELMET', A PRINT AFTER GEO HAM,**

depicting a racing driver in helmet and goggles in the cockpit, after an original sketch by Georges Hamel, 40 x 46cm, mounted framed and glazed, together with a motorcycling print after the same artist, signed in pencil by Geo Ham to the border, 41 x 58cm, and three reproduction prints after Geo Ham featuring Bugatti race scenes, one signed by Maurice Trintignant, another signed by Les Leston, Cliff Allison and another, the larger 69 x 99cm, framed and glazed.

(5)

£250 - 350

€280 - 390

16

AN AUTOJUMBLER'S LOT,

including a boxed new-old stock Lucas Model 2SJ Electric Screenjet unit, two motoring deskpiece inkwells, two ashtrays including 'Amazing AC cars', car badges including enamel Victorian Sporting Car Club, Morgan 4/4 Club, BARC (some loss), Bristol 2-Litre and Lancia bonnet badges, and a replica B-S Brooklands badge, a brass bulb horn by Cicca, a chromed Mercedes-Benz emblem, 30cm diameter, two pairs of driving goggles including Halcyon, a commemorative medal celebrating the aviator Sir Charles Kingsford-Smith's 1928 Transatlantic crossing in 'The Southern Cross' in the Fokker monoplane, and a vintage brass New South Wales Fire Brigade helmet with chinstrap.

(Qty)

£250 - 350

€280 - 390

17

AN 8-DAY CAR CLOCK BY JETEREN FRERES OF BRUSSELS,

brass case with back-plate for dashboard mounting, winder at 6 o'clock, white enamel dial with black-painted Roman numerals and blued-steel hands, threaded surround with bevelled glass lens, 11cm diameter.

£250 - 350

€280 - 390

18

AN 8-DAY CAR CLOCK BY JAEGER OF PARIS,

nickelled case, with winder at 3 o'clock and adjuster button at 9 o'clock, cream dial with Roman numerals and bevelled lens, 8.5cm diameter.

£250 - 350

€280 - 390

19

A BUGATTI RADIATOR STONE GUARD,

nickel-plated surround with radiator cap mounting loop and blue-painted wire mesh, 46 x 27cm overall, together with a believed Bugatti radiator cap and seal.

(3)

£300 - 400

€340 - 450

20

ASSORTED BUGATTI COLLECTABLES,

including a 1974 Lyon L'ACR International Grand Prix Bugatti Rally trophy together with related enamel plaque, two similar enamel plaques for 1973 and 1979, a ceramic Grand Prix Bugatti deskpiece, 26cm long, a small pressed tin Bugatti sign, a Bugatti Owners Club car badge, two wooden push-along toys, a paperweight, three ashtrays, a Noble lighter, a chassis plate, tyre valves, and other items.

(Qty)

£250 - 350

€280 - 390

21•

A QUANTITY OF RACING DRIVER BIOGRAPHIES,

including Gunther Molter: Juan Manuel Fangio; Mike Hawthorn, Champion Year, and Challenge Me the Race; George Eyeston & W F Bradley: Speed on Salt; Count Lurani: Nuvolari, and Racing Round the World; Prince Chula: Bits and Pieces, Dick Seaman, Wheels at Speed, Road Star Hat Trick, Road Racing 1936, Blue and Yellow; H O D Segrave: The Lure of Speed; W.O. Bentley: an Autobiography; J Wentworth Day: Speed - The Authentic Life of Sir Malcolm Campbell; Rudolf Caracciola: An Autobiography; and other titles, some with dust jackets.

(Qty)

£250 - 350

€280 - 390

22•[◊]**A QUANTITY OF ASSORTED MOTORSPORT BOOKS,**

including Laurence Pomeroy: The Grand Prix Car, Volumes 1 & 2 (both 2nd editions), with dust-jackets; William Court: Power and Glory; three Automobile Year annuals 4, 5 and 6 for 1956-57, 1957-58 and 1958-59 respectively; William Boddy: The History of Brooklands Motor Course 1906-1940; Taso Mathieson: Grand Prix Racing 1906-1914, in slip-case; Hans Tanner: Ferrari (3rd edition 1964) with dust-jacket; several titles by Klementaski & Frostick, and other books and reference titles relating to motorsport subjects including Grand Prix and Mille Miglia.

(Qty)

£300 - 500

€340 - 560

OTHER PROPERTIES

23•

ASSORTED MOTORING BOOKS,

including William Court: Power and Glory, a History of Grand Prix Motor Racing 1906-1951; G N Georgano: Encyclopaedia of Motorsport; George Oliver: Cars and Coachbuilding; Doug Nye: The Colonel's Ferraris; David Thirlby: Frazer Nash; and other titles.

(Qty)

£250 - 350

€280 - 390

24•

ASSORTED MOTORING BOOKS,

including George A Oliver: Early Motor cars, 1 edition and two 3rd editions of the same book; M Hawthorn: Challenge Me the Race; Gunther Molter: Juan Manuel Fangio World Champion; David Burgess Wise: Million Dollar Automobiles; and other titles.

(Qty)

£250 - 350

€280 - 390

25•

ASSORTED MOTORING BOOKS,

including M. Worthington-Williams: Automobilia; R. Mays: Split Seconds; G. Monkhouse: Grand Prix Racing; E.S. Tompkins: Speed Camera; and other titles.

(Qty)

£250 - 350

€280 - 390

26•

ASSORTED MOTORING BOOKS,

including Moss & Pomeroy: Design and Behavior of the Racing Car; Clutton, Posthumus & Jenkinson: The Racing car, Development and Design; Terry & Baker: Racing Car Design and Development; Fangio: Fangio; and other titles.

(Qty)

£250 - 350

€280 - 390

27•

ASSORTED MOTORING BOOKS,

including Derek Lawson: Sun, Rain...and Even Snow; More Sun, More Rain and Even... More Snow; McLaren 50 Years of Racing, limited edition number 1620/1963 in slipcase (split), published by Prestel; C Pothumus: Sir Henry Segrave; Ixion: Motor Cycle Cavalacade; L.Meynell: Rolls, Man of Speed; and other titles.

(Qty)

£250 - 350

€280 - 390

28•

ASSORTED MOTORING BOOKS,

including Price Chula: Dick Seaman; M Grahame-White: At the Wheel Ashore and Afloat; Kent Karslake: Racing Voiturettes; Herbert J & Hugh Butler: Electrical Equipment of the Car, Volumes I, II and III; Peter Hull: Racing an Historic Car; and other titles.

(Qty)

£250 - 350

€280 - 390

29•

ASSORTED SPORTS CAR AND OTHER MOTORING BOOKS,

some racing and tuning subjects including P E Irvine: Automobile Engine Tuning, 1962; Costin & Phipps: Racing & Sports car Chassis Design, 1961; A Stainforth: Competition Car Suspension; others relating to Sports car history and design including Gregor Grant: British Sports cars, 3rd edition, G T Foulis, 1950 and Colin Campbell: The Sports Car, It's Design and Performance, 1954 1st edition and 1959 3rd Edition; and other motoring titles.

(Qty)

£250 - 350

€280 - 390

Lot 29 was donated to the National Motor Museum, Beaulieu, to be sold to raise funds for the upkeep of the collection. This lot does not form part of the museum's library.

30•

ASSORTED MOTORING BOOKS,

including Peter Helk: Great Auto Races; with assorted biographies and autobiographies including Hawthorn: Champion Year; Prince Chula: Blue & Yellow; Road Star Hat Trick; Road Racing 1936; Ivan Rendall: Chequered Flag; Damon Hill: My Championship Year; and other titles.

(Qty)

£250 - 350

€280 - 390

31•

ASSORTED MOTORING BOOKS,

including Herbert J Butler: Motor Bodies and Chassis; Sir Henry Tim Birkin: Full Throttle; Count Lurani: Nuvolari; Brindle & May: 20 Silver Ghosts (small format); Pomeroy: Grand Prix Car, Volume 2, 3rd Edition 1960; and other titles.

(Qty)

£250 - 350

€280 - 390



35

32•

ASSORTED MOTORING BOOKS,

including C. Nixon: Racing the Silver Arrows; G Monkhouse: Mercedes-Benz Grand Prix Racing 1934-1955; Nye & Rudd: BRM The saga of British Racing Motors (2 Volumes); Helck: Great Auto Races; Helck: Chequered Flag; and other titles.

(Qty)

£250 - 350

€280 - 390

33•

ASSORTED MOTORING BOOKS,

including L. Pomeroy: The Grand Prix Car, Volumes 1 & 2, second edition 1954, (lacking dust jackets); Whyte: Jaguar Sports Racing & Works Comp Cars; W. Boddy; History of Brooklands Motor Course 1906-1940; and other titles.

(Qty)

£250 - 350

€280 - 390

34•

ASSORTED MOTORING BOOKS,

including Michael Cotton: Le Mans 24 Hour race; Fred Hobbs: A Life with HMW; Costin & Phipps: Racing and Sports Car Design; Richard Crabb: Birth of a Giant; P. E. Irving: Tuning for Speed; and other titles.

(Qty)

£250 - 350

€280 - 390

35•

NICK GEORGANO: THE BEAULIEU ENCYCLOPAEDIA OF THE AUTOMOBILE; VOLUMES 1 & 2 AND COACHBUILDING VOLUME,

volumes 1 and 2 of the important reference title published by The Stationery Office, 2000, and with supplementary Coachbuilding volume, published 2001, each with dust jacket.

(3)

£250 - 350

€280 - 390

36•

JAGUAR BOOKS AND TECHNICAL LITERATURE,

comprising Jaguar Catalogue Raisonne 1922-1992 in 2 Volumes, together with Jaguar XJ6 service manuals, Volumes 1-8.

(Qty)

£250 - 350
€280 - 390

37

ASSORTED MOTORING BOOKS,

including William Court: Power and Glory; Johnnie Green: Bentley - Fifty Years of the Marque; Chris Nixon: Mon Ami Mate; and other titles, together with a pair of enamelled Ferrari cuff-links (some crazing), and several motor club enamel lapels.

(Qty)

£250 - 350
€280 - 390

38

A CASED SET OF BARTHOLOMEW'S MAPS OF ENGLAND AND WALES BY SIFTON PRAED & CO LTD 'THE MAP HOUSE',

tan leather case with sectioned cloth backed maps, numbered 1-37, the lid with measuring device and two keys, (stitching worn or broken on case).

£250 - 350
€280 - 390

39•

ASSORTED MOTORING BOOKS,

including Herbert J Butler: Motor Bodywork, 1924; Charles E Oliver: Motor Car and Coach Painting; Louis T Stanley: Grand Prix; Dalton & Watson: Rolls-Royce the Elegance Continues; McLaren 50 Years of Racing, limited edition number 1732/1963 in slipcase, published by Prestel; and other titles including four Autocourse annuals for 1975-76, 1979-80, 1983-84 and 1994-95.

(Qty)

£250 - 350
€280 - 390

40•

ASSORTED MOTORING BOOKS,

including Damon Hill: Grand Prix Year; Dillon: Motor Days in England; Robert Edwards: The Art of Dexter Brown; and other titles.

(Qty)

£250 - 350
€280 - 390

41• ◊

ASSORTED MOTORING BOOKS AND LITERATURE,

including Laurence Pomeroy: The Grand Prix Car - Volume 1 (revised edition), with dust cover, and The Evolution of the Racing Car; William Court: Power and Glory; David Scott-Moncrieff: Three Pointed Star; Luigi Fusi & Roy Slater: The 6c 1750 Alfa Romeo; Harold Nockolds: The Magic of a Name; various editions of l'automobiliste, and other titles of a motoring or motor-racing theme.

(Qty)

£250 - 350
€280 - 390

Lot 41 is from the Tiny Ayers motoring library.

42• ◊

ASSORTED MOTORING BOOKS,

including Pascal Courteault: Automobiles Voisin 1919-1958, limited edition numbered 1,588 of 2,000 published by White Mouse Editions, French text, in slip-case and with accompanying English text only translation by Peter Hull; Bird & Hallows: The Rolls-Royce Motor Car, 1st edition, cloth-bound hard covers with leather spine; John M Fasal: The Rolls-Royce Twenty, signed with dedication by the author and in original carton box; W .O. Bentley: An Illustrated History of The Bentley Car; John J Zolimoj: The Motor Car in Art; and other assorted books and literature.

(Qty)

£300 - 400
€340 - 450

43• ◊

ASSORTED MOTORING BOOKS,

including John Wyer & Chris Nixon: Racing with the David Brown Aston Martins, Volumes 1 and 2, (Volume 1 signed by the author), both with dust jackets; Antoine Prunet: The Ferrari Legend - The Road Cars; Chris Nixon: Racing the Silver Arrows, (signed by the author); Louis Klementaski: Klementaski & Ferrari; Enzo Ferrari: Pilote, Che Gente...; Antoine Prunet & Peter Vann: Fantastic Ferraris; Dominique Pascal: Ferraris at Le Mans; and other motoring and motorsport titles.

(Qty)

£300 - 500
€340 - 560

44• ◊

ASSORTED MOTORING BOOKS,

including A.B. Filson Young: The Complete Motorist, first edition 1904 ex libris Sir Robert J Black; Peter Hull & Roy Slater: Alfa Romeo A History (revised edition); Lawrence Dalton: Rolls-Royce The Elegance Continues; Anthony Blight: George Roesch and the Invincible Talbot; and other motoring titles, (various conditions).

(Qty)

£300 - 400
€340 - 450

45• ◊◊

A LARGE QUANTITY OF BOOKS AND LITERATURE RELATING TO MAINLY VINTAGE AND VETERAN MOTORING,

including Lord Montagu of Beaulieu: The Gordon Bennett Races; David Scott-Moncrieff: Veteran and Edwardian Motor Cars; Elizabeth Bennett: Thousand Mile Trial; and other titles relating to pre-War and early motoring subjects, together with a quantity of automotive technical and engineering volumes, manuals and handbooks including Automobile Engineering, Volumes I-VI; and Motor Car Maintenance, Volumes 1-5.

(Qty)

£300 - 400
€340 - 450

Lot 45 is from the Tiny Ayers motoring library.

46

A COLLECTION OF BOOKS AND EPHEMERA RELATING TO McLAREN CARS,

including Nye, Dennis & Murray: Driving Ambition; Michael Cotton: F1 McLaren GTR; a McLaren F1 Service Record and Warranty issued to chassis 024, assorted McLaren press packs and sales publications and various magazines with articles about the McLaren F1 and a McLaren print (rolled).

£300 - 400
€340 - 450

47•

HUGH CONWAY & MAURICE SAUZAY: BUGATTI MAGNUM; FRENCH EDITION PUBLISHED BY E/P/A,

blue-cloth bound hard covers, 559 numbered pages, well illustrated title with French text, limited edition in slipcase with plaque numbered 0513, together with a Bugatti Owners' Club Spare Part booklet, 13th edition dated December 1989.

(2)

£300 - 400
€340 - 450

48•

CHRISTIAN MOITY, JEAN-MARC TEISSEDRE & ALAIN BIENVENU: 24 HEURES DU MANS 1923-1992; VOLUMES 1 & 2,

French text limited editions of the two volume set, numbered 1871 of 2000, with dust-jackets and card slip-cases, together with accompanying English text translation supplement.

(3)

£300 - 400
€340 - 450

49•

1962 WORLD CAR CATALOGUE BY THE AUTOMOBILE CLUB D'ITALIA,

Chief Editor Sergio de Angelo, hard covers with dust jacket, 614 pages, English text, 4to, in original card postal sleeve.

(2)

£400 - 500

€450 - 560

50•

BOOKS RELATING TO MAINLY FERRARI,

including Paul F Schouwenburg: Ferrari Fever, signed with dedication by the author, in slip-case; Gianni Rogliatti: Le Ferrari (Italian text); Antoine Prunet: The Ferrari Legend - The Road Cars, and La Legende Ferrari - Sport et Prototypes (French text); Jess G Pourret: The Ferrari Legend - 250 GT Competition; Doug Nye: Dino - The Little Ferrari; Joel E Finn: V-12 Ferrari Testa Rossa; and other titles relating to mainly Maserati including Anthony Pritchard: Maserati - A History; Joel E Finn: Maserati - The Postwar Sports Racing Cars; Graham Gauld: Modena Racing Memories; and others, majority with dust-jackets.

(Qty)

£500 - 700

€560 - 780

51

A COLLECTION OF BOOKS AND EPHEMERA RELATING TO ECURIE ECOSSE, LE MANS AND JAGUAR,

comprising a scrapbook titled Le Mans 1956, with photographic portraits of David Murray, 'Wilkie' Wilkinson, Ron Flockhart, Ninian Sanderson, their four mechanics, with press cuttings, photographs and articles telling the story of the Ecurie Ecosse victory; a 1956 24 Heures Du Mans programme; 1956 Esso Race Successes booklet; Jaguar D type sale brochure, October 1954 and other printed periodicals and ephemera; the books including 24 Heures du Mans 1923-1992, two Volume set, in slip case; Andrew Whyte: Jaguar Sports racing & Works Competition Cars to 1953; Andrew Whyte: Jaguar Sports Racing & Works Competition Cars from 1954; and other Jaguar books.

(Qty)

£500 - 700

€560 - 780

52• ♦

AUTOCOURSE: TWENTY-TWO ANNUALS FOR 1965-1967/68 AND 1996/97-2014/15,

each with dust jacket, offered together with Alan Henry: Autocourse - 60 Years of World Championship Grand Prix Motor Racing; and Autocourse: Grand Prix Who's Who (4th edition) in slipcase, both published by Icon, and four other motorsport related titles.

(28)

£600 - 800

€670 - 900

53•

ANTHONY PRITCHARD: THE JAGUAR D-TYPE; A LIMITED EDITION TITLE PUBLISHED BY PALAWAN PRESS,

published 2015, dark-green cloth-bound hard covers, limited edition numbered 173/250, 420 numbered pages, well illustrated, in good clean condition, complete with slipcase and in original carton packaging.

£1,000 - 1,200

€1,100 - 1,300

54•

FIFTEEN FERRARI YEARBOOKS FOR 1992-2006,

a complete run, each in seemingly good clean condition, some in original cellophane wrapping and apparently unused.

(15)

£250 - 350

€280 - 390

55•

MOTORSPORT,

assorted Volumes for 1933-35, 1937-38 and 1943-1957, bound with covers without adverts, 19 in green cloth bindings, 1 in black and gold binding, various conditions.

(20)

£300 - 400

€340 - 450

56•

ASSORTED MOTORING EPHEMERA AND PERIODICALS,

including sales literature for pre-War Morris, Ford, and Jowett, and assorted 1920s-1930s loose issues of Practical Motorist, The Motor, The Light Car, and others.

(Qty)

£250 - 350

€280 - 390

57

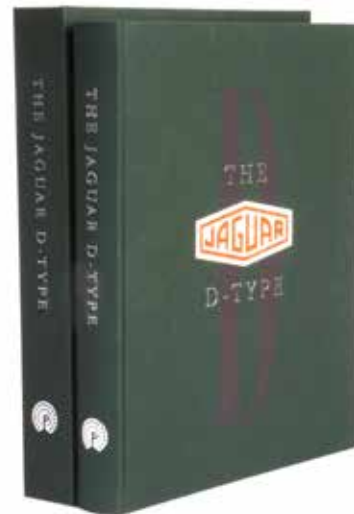
EIGHT BMW SALES BROCHURES AND A BMW 'ART CAR' MODEL,

the brochures for 1600GT, 1600TI, GLAS 1304, 2000CS, 2000TI, LS Luxus, 1800TI and range brochure for 1963-64, the model 1:24 scale 1991 BMW 525i painted by Esther Mahlangu, in original box.

(Qty)

£250 - 350

€280 - 390



53

58

A 1959 MONTE CARLO RALLY PLATE USED BY GEORGE PARKES AND GEOFF HOWARTH ON THEIR 3.4 LITRE MK II JAGUAR, (FINISHED 8TH OVERALL)

number 82, printed tin in red and white, together with other assorted motoring brochures and literature including two folders containing British Leyland sales ephemera and other sales brochures including Jaguar, a radiator muff with oval cut-out for badge, books and other printed material, including a list of items in the collection and modern printed sheets relating to Ecurie Cod Fillet member 'Bobby' G H F Parkes.

(Qty)

£250 - 300

€280 - 340

59•

TWO VAUXHALL SALES BROCHURES FORMERLY PART OF THE VAUXHALL MOTORS LIMITED TECHNICAL LIBRARY,

comprising Vauxhall Motor Carriages 1925, deluxe brochure, 4to, cord tied embossed grey card covers, 24 numbered pages with end papers, rear cover pocket with 12 photographic images of various marque types, specifications on rear included 30-98 Hp 'Velox' fast tourer, and Vauxhall Motor Carriages brochure dated 1911, covers missing and replaced by library cover, 64 numbered pages, 8vo.

(2)

£300 - 400

€340 - 450



67

60•
FIVE FIAT 500 AND 600 SALES BROCHURES BY DIFFERENT MANUFACTURERS,

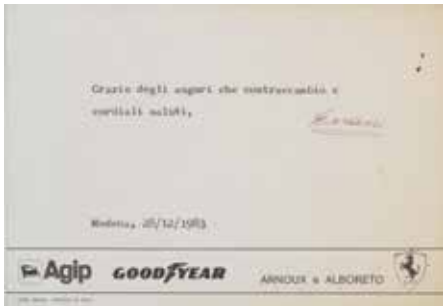
comprising Fiat 500 and Fiat 600, English text, Fiat Abarth 500, English text, Steyr Puch 500 D/ DL, German text and NSU/FIAT Fagst, German text.

(5)
£350 - 450
€390 - 500

65
A COLLECTION OF VINTAGE AND LATER POSTCARDS,

approx 130 including several tourist cards with fold-out views, includes bawdy, humorous, photographic, images of post-war racing cars, souvenir cards depicting cars and charabancs, and some modern reprints of advertising cards, contained in plastic sleeves.

£250 - 350
€280 - 390



67

61•
THREE FERRARI SALES BROCHURES,
 comprising 308 GTB/GTS, BB512 Berlinetta Boxer, and 308 Quattrovalvole.

(3)
£500 - 700
€560 - 780

66
A COLLECTION OF MOTOR RACING CHRISTMAS CARDS AND POSTCARDS INCLUDING SOME SIGNED EXAMPLES,

assorted unused postcards, greetings cards and other commemorative cards depicting motor racing scenes after various renowned motoring artists including Michael Turner, Graham Turner, Nicholas Watts, Craig Warwick, Alan Stammers, Walter Gotschke and others, the Turner Christmas cards released each year by him through his 'Studio 88', other club cards many displayed in six ring-bound folders, and together with other assorted loose cards, some signed by various drivers including Jackie Stewart, Roy Salvadori, Carroll Shelby, Phil Hill, John Surtees, Jack Brabham, Dan Gurney, Jacky Ickx, Emerson Fittipaldi, Riccardo Patrese, Alain Prost, Mark Blundell, Nigel Mansell, and others.

(Qty)
£250 - 350
€280 - 390



68

62•
A ROLLS-ROYCE LTD 'CATALOGUE OF PARTS 40-50 HP CHASSIS', AUGUST 1921,

for series J to P inclusive, brown cloth covered end boards, 233 pages, illustrated, small 4to.

£250 - 350
€280 - 390

63
PRE-WAR ROLLS-ROYCE HANDBOOKS AND OTHER LITERATURE

including a Rolls-Royce 20/25 HP sales brochure, cord-tied brown card covers, with tipped in plates featuring coachwork styles, and two price list sheets, an Instructions for Running Rolls-Royce Cars booklet, blue card covers, and an accompanying Book of Technical Information, for 40-50 HP Six Cylinder models, blue hard covers, both dated May 1923, another for the 40-50HP Phantom II, and Bentley 4¼ Litre, two Rolls-Royce Bulletins for March and June 1939, together with a 1936 Railton Straight Eight sales brochure and Instruction Book, black card covers, and a 10HP sales pamphlet, a Railton Owners Club car badge, and other assorted motoring ephemera.

(Qty)
£300 - 500
€340 - 560

67
A SIGNED FERRARI POSTCARD FROM ENZO FERRARI,

the publicity postcard depicting Rene Arnoux and Michele Alboreto with the 1983 season Scuderia Ferrari Grand Prix car and with printed signatures, with typed message to reverse 'Grazie degli auguri che contraccambio e cordiali saluti', signed by Enzo Ferrari in purple ink, and with typed date Modena 28/12/1983.

£350 - 450
€390 - 500



68

64•
ASSORTED MOTOR RACING PROGRAMMES, PRE AND POST-WAR,

including events at Silverstone, Brands Hatch, Goodwood, Crystal Palace, Le Mans and other venues, with London to Brighton Run programmes and other printed ephemera, one signed by Denis Hulme on the cover and other signed inside by Cyril Paul.

(Qty)
£250 - 350
€280 - 390

68
A SIGNED FERRARI POSTCARD FROM ENZO FERRARI,

the publicity postcard depicting Patrick Tambay with his 1983 season Scuderia Ferrari Grand Prix car and with printed signature, with typed message to reverse 'Grazie degli auguri di buon compleanno e cordiali saluti', signed by Enzo Ferrari in purple ink (faded), and with typed date Modena 18/2/1983.

£350 - 450
€390 - 500



69 (part)



73 (part)

69

A SUPERB COLLECTION OF MOTORCYCLE THEMED POSTCARDS, EDWARDIAN TO MODERN,

the majority pre-1940, over 340 cards many written with stamps, some duplicates, themes including seasonal, humorous, amorous, bawdy, souvenir with multiple fold-out views, some modern reprints, contained in plastic sleeves within a ring bound folder.

£900 - 1,200
€1,000 - 1,300

70•

AUTO COURSE: BOUND VOLUMES I AND II FOR 1951 AND 1952,

subtitled 'The International Quarterly Review on Motor Racing', two volumes in cloth-bound hard covers with gilt tooling, bound with covers, comprising issues 1-4 for Volume I (1951/52) and issues 1-4 for Volume II (1952/53).

(2)
£300 - 500
€340 - 560

Lot 70 is offered from the Library of the Late Robin Stelfox (1920-2013), motorsport enthusiast and racing driver, competing in Triumph TR3s in GT Class racing at Brands Hatch between 1958 and 1961.

71•♦

A QUANTITY OF RACING DRIVER BIOGRAPHIES,

including Gunther Molter: Juan Manuel Fangio; Mike Hawthorne: Challenge Me the Race; Prince Chula: Dick Seaman; Prince Bira: Bits and Pieces; Alfred Neubauer: Speed was my Life; SCH Davis: Motor Racing; Juan Manuel Fangio: My Twenty Years of Racing; Paul Frere: On The Starting Grid; Enzo Ferrari: The Enzo Ferrari Memoirs; Graham Hill: Life at the Limit; Stirling Moss & Laurence Pomeroy: Design and Behaviour of the Racing Car; some with dust-jackets, and other assorted motorsport and motoring titles.

(Qty)
£300 - 500
€340 - 560

Lot 71 is offered from the Library of the Late Robin Stelfox (1920-2013), motorsport enthusiast and racing driver, competing in Triumph TR3s in GT Class racing at Brands Hatch between 1958 and 1961.

72

STEVE MCQUEEN, ASSORTED FILM STILL AND LOBBY CARDS,

including images from The Great Escape, The War Lover and others, 5 framed the rest loose.

(Qty)
£250 - 350
€280 - 390

73

FIVE ALFA ROMEO RACE PHOTOGRAPHS,

colour images printed from negatives, each depicting a sports racing scene, each 30 x 40cm and mounted ready for framing, measuring 407 x 508mm overall, sold without copyright.

(5)
£250 - 350
€280 - 390

74

ASSORTED MOTORSPORT PHOTOGRAPHS,

majority monochrome, assorted sizes, depicting racing scenes from various 1960s-1970s race outings and events featuring marques including Ferrari, Aston Martin, Jaguar, Maserati, Bugatti, Bentley, and others.

(Qty)
£250 - 350
€280 - 390

75

ASSORTED PHOTOGRAPHS AND PRINTS,

comprising 11 x 14 monochrome photograph depicting the Ecurie Ecosse D Type Jaguars on the banking at Monza in 1957, framed and glazed; 9 x 11 monochrome photograph showing victorious Ron Flockhart and Ivor Bueb at Le Mans 1957, framed and glazed; Jaguar D Type after John Francis, full colour print with specification and history, signed by the artist, Stirling Moss and Norman Dewis, limited edition number 178, 48 x 60cm, framed and glazed; Stirling Moss after S Taylor, limited edition 121/850, signed by the artist and subject, and two rolled prints/posters.

(6)
£250 - 350
€280 - 390

76

'SIR STIRLING, THE BLONDE, AND THE MASERATI', A SIGNED PHOTOPRINT,

colour image by photographer Neill Watson depicting Stirling Moss in Nick Mason's Maserati 250F at Donington with an attractive female admirer, signed by Moss in black marker, mounted, framed and glazed, 38 x 58cm.

£250 - 350
€280 - 390



78 (part)



79 (part)

77
ASSORTED MOTORING ART, PRINTS AND POSTERS,

including technical drawing of the cockpit of 'Babs', 30 x 35cm on artist's board, published in The Autocar 1969 and 1974; 'Shelsley Walsh', monochrome print after Roy Nockolds, signed by the artist in pencil, 50 x 35cm; a framed and glazed 8 x 12 monochrome photograph depicting John Cobb driving a Delage at Brooklands 1932; K Padgett 'Bluebird' acrylic on canvas, (rolled), and a quantity of rolled posters, re-prints and other advertising material.

(Qty)
£250 - 350
€280 - 390

78
SEVEN PORSCHE COLOUR PHOTOGRAPHS,

printed from negatives, five depicting sports racing scenes, each 30 x 40cm and mounted ready for framing, measuring 407 x 508mm overall, sold without copyright.

(7)
£300 - 400
€340 - 450



82

79
A GOOD COLLECTION OF PHOTOGRAPHS OF ROLLS-ROYCE CARS,

contained in five folders with related ephemera, titles 'Ghost + Pre Ghost', 'Phantoms I, II, III', '20, 20/25, 25/30', 'All Post-War to Shadow (inc Phantoms),' and 'Silver Shadow on-', together with other Rolls-Royce photographs including a quantity in an envelope addressed to Wilton J Oldham, and others in a folder marked Scott Moncreif.

(Qty)
£400 - 500
€450 - 560

80
ASSORTED PRINTS AND POSTERS,
including a photo-print 'Waiting for the Start', a replica Vespa poster, auction event posters, Nuvolari portrait in pencil, majority framed and glazed with some unframed modern prints.

(Qty)
£250 - 350
€280 - 390

81
ASSORTED FERRARI ARTWORK, PRINTS AND POSTERS,

including Andrew D Betts, 'Testarossa', airbrushed original photo-realistic study, display mounted, 66 x 46cm, two limited edition prints after M Raimon '250 GTO', one numbered 58/250, the other 59/250 unmounted, three framed and glazed prints including Ferrari 250 GTO cutaway, with other unframed prints and three Mille Miglia posters.

(Qty)
£250 - 350
€280 - 390

82

A JAGUAR 'SUCCESS AT MONTHLERY' ADVERTISING POSTER, 1952,

with artwork after Roy Nockolds, detailing the success of the 7 day World record breaking run at Montlhery, 83 x 54cm, mounted, framed and glazed.

£250 - 350
€280 - 390

In August Jaguar XK120 chassis number 669002, registered as LWK 707, was taken to Montlhery. Driven by Stirling Moss, Jack Fairman, Bert Hadley and Leslie Johnson for seven days and nights straight. The car travelled 16,581 miles at an average speed of 100.32 mph and in the process broke four World and five International records.

83

THREE 24 HEURES DU MANS RACE POSTERS FOR 1967, 1968 AND 1969,

printed by Oberthur, smaller format French posters, the 1968 poster dated for the postponed September event, the 1967 poster measuring 57 x 36cm, the others 59 x 39cm, each framed and Perspex glazed.

(3)
£250 - 350
€280 - 390

84

A BUGATTI ADVERTISING POSTER, 'AUTOMOBILES AUTORAILS', FRENCH, CIRCA 1937,

after artwork by R. Geri, lithographed in red and yellow on blue, from the studio of W.Fischer printed by A.Michel of Strasbourg, 100 x 62cm, framed.

£400 - 600
€450 - 670

85

TWO HAND-COLOURED POCHOIR LITHOGRAPHS, FRENCH EARLY 20TH CENTURY,

comprising Gamy 'En Bretagne', dated 1912, 44 x 88cm, framed and glazed, (paper wrinkled with some creasing), and Montaut, 'Hill Climb', dated 1904, 41 x 84cm, framed and glazed (loose, paper discoloured with staining to right margin).

(2)
£250 - 350
€280 - 390

86

A FRAMED PRINT DEPICTING ENZO FERRARI,

portrait of the famed designer, framed and glazed, 61 x 43cm.

£250 - 350
€280 - 390

87

FOUR PRINTS AFTER FREDERICK GORDON CROSBY,

each full colour from the Meteors of the Road & Track series, mounted, framed and glazed.

(4)

£250 - 350

€280 - 390

88

ASSORTED PRINTS, PICTURES AND DECORATIVE ITEMS,

including a giclee print of a photograph depicting three boys at the fairground, three 1950s-60s monochrome motorsport photographs, 'Auto Union Challenge' after Tony Iadicco, limited edition number 137/275 an MG mirror and other items.

(Qty)

£250 - 350

€280 - 390

89

ASSORTED MOTOR RACING PRINTS,

including 17 prints depicting race scenes after Craig Warwick, some limited edition and signed by the artist, 49 x 70cm, another after Barry Rowe, and other assorted prints and several photographs, all unframed and contained in a portfolio.

(Qty)

£250 - 350

€280 - 390

90^o

ASSORTED POSTERS AND PRINTS,

six general motoring subjects, all framed and glazed, comprising three Goodyear posters, the largest 63 x 92cm, a framed display of eight Ayrton Senna photographs, a framed display of seven 'Legends of Formula One' photographs, a Barry Sheene photo-print by Keith Martin Photography, some with facsimile signatures, and four Jaguar prints, comprising 'Nightfall' after Alan Fearnley limited edition 187/850 with driver's signatures (faded), two car portraits after John Francis depicting D-Type and E-type Jaguars, signed by the artist, Stirling Moss and Norman Dewis, and another Jaguar endurance car portrait, each framed and glazed, the largest 54 x 65cm overall.

(10)

£250 - 350

€280 - 390

91

ASSORTED MOTOR SPORTS PRINTS,

each monochrome image including Hawthorn, Moss, le Mans starts, Ascari and others, in black frames, glazed (1 cracked).

(10)

£250 - 350

€280 - 390

92

ASSORTED PHOTOGRAPHS, PRINTS AND PICTURES,

all framed and glazed, including photoprint depicting Louis Bleriot at Bexhill 2 March 1914 and a watercolour by Robertson depicting a Velocette motorcycle, dated 82.

(Qty)

£250 - 350

€280 - 390

93

ASSORTED ARTWORK AND PRINTS,

including the Evolution of the Motor, framed and glazed, two reproduction artworks after Gamy 'Nazzaro Gagnant La Coupe de L'AC de Palerme and another untitled but known as "The Bedalia Car, first prize winner at the 1913 ACF Grand Prix for Cycle Cars", both framed and glazed, together with a watercolour abstract 'Crankshaft' by June Lynes, displayed at the Sunday Mirror Exhibition of Children's Art 1969, framed and glazed.

(4)

£250 - 350

€280 - 390

94

FOUR FRAMED PRINTS AND PICTURES,

comprising two monochrome racing scenes, 1956 Ferrari and 1952 BRM V16, each 58 x 73cm, an Austin Healey 3000 poster (faded) 66 x 84cm and a photo-print of a Supermarine Spitfire, 66 x 84cm, all framed and glazed.

(4)

£250 - 350

€280 - 390

95

ASSORTED MOTORING PRINTS,

comprising 'Woody Surf' after Guy Tempier, 89 x 101cm; 'Angel's Bar' after Nik Miller artist's proof numbered 2/10, 62 x 79cm; 'Air Navigation', 99 x 84cm and Jim Clark Lotus after J Gambaccini, dated 1-83, 80 x 54cm, each framed and glazed.

(4)

£260 - 320

€290 - 360

96

'NIGEL MANSELL FERRARI F640 1989' AFTER ALAN STAMMERS,

monochrome limited edition 227/250 signed by the driver and the artist, 66 x 86cm, framed and glazed.

£300 - 400

€340 - 450



99

97

THREE DION PEARS PRINTS,

each framed and glazed, comprising 'My Favorite Race' limited edition 612/850 signed by John Surtees, 58 x 68cm; 'Barry Sheene' Limited edition /500, signed by Barry Sheene, 42 x 60cm; and 'Racing Green, limited edition number 451/500, 41 x 56cm.

(3)

£300 - 400

€340 - 450

98

ASSORTED THRUST SSC TECHNICAL DRAWINGS, MID 1990S,

drawn on drafting paper from the offices of Ricardo Hitech Ltd, rolled.

(Qty)

£250 - 350

€280 - 390

99^{AR}

ALAN STAMMERS, 'JAGUAR'S 1988 VICTORY AT LE MANS'

an original pencil drawing on artist's board, signed by the artist and drivers Lammers, Wallace and Dumfries, 46 x 70cm, mounted, framed and glazed.

£800 - 1,200

€900 - 1,300

This original artwork was used by 'Legends in Time' to produce a limited run of prints. They were the signed by all three of the winning Jaguar drivers.

100

'LE GRAND OEFI MONACO', BY JN, DATED 2006,

oil on canvas, inspired by poster artwork, 120 x 90cm.

£250 - 350

€280 - 390

101

'FERRARI CAVALLINO',

oil on canvas study of the Ferrari prancing horse logo, 117 x 89cm.

£250 - 350

€280 - 390



102



103

102* AR

LESLIE WOOLLASTON (BRITISH, 1900-1976) 'GROSVENOR HOUSE, MAYFAIR', signed and dated 1940, street scene depicting London traffic, oil on artist's board, 65.5 x 48.5cm, framed.

£250 - 350
€280 - 390

103AR

DION PEARS, BRITISH (1929-1985); 'TOURIST TROPHY 1930', signed, oil on canvas, depicting Sir Henry Tim Birkin's 4 1/2 litre 'Blower' Bentley, 91 x 91.5cm, framed.

£400 - 600
€450 - 670

104

AN ASTON MARTIN 'DB4' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, in the form of the badge, 95cm high.

£250 - 350
€280 - 390

105

AN 'ASTON MARTIN' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, in the form of the winged badge, 150cm wide.

£250 - 350
€280 - 390

106

A '1000 MIGLIA' GARAGE DISPLAY SIGN, modern, cold-cast resin and aluminium composite, in the form of a directional arrow, 70 x 100cm.

£250 - 350
€280 - 390

107

A 'PORSCHE MARTINI LE MANS' GARAGE DISPLAY SIGN, modern, hand-painted fibreglass, 150cm wide.

£250 - 350
€280 - 390

108

A 'MASERATI TRIDENT' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, 120cm high.

£250 - 350
€280 - 390

109[◊]

A LARGE 'CASINO ROYALE', 2006 MOVIE PREMIERE BANNER, printed acrylic sheeting, depicting James Bond '007' (Daniel Craig) and Vesper Lynd (Eva Green), some marks, wear and tear, 630cm x 1020cm.

£250 - 350
€280 - 390

110

A 'BENTLEY' GARAGE DISPLAY EMBLEM, modern, cold-cast resin and aluminium composite, in the form of the Winged 'B' badge, 150cm wide.

£300 - 400
€340 - 450

111[◊]

A HAND-PAINTED 'MR BIBENDUM' STANDING FORECOURT FIGURE, modern, fibreglass, construction, 120cm high.

£600 - 800
€670 - 900

112^{◊◊}

TWENTY SEVEN ASSORTED 2 GALLON PETROL CANS

including Sun, Diamond (x2), Wimpey, Esso, BP and Shell types, majority with caps (assorted), together with six other fuel containers including Esso Motor Boat Service, various conditions.

(Qty)
£400 - 600
€450 - 670

113[◊]

ASSORTED GARAGE COLLECTABLES, INCLUDING A JET PLASTIC PETROL PUMP GLOBE,

two glazed National Mixture Super pump decorations, a Texaco sign, a Pratt's funnel (re-painted), assorted oil bottles, oil pourers, oil cans including Braimes and Kayes types, and dispensers, various conditions.

(Qty)
£250 - 350
€280 - 390

114[◊]

A LARGE COLLECTION OF CAN AND TINS,

comprising six large cans including Castrol (re-painted) and Esso Blue with tap; a Castrol funnel, assorted other tins and packaging including BP Energol, Moebius Challenge, Maximol, Dunlop, Carburol Super and others, various conditions some with contents, with a Shell Car Care Kit tin and a Jet Multigrade money box.

(Qty)
£250 - 350
€280 - 390

115[◊]

ASSORTED GARAGE FORECOURT DISPENSERS,

comprising Redex 'floor standing syringe' dispenser with glazed reservoir, 63cm high, a United Lubricants floor mounted dispenser fitted with Carburol Double Duty can, 61cm high, Esso hand-cranked dispenser, painted red, 70cm high, a Duckhams two-stroke dispenser on wheeled trolley, (cast alloy base damaged) 83cm high, and other smaller dispensers including Redex, Carburol and Castrollo

(10)
£250 - 350
€280 - 390

116

A 2 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1900,

enamelled in Indian blue with black lettering, metal bail with wooden grip, brass cap and spout cap with chain.

£400 - 600
€450 - 670



117
A 4 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1902,
 enamelled in cobalt blue with white lettering, metal bail handle, brass cap and spout cap with chain, (chips and loss to enamel)
 £400 - 600
 €450 - 670

118
A 2 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1896,
 enamelled in white with red lettering and lining, with gilded band (faded), metal bail with wooden grip, brass cap and spout cap with chain.
 £400 - 600
 €450 - 670

119
A 3 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1899,
 enamelled in white with blue lettering and gilded bands, metal bail with wooden grip, brass cap and spout cap with chain.
 £400 - 600
 €450 - 670

120
A 2 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1895,
 enamelled in white with Saxon blue lettering and floral design, metal bail with wooden grip, brass cap and spout cap with chain, (enamel chipped with loss).
 £500 - 700
 €560 - 780

121
A 2 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1896,
 enamelled in deep red white with white lettering, metal bail with wooden grip, brass cap and spout cap with chain (enamel chipped with loss).
 £500 - 700
 €560 - 780

122
A 4 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1898,
 enamelled in deep red with white lettering, metal bail with wooden grip, brass cap and spout cap with chain, (enamel chipped with loss).
 £500 - 700
 €560 - 780

123
A 2 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1898,
 enamelled in white with black lettering and honeycomb pattern, metal bail with wooden grip, brass cap and spout cap with chain, (enamel chipped with loss).
 £500 - 700
 €560 - 780

124
A 2 PINT PETROLEUM PRIMING KETTLE, ENGLISH CIRCA 1900,
 steel body with brass 'PETROL' plaque to rim, metal bail with wooden grip, brass cap and spout cap.
 £300 - 500
 €340 - 560

125
A 2 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1896,
 enamelled in white with blue lettering and chequered pattern, metal bail with wooden grip, brass cap and spout cap with chain, (enamel chipped with loss).
 £500 - 700
 €560 - 780

126
A 2 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1899,
 enamelled in dark green with white lettering and thin gilded band, metal bail handle, brass cap and spout cap with chain.
 £400 - 600
 €450 - 670

127
A 2 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1900,
 enamelled in Indian blue with white lettering, metal bail with wooden grip, brass cap and spout cap with chain.
 £400 - 600
 €450 - 670

128
A 5 LITRE PETROLEUM PRIMING KETTLE, CIRCA 1899,
 enamelled in pea green with white lettering, metal bail with wooden grip, ceramic lever cap (rubber seal perished) and spout cap with chain.
 £300 - 500
 €340 - 560



137



138



139



130

129

A CASED FERRARI F430 TOOL KIT, black vinyl briefcase with 'Ferrari' script to lid, complete, fitted with two Chrom-Vanadium spanners, pliers, screwdriver, tow-hitch, bulbs, fuses, and other tools and spares, the case measuring 33cm wide.

£250 - 350

€280 - 390

130[◊]

A QUANTITY OF TOOLS TO SUIT VINTAGE CARS INCLUDING BENTLEY,

including a Desmo foot pump, an Eversure hydraulic bottle jack (lacking handle), both painted green, a Burmos 'Pattern A' blowtorch, a fire-extinguisher, a hand-drill, an oil can, five grease guns including Enots and Tecalemit, four adjustable spanners including King Dick, assorted C-spanners including BSA, various pliers, four screwdrivers including 'Perfect Pattern', four tyre levers by Dunlop and Duco, two wooden handled hammers, files, and other tools, together with a light brown leather tool bag with interior base tray.

(Qty)

£600 - 800

€670 - 900

131[◊]

TWO HAND-OPERATED PILLAR DRILLS,

comprising clamp-mounted "Yankee" model 1005 by North Bros Mfg. Co. of Philadelphia, patented 1914, painted red and black, 77cm high and a base mounted drill by unknown maker, marked Patent No 2, painted red, green and black, 72cm high.

(2)

£250 - 350

€280 - 390

132^{◊◊}

ASSORTED WORKSHOP EQUIPMENT AND TOOLS,

comprising The Rownforth 8 gallon crucible, 75cm high, together with pitch buckets, a wrought iron brazier, 61cm high, a set of heavy duty scales, a Webb Whippet push-along lawn mower with spare grass hopper, another lawnmower (lacking hopper), a Bentall frame mounted grinding wheel, (requires repair), a workbench mounted 'American Grinder Mfg Co' hand-turned grinding wheel, assorted blow-torches, a Salter 100Lb spring balance, a set of shop scales, weights, tools and other items.

£250 - 350

€280 - 390

133

AN ENGINEER'S SLEEPER TROLLEY BELIEVED TO BE FROM THE ECURIE ECOSSE TEAM GARAGES,

well made slatted wooden platform with padded headrest, on metal castors.

£400 - 600

€450 - 670

According to information supplied by the vendor, this sleeper was used in the Works Garages of the Ecurie Ecosse racing team.

134^{◊◊}

A HAND-CRANKED PETROL PUMP,

painted red and black with replaced dial, interior weathered, 192cm high overall

£300 - 400

€340 - 450

135^{◊◊}

A BOWSER HAND CRANKED PETROL PUMP,

painted yellow and black, interior weathered, maker's plate stamped 28-2674, with nozzle (lacking hose), 212cm high overall.

£300 - 400

€340 - 450

136⁰⁰

AN AVERY-HARDOLL HAND-CRANKED PETROL PUMP,

with green painted body, with hose and nozzle but lacking spout, mounted to a wooden base, 203cm high, offered together with ten petrol cans including Shell, Esso and Pratts, and a Braimes oil can.

(12)

£300 - 500

€340 - 560

137⁰⁰

A GILBERT & BARKER HAND-CRANKED SKELETON PETROL PUMP,

restored in blue Esso livery and with price flag, applied decal to brass body, incorporating reserve reservoir and complete with replacement hose and brass nozzle.

£1,000 - 1,500

€1,100 - 1,700

138⁰⁰

AN AVERY-HARDOLL MODEL CH1 HAND-CRANKED PETROL PUMP,

restored in 'Power' green livery and fitted with price flag, polished brass body applied with decal, complete with replacement hose and brass nozzle.

£1,500 - 1,800

€1,700 - 2,000

139⁰⁰

A GODWIN MODEL P3 HAND-CRANKED PETROL PUMP,

with pillar-box type outer body, serial number 11877P, restored in green BP livery, polished brass cylinder applied with decal, with replacement hose and brass nozzle, fitted with reproduction glass 'BP' petrol globe, wired for illumination.

£1,500 - 1,800

€1,700 - 2,000

140⁰

ASSORTED GARAGE SIGNS,

including a post 1911 'AA' circular enamel sign, double-sided, in yellow on black enamel, 45.5cm diameter, two 'India Tyres' enamel signs, in orange, black and white enamel, one weathered, each 30 x 168cm, a Post Office enamel sign by 'Chromo of Wolverhampton', 30 x 66cm, another for Coca Cola, weathered, and other tin signs, some modern reproduction.

(11)

£300 - 400

€340 - 450



141

141

A 'STOP & FILL UP HERE WITH SHELL' ENAMEL SIGN,

double sided flange mounted for Shell Spirit and Shell Oils, in black, white and red on yellow, 46 x 61cm, (slight chips and loss to enamel).

£350 - 450

€390 - 500

142⁰

A FIRESTONE TYRES 'MAIN ROADS MAP OF SCOTLAND' ENAMEL SIGN,

singled-sided, enamelled in four colours, with three flanged edges, some chips in places, 115 x 72cm, offered together with a map of Great Britain and and N.Ireland sign, with vacuum-formed plastic panel with raised contours in relief, fixed to a wooden back-board, 97 x 66cm.

(2)

£250 - 350

€280 - 390

143

A 'DUCATI SERVIZIO' ENAMEL SIGN, ITALIAN, CIRCA 1960,

rectangular sign in red and blue enamel on white ground, with flanged edges and four wall mounting holes, 48 x 64cm, offered together with a 'motoleggere Ducati 1958' poster, Italian featuring the model range for the year, affixed with 20 Lire postage stamp, some light staining in places, 69 x 48cm.

(2)

£800 - 1,000

€900 - 1,100

144⁰

AN AA HOTEL ENAMEL SIGN BY FRANCO,

double sided panels in yellow and black within shield shaped hanging frame, 88cm high overall, together with an AA arrow enamel sign, double sided in black and yellow, 91cm wide.

(2)

£700 - 900

€780 - 1,000



143



143



144



145



150

145[◊]

AN 'AA GARAGE' DOUBLE-SIDED ENAMEL HANGING SIGN BY B.B.KENT OF LONDON,

black painted steel shield-shaped frame, set with black on yellow enamel panels featuring the motoring badge design, enamel in generally good order with bright colours, 79 x 56cm, complete with hooks for hanging to upper edge.

£800 - 1,000
€900 - 1,100

146

A SMALL 'FERRARI SERVIZIO ESPERIENZE' REPLICA SIGN,

metal sign painted yellow with lettering in black and featuring the 'Prancing Horse' logo, some overpainting in places, 25 x 40cm.

£250 - 300
€280 - 340



147

147

A PAINTED WOODEN PRATT'S ADVERTISING SIGN,

replica, cut-out pointing finger shape, double sided, 96cm wide.

£250 - 350
€280 - 390

148

A LARGE 'GARAGE & WORKS' ADVERTISING MIRROR,

in two panels with granite effect decoration and gilded borders and lettering, numbered 190, wooden framed, 52 x 270cm when mounted together.

(2)
£300 - 500
€340 - 560

149^{◊◊}

AN ENAMEL WILLS'S WOODBINE ADVERTISING SIGN

single sided, 92 x 61cm, (some loss to enamel), together with five printed tin tyre company signs for Good Year and Pirelli (weathered), a Mr Whippy sign, an AA Service Land Rover pedal car with matching trailer, plastic with soft toy occupant, a red 'Beach Buggy' pedal car, and two Coloma Charley ride-on bi-plane toys with pilots, various conditions.

(Qty)
£250 - 350
€280 - 390

150[◊]

A MOBILOIL 'PEGASUS' ILLUMINATING SIGN, CIRCA 1960,

the circular sign with alloy case fitted with white moulded plastic panel featuring the winged horse logo in red, some minor loss in places, 69cm diameter, wired for illumination.

£350 - 450
€390 - 500

151

FOUR TIN ADVERTISING SIGNS,

including 3 for Exide/Drydex and one for Romac Accessories, the largest 63cm wide.

(4)
£250 - 350
€280 - 390

152

FIVE TIN SIGNS,

comprising double sided flange mounted Champion Spark Plug Service, Mintex, Goodyear and Michelin tyre pressure charts and a Ministry of Transport MoT date reminder sign with revolving drums for months and years.

(5)
£250 - 350
€280 - 390

153[◊]

A 'DINO SERVICE' ILLUMINATING GARAGE SIGN,

modern, alloy frame, single sided, with Perspex panel, 43 x 56cm, wired for illumination.

£300 - 400
€340 - 450

154^{◊◊}

AN 'ASTON MARTIN LAGONDA SERVICE' ILLUMINATING GARAGE SIGN,

modern, single-sided, green painted alloy frame with Perspex panel, 61 x 122cm.

£400 - 600
€450 - 670

155[◊]

A 'LOTUS' ILLUMINATING GARAGE SIGN,

modern, alloy frame, single-sided with Perspex panel, 69 x 69cm, wired for illumination.

£300 - 500
€340 - 560

156[◊]

A MICHELIN COLLECTOR'S LOT,

comprising five Bibendum figures including a cast metal figure from a portable compressor, painted grey, two large composite figures and two plastic figures, together with a printed tin Michelin sign depicting a map of England and Wales.

(6)
£250 - 350
€280 - 390

157^{◊◊}

THREE VILLIERS AND ONE JAP STATIONARY ENGINES,

comprising Villiers Mk 15HS, number 074C 11122, painted green, Villiers Mk 15 number 103C 27911 painted red with kick start, Villiers Mk 7/1 number 740C 10897 painted red and green with pull start, and a JAP model 25, painted metallic green with kick start, various conditions.

(4)
£250 - 350
€280 - 390

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

158^{♦♦}

A NORMAN STATIONARY ENGINE, NUMBER TE 10684,

horizontally opposed twin cylinder, with Solex carburettor, MC2 type distributor, starting handle, large flywheel, mounted on a metal framed wheeled trolley with fuel tank and dynamo, turns, 87cm high overall.

£250 - 350
€280 - 390



161

159^{♦♦}

A JAP ENGINE 386 MA ALCO BATTERY CHARGER, DATED 1952,

numbered 233, the generator with applied with plaque numbered 43034, painted green with gold banding 70 x 50 x 25cm, together with a Homelite Corporation USA Tank Heater Generator, model HRH-28, serial 42M, the maker's plaque marked "30 Volts 50 Amps 1500 Watts", weathered.

(2)
£250 - 350
€280 - 390

163[♦]

ASSORTED AUTOMOBILIA,

including two brass stirrup pumps, tyre ashtrays, Esso ashtrays, a hand bell, fire extinguishers, tools, oilers, War-time headlamps shades, a pair of oil lamps, a Riley radiator surround with cap and badge, a Goodyear blimp inflatable, magnetos and other items, various conditions.

(Qty)
£250 - 350
€280 - 390



166

160[♦]

THREE SMALL ENGINES,

comprising single cylinder engine marked 'Prov Pat 24662/13 on the crank casing, fitted with Ruthardt magneto and 21cm flywheel, on modern angle iron framed stand, an Auto-Wheels Limited single cylinder engine unit, marked patented 1909 & 1912, with HU magneto is cast alloy frame numbered 9550, and a single cylinder stationary engine numbered 883593, various conditions.

(3)
£250 - 350
€280 - 390

164

ASSORTED AUTOMOBILIA,

including a Hattersley & Davidson Multistage foot pump, a La Hispano-Suiza gauge, patented 1906, by the Gauge Co. of New York (bevelled lens chipped), an 8-day car clock, a driving mirror with integral clock, two oil cans, three BSA spanners, and other items.

(Qty)
£250 - 350
€280 - 390



168

161^{♦♦♦}

A JAP ENGINED BRITISH ANZANI IRON HORSE A1 MODEL TRACTOR, NUMBER 6533,

3 gears with reverse, hand controls on steering arms, fitted with right handed plough shear, weathered, tyres distressed.

£350 - 450
€390 - 500

165[♦]

ASSORTED SPARES AND AUTOMOBILIA,

including Smiths car clock and other assorted dials and instruments, some aeronautical including Smiths air speed indicator, and a G-meter, a Ferrari Dino leather rimmed steering wheel, hubs and wheel spinners including Riley, a Wolesely radiator, an Austin radiator surround, Trico glass washer units, and other garage equipment.

(Qty)
£250 - 350
€280 - 390

167^{♦♦}

A QUANTITY OF AUTOJUMBLER'S STOCK,

including dashboard instruments, lamps, new old/stock parts in boxes, footpumps including a Kismet Lorry pump, various workshop manuals, handbooks, parts lists and instruction books, an HMV portable gramophone with a selection of 78s, and other assorted items, various conditions, some contained in plastic stacking crates with wooden lids.

(Qty)
£250 - 350
€280 - 390

162^{♦♦♦}

A 1960S ALLEN OXFORD MOTOR SCYTHE,

model TS, used condition, complete with spare cutting head and guide, together with an Allen Motor Scythe sales brochure and a Planet Junior Model 300 seed drill, American, used.

(Qty)
£250 - 350
€280 - 390

166

A PAIR OF MARINE SPEAKING TUBES, CIRCA 1910,

the fluted copper tubes, fitted with nickel plated brass lever mechanism, operating internal butterfly valve, with shaped mouthpiece, 28cm high, later converted for domestic use as lamp holders with added wooden bases drilled for flex.

(2)
£250 - 350
€280 - 390

168

A PAIR OF ELECTRIC 'SAFETY LIGHT' HEADLAMPS BY TRIPPE MANUFACTURING CO, AMERICAN, 1930S,

each pillar mounted, chrome plated case with 7inch (18cm) 'Speedlight' ribbed lens, and adjustable mounting bracket, wired for illumination, cases with minor wear and denting, together with a 1948-49 Studebaker Champion aerodynamic hood ornament, chrome plated, 36cm long.

(3)
£400 - 500
€450 - 560



173



172

A PAIR OF ORNATE COACH LAMPS,
wired for illumination, with brass eagle finials and glazed 'equestrian' panels (one cracked, one missing), 73cm high.

(2)

£250 - 350

€280 - 390

173

A PAIR OF ELECTRIC OPERA TYPE SIDE-LAMPS,

black-painted squared bodies, with bevelled lenses and one lens with blued striping, side flange mounted with locking bolt, bot wired, each 13cm high, offered together with an Apollo Manufacturing Co. electric horn, nickel-plated, 26cm long, and a Bleriot-Phi switch box, stamped to side of case 'D.F.12.V' and 'N.7.258.', 13cm wide, with blue illuminating lens (broken) and with key.

(4)

£300 - 400

€340 - 450

174

ASSORTED ELECTRIC HORNS,
mainly under-bonnet types, including Bosch UC6 type and others by Lucas, various conditions.

(Qty)

£250 - 350

€280 - 390

175

AN UNUSUAL FOUR TRUMPET TWO-TONE WARNING SIGNAL,

brass with remains of black paint, the main body with trumpet style valve to change tone, 41cm long overall

£250 - 350

€280 - 390

176[◊]

ASSORTED ELECTRIC HORNS,

including Lucas under-bonnet types, and The Halford type, together with assorted mechanical spares including cycling and some motorcycle lighting equipment, lamps, lenses and a Middlemore leather saddle.

(Qty)

£250 - 350

€280 - 390



177

169[◊]

ASSORTED ELECTRIC LIGHTS AND LIGHTING EQUIPMENT,

including Bosch, Lucas, CAV, Cibie, headlamps, fog-lamps and spot-lamps, together with assorted side-lamps, wing and tail lights, with many spares parts, cases and lenses.

(Qty)

£250 - 350

€280 - 390

170

ASSORTED LIGHTS AND LAMPS,

including Butlers fog lamps, one by Bosch and others by Raydyot and Lucas, various conditions.

(Qty)

£250 - 350

€280 - 390

171

THREE VINTAGE LAMPS,

comprising two self-generating acetylene Powell & Hanmer lamps with cross body generators, similar construction but one marked 'The Morris Oxford', and an oil-illuminated lamp, unmarked, all used condition.

(3)

£250 - 350

€280 - 390

177[†]

A LATE RUSSELL'S PATENT BRASS POCKET-WATCH CASE WITH WATCH, LATE 20TH CENTURY,

the case with hinged lid, marked to rear 'Late Russell's Patent Regd. 30 May 1881', suitable for dashboard mounting, 9cm high, with blue velvet lined interior, fitted with nickel-cased pocket watch with white enamelled dial and Roman numerals.

(2)

£250 - 350

€280 - 390

178

ASSORTED DIALS AND INSTRUMENTS,

including an A.T. 80mph speedometer, Eureka fuel gauge, Negretti & Zambra temperature gauge, Air Ministry altimeter, a Smiths car clock, and others, together with a De Dion Bouton engine paperweight, two leather cased pocket field compasses, a map-reader's magnifying glass, and a rifle sight.

(Qty)

£250 - 350

€280 - 390

179[◊]

ASSORTED INSTRUMENTS AND OTHER AUTOMOBILIA,

including Jaeger and Smiths clocks, a Smiths 5-60mph speedometer with trip, eight oil cans, a Nesthill brass stirrup pump with wooden handle, five candle coach lamps including two pairs, other lamps and lanterns including a marine lamp with coloured lenses, a Lucas No.630 number plate lamp, and others, various conditions.

(Qty)

£250 - 350

€280 - 390

180

A SESTREL CAR COMPASS BY NEWBOLD & BULFORD LTD, ENGLISH, 1960S,

in original box with alloy window mounting bracket.

£250 - 350

€280 - 390

181^{*}

A CASED FERODO TAPLEY BRAKE TEST METER,

gimbal mounted and with clamp, in leather case, together with two Dixie M1 magnetos, and a brass Watford 60mph speedometer (lens cracked).

(4)

£250 - 350

€280 - 390



182

182
A SWISS MADE DASHBOARD CLOCK REMOVED FROM A BUGATTI,

white enamel dial (cracked), with Black Arabic numerals, subsidiary seconds dial, blued steel hands, 7.5cm bezel, in hinged mount on metal and wooden plate, together with two Bugatti badges.

(3)
£350 - 450
€390 - 500

183⁰
A BENTLEY 4½ LITRE DASHBOARD,
 shaped hardwood panel with matt black painted finish, fitted with Rev Counter and Speedometer/Milometer with trip, both black dial with white Arabic numerals, 11cm diameter by Auto Tempo Meter Co Ltd, London WC1, and a Time of Trip clock by The Goldsmiths & Silversmiths Co Ltd London, the panel 105.5cm wide, with apertures for other instruments.
£800 - 1,200
€900 - 1,300

This dashboard was removed from a 1928 4½ Litre Bentley open tourer, the same car that once appeared in the guise of the '1924 Swiftmobile 4 Litre' in 1960 film School for Scoundrels, starring Ian Carmichael, Terry Thomas, Alastair Sim and Janette Scott.

184
A RIM-WOUND DASHBOARD CLOCK, 1920S, WITH TWO BELGIAN SHARES CERTIFICATES.

white enamel dial, outer chapter in minutes with Roman numerals in black, blued steel hands, bezel 5.4cm diameter, in nickel plated case with angled mount, together with two Belgian shares certificates for Minerva and Metallurgique, framed and glazed.

(3)
£250 - 350
€280 - 390

185
TWO MGA 'TWIN-CAM' ROCKER COVERS,

cast metal with embossed red painted 'octagon' logo.

(2)
£300 - 500
€340 - 560



180



183



189



188



187

186⁰⁰⁰
AN AUSTIN MINI COOPER 'S' 1071CC ENGINE,

barn find, sold as viewed. Mini 1071 Cooper 's' was made between April 1963 and August 1964, with a production run of approx 4000 examples made. The engine is identified by its 1070 aluminium tag (present) and the numbers AEG 151 cast in the rear of the block. There are 2 extra studs to hold the head on and tappet chest covers. The vendor advises us that it has stood unused for 40+ years so will require rebuilding, inspection advised.

£400 - 500
€450 - 560

187
A WEBER 30 DO CARBURETTOR, 1930S,
 with maker's plate Weber Tipo 30DO, No 4704, to suit Fiat Ballila, Coppo D'Oro Spyder, and other pre-War 1,000cc European engines, (one lever broken but present).

£250 - 350
€280 - 390

188
AN AMERICAN BOSCH ZR6 HIGH TENSION MAGNETO, PATENTED 1905 AND 1908,

bronze body marked Bosch 1578554 New York; Type ZR6; Mod 4 Dual, for six cylinder cars as sole ignition, weathered but apparently complete, turns freely.

£250 - 350
€280 - 390

This magneto can be also be used to provide battery and magneto ignition on one set of spark plugs by addition of the Bosch Vibrating Duplex Ignition System.



191

189
A BOSCH TYPE ZU6 'DUAL-SPARK' MAGNETO,

bronze body, marked number 1347408 TYPE ZU6 5ARA6x, for six cylinder cars, in restored and polished condition, turns freely.
£800 - 1,000
€900 - 1,100

190⁰⁰
A ROLLS-ROYCE WRAITH CRANKSHAFT,

stamped XV 7735 B2L5 and EW 1739, measuring 87.5cm long overall, reported by the vendor as not having been re-worked and having undergone and passed a crack-test by Formhalls of Wiltshire in 2016.
£400 - 600
€450 - 670

191⁰
FOUR WIRE-SPOKED WHEELS REMOVED FROM A 1962 MARK 2 AUSTIN HEALEY,

chromed 15inch wheels, three stamped H457C 5-3, and one stamped XA480 S, used condition.

(4)
£400 - 600
€450 - 670



194



193



195

192[†] ♦**FOUR PIRELLI CINTURATO HS TYRES,**

size 205 VR 15, used, with inner tubes.

(4)

£300 - 400

€340 - 450

193

AN ASTON MARTIN WOOD RIMMED STEERING WHEEL BY MOTO-LITA,

Aston Martin badge to central horn push, three spoke, 41.5cm diameter, complete with alloy steering column fitting bracket.

£400 - 500

€450 - 560

194

A LIGHTWEIGHT STEERING WHEEL ENGRAVED 'PETER MEW JULY 1960',

four spoke, composite outer rim (with some loss) with vinyl cover, 44cm diameter.

£250 - 350

€280 - 390

195

A COLIN CHAPMAN LOTUS STEERING WHEEL,

three spoke with black leather trim, with Lotus horn push centre, 38cm diameter.

£250 - 350

€280 - 390



196

196[♦]**A BENTLEY EIGHT RADIATOR GRILLE, 1984-1992,**

chromed surround, with red badge, mesh grille applied with Bentley Drivers Club 75 Years enamel badge.

£300 - 400

€340 - 450

197^{♦♦}**TWO MORRIS COWLEY 'BULLNOSE' RADIATORS,**

used condition, one lacking badge, the other lacking radiator cap, together with a large colour tinted photographic image of a 'flatnose' Morris, 88 x 118cm, framed.

(3)

£250 - 350

€280 - 390

198[♦]**A TRIUMPH TR3 ANTI-ROLL BAR,**

painted black, fitted with zipped black vinyl cover.

£250 - 350

€280 - 390

199

A PAIR OF REAR WHEEL 'SPATS' FOR A JAGUAR XK140,

recently restored and repainted in British Racing Green, with locking mechanism.

(2)

£400 - 500

€450 - 560

200

A SCARCE LEFT HAND DRIVE MGA DASHBOARD PANEL,

new/old stock, painted powder blue.

£300 - 400

€340 - 450



204

201

A SCARCE LEFT HAND DRIVE MGA DASHBOARD PANEL,

used stock, painted British racing green over red.

£250 - 350

€280 - 390

202

A FRONT APRON PANEL FOR AN AUSTIN-HEALEY 3000

new/old stock, painted Ivory White, some blistering.

£250 - 350

€280 - 390

203[♦]**A SET OF BUMPERS FOR A 1968 PAGODA MERCEDES 280 SL,**

chromed, comprising one full front and two rear quarter bumpers, used.

(3)

£300 - 400

€340 - 450

204

A BUGATTI VEYRON RADIATOR SURROUND,

shaped alloy, the back marked EB 5B0 853 325 A, BK P06/0342, Germany Al Mg Si 1, Nr 82, fitted with non original grille for display purposes, together with a Veyron con rod marked pankl 07E 105 401 B, mounted on a Perspex display stand.

£400 - 500

€450 - 560

This lot is sold on behalf of the 'Friends of Prescott'. Formed by the Bugatti Owners' Club to enable motoring enthusiasts assist in the conservation of Prescott Hill Climb as an historic and internationally renowned motor sport venue, through raising funds for much needed development projects.

205⁰⁰

A RADIATOR TO SUIT 1930S HISPANO-SUIZA,

reproduction, chromed surround and grille with 14 shutters, enamel badge, 88 x 60cm, black painted core applied with Dehomme Radiateur badge numbered 08797, mounted on simple wooden stand for display .

£1,800 - 2,400

€2,000 - 2,700

206

A GLAZED DISPLAY CASE OF AA BADGES AND KEYS,

including solid nickel full size badge, a small Rhodesia badge, a Royal Easy African AA with EAMSC motor sports plaque to front, four other badges, a replica Stenson Cooke badge, three patrol Lapel badges and eight assorted keys, the glazed case 30 x 50cm.

(Qty)

£400 - 500

€450 - 560

207

A ROYAL AUTOMOBILE CLUB MEMBER'S BADGE 1908 PATTERN,

(truncated with Mercury removed), mounted on a radiator cap to fit Rolls-Royce Silver Ghost, with wooden display based (detached).

(2)

£400 - 600

€450 - 670

208

A CASED ROYAL AUTOMOBILE CLUB 'THE QUEEN'S SILVER JUBILEE' ENAMEL CAR BADGE, 1977,

chromed, enamelled in blue and red, number 923, 11cm high, in box with envelope of fittings.

£250 - 350

€280 - 390

209

ASSORTED ENAMEL CAR BADGES,

including two Jaguar Drivers Club badges, RREC, MG Car Club, A St Christopher badge and a Royal Marine badge by J R Gaunt of London, both fitted to a badge bar, two other badges by Gaunt for Gordon Highlanders and Ayr Scotland, Fina Motor Club, Institute of Advanced Motorists, Northamptonshire Aero Club, East African Motor Sports Club Competition Member, 'The Oneholer' golfing car badge (base broken), and others, various other plastic badges, badges for AA and RAC including South Africa with enamel centre, a Daimler 2 Ton chassis plate, and other plaques, together with assorted enamel lapel badges including Bugatti, Jaguar, Alvis, a Standard Coventry Wadham Bros of Southsea enamel plaque by Joseph Fray, and four Jaguar knockoff spinners.

(Qty)

£300 - 500

€340 - 560



205

210

A ROLLS-ROYCE LTD MOTOR CLUB MEMBER'S ENAMELLED BADGE,

chrome with black enamel, together with an AA badge, a Schrader tyre pressure gauge and a Hillman Husky owner's handbook.

(4)

£250 - 350

€280 - 390



206



215

213 (part)

211 (part)

211 (part)

223 (part)

223 (part)

210 (part)



214

208

207

216



217

211
TWENTY-NINE ASSORTED CAR BADGES, including 3 AA types, 2 Auto-Cycle Union, 3 Gaunt military types, a rare British Parachute Association, and others with badge bar clips and assorted bases.
 (Qty)
£250 - 350
€280 - 390

212
A COLLECTION OF SCOTTISH RALLY PLAQUES AND ROYAL SCOTTISH AUTOMOBILE CLUB BADGES
 31 rally plaques from 1952 to 1975 (some duplicated, incomplete run) mounted on board, the RSAC badges comprising BB019 on block base, JJ356 with short mounting tab, P1756 with long mounting tab and N3027 mounted on a radiator cap, (various conditions some with repainting to enamel) and a Gaunt badge of a Scottish thistle on an orange/red enamel background (mounting tab truncated).
 (Qty)
£300 - 400
€340 - 450

213
A NATIONAL MOTORISTS ASSOCIATION ENAMEL BADGE BY COLLINS OF LONDON, LATE 1930S, numbered 2013, 14cm high, together with other automobilia including a running board mounted carrier for two spare petrol cans, three re-painted two-gallon cans with lids, two brass extinguishers, a large steering wheel, a Lucas Alto 12 Volt horn and other items.
£300 - 400
€340 - 450

214
A BRDC SILVERSTONE CLUB BADGE, number 991, with white enamel border in boxed set with club tie.
£250 - 350
€280 - 390

215
A RARE EARLY BRDC SILVERSTONE CLUB MEMBER'S ENAMELLED BADGE BY MARPLES & BEASLEY LTD, BIRMINGHAM, numbered 96, green with rare yellow track outline and BRDC badge, 13.5cm high, (flaked chip to lowest point of enamel).
£300 - 400
€340 - 450

216
A RARE ENAMEL BAHAMAS CAR BADGE, chrome plated with seven coloured enamels, 13cm high, mounted on a wooden display stand.
£400 - 500
€450 - 560

217†
A SET OF SIX REPLICA 1935 AUTO UNION SILVER ARROWS 'BERLIN OLYMPICS' ENAMEL RACE TEAM BADGES, each enamelled oval badge featuring an Auto Union Grand Prix race car and the Olympic rings emblem, in dark blue, black, red, yellow, green and brown enamel, each with pin clasp to rear and marked 'Ges.gesch. A.STUBBE BERLIN' to reverse, each 57mm wide, after the original badge used to promote the following years Olympics event, offered together with a limited edition (9/20) signed print after Phil May, depicting Auto Union race scenes at the 1938 French Grand Prix, 25 x 33cm, mounted for framing.
 (7)
£250 - 350
€280 - 390



218



219 (part)



220



220



220



220



221



221



221



217

218

A FRAMED DISPLAY OF 161 ASSORTED MARQUE ENAMELLED LAPEL BADGES,

majority American Autocar to Winton, and others including Bentley, Jaguar, Rolls-Royce, Bugatti, Minerva and Hispano-Suiza, pins and fixings removed, glued to felt backing, 50 x 40cm framed.

£450 - 550

€500 - 620

219

ASSORTED ENAMEL LAPEL BADGES, ((QTY))

including Mobil Oil in original blue leather pouch, 1935 Forderungsrennen with Auto Union and Olympic rings on blue background, Primrose League Cycling Corps on original W.O. Lewis Medalist Honored Work card, National Cyclist's Union flag, Touring Club de France spoked wheel, Oak Cycling Club, Texaco Port Arthur worker's badge, two Shell/BP buttons and others.

(Qty)

£250 - 350

€280 - 390

220

FOUR GARAGE ATTENDANT'S ENAMEL CAP BADGES,

comprising Shell by J R Gaunt & Sons, Vacuum Oil by Loughton Enamel Works Footscray, Australia, depicting Pegasus, Mobil by Caxton of Kew and a 1970's Shell logo in red and yellow.

(4)

£250 - 350

€280 - 390

221

THREE GARAGE ATTENDANT'S ENAMEL CAP BADGES,

comprising Shell-Mex & "BP" Ltd in red, black and white, 5.5cm high, Shell Lubrication by J R Gaunt & Sons, 5.2cm high and a Shell-Mex and BP Ltd depicting a banner carrying the logos of both companies, 5.6cm wide.

(3)

£300 - 400

€340 - 450

222

A SUPERB COLLECTION OF NINE JOSEPH FRAY LTD SALESMAN'S BADGE SAMPLE CASES AND LOOSE BADGES, 1930S,

over 160 badges in total, many badges marked J Fray Ltd Birmingham, majority in 9 custom fitted display wallets, (some wallets complete and others part complete with badges detached or loose), includes:- large box wallet, containing Morris, Rover, Crossley, Swift, Wolseley, Lanchester and AJS badges (with 10 spaces); smaller box wallet with 10 Morris badges including a large Morris Commercial 'British to the Backbone' badge; two folio wallets containing 46 coach-builders, garage and dealers dashboard plates; folio wallet with Layland 'Royal Appointment' crest, Thornycroft, Commer and Alvis-Straussler (3 spaces); folio wallet containing 10 x Morris, Bayliss-Thomas, Talbot, Fordson and SIX; folio wallet with 6 x Morris, 3 x Rover, Lanchester, 3 x IAE and a gear lever position badge (2 spaces); folio wallet with Fordson, Dodge Brothers, Morris Commercial, Morris Ten-Light, 2 x Coventry Climax (2 spaces); folio wallet of 15 Morris badges for Morris, 8, 10, 12, 14 and 25 including 5 with faceted 'Ruby' reflectors; various loose Joseph Fray badges 1930s, including Hillman, Riley, Standard-Coventry, MG, Armstrong Siddeley, Alvis, Stellite, Chevrolet, Leyland Fire Engineers, Commer and others (some of which fill spaces in the wallets) together with other Joseph Fray post-war scripts and badges including Austin, a Rover radiator badge, Triumph Sports Owners Association, 1988 Mini and Quant Mini, and large AEC triangle with chrome winged back plate (some loss of enamel to upper corners) and a small AA badge. The collection in remarkable new/old stock original condition, with only a few items with wear or damage. (Qty)

£4,500 - 6,500
€5,000 - 7,300

According to information supplied by the vendor, this collection was gifted to him by a friend of his father's, an elderly gentleman believed to have been a sales representative employed at Joseph Fray Limited.





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



228



230



223

A SELECTION OF BADGES AND MASCOTS,

including RAC member, Commercial Motor Users Association, Scottish Commercial Motor Users Association (enamel repainted), with other items including Guy Motors and Mercedes-Benz mascots, and Albion lapel badge, a St Christopher calormeter and other items.

(Qty)

£250 - 350

€280 - 390

226

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

nickel-plated bronze, marked 'Rolls-Royce Ltd Feb.6.1911' and signed 'Charles Sykes' around the base, with 'Reg U.S. Pat Off' marking under the left wing, 14cm high, mounted on a radiator cap on a wooden base, together with a forward leaning Bentley Winged 'B' mascot, 9.5cm long, on a wooden base.

(2)

£250 - 350

€280 - 390

224

SIX REPLICA CAR MASCOTS,

by Bayer, modern, hollow-cast plated metal, comprising Bugatti Elephant, Minerva, Hispano-Suiza Stork, Pierce-Arrow Archer, Graf & Stift Lion, and Maybach, each on display base, together with a Mercedes-Benz emblem, a Cadillac bonnet badge, and assorted historic rally plaques.

(Qty)

£250 - 350

€280 - 390

227

SEVEN ASSORTED CAR MASCOTS AND DESKPIECES,

comprising a chromed Jaguar mascot, a Mercedes-Benz mascot on radiator cap, two hood ornaments for Packard, a small bronze Ferrari Testa Rossa deskpiece by Tony Merrithew, on marble base, 18,5cm long, a Maserati deskpiece and another for Fiat Club of America.

(7)

£250 - 350

€280 - 390

225

SEVEN ASSORTED HISPANO-SUIZA STORK REPLICA MASCOTS AND DESKPIECES,

including nickel-plated and chromed examples, three mounted on radiator caps, various sizes and conditions.

(7)

£250 - 350

€280 - 390

228[†]

A 'FEMME AU SINGE' MASCOT BY ELIE OTTAVY, FRENCH, CIRCA 1925,

signed and marked 'Depose' to base, nickel-plated bronze, larger version of the mascot retailed by Leon Richard of Paris, depicting a standing female nude with a monkey, 18cm high, mounted to a period radiator cap.

£1,000 - 1,500

€1,100 - 1,700



231

229

SEVEN REPLICA CAR MASCOTS,

by Bayer, modern, hollow-cast plated metal, comprising Bugatti Elephant, Minerva, two Hispano-Suiza Storks, Pierce-Arrow Archer, Graf & Stift Lion, and Maybach, each on display base, together with nine cast brass mainly Wolseley historic rally plaques.

(16)

£250 - 350

€280 - 390

230†

MICKEY MOUSE AND MINNIE MOUSE MASCOTS,

unmarked, nickel-plated, depicting the cartoon characters with long tails, each 8.5cm high and mounted on 1920s Bakelite radiator caps.

(2)

£500 - 700

€560 - 780

231†

AN 'AVIATRICE' MASCOT BY HENRI BRIAND, FRENCH, LATE 1920S,

signed to front of base, bronze mascot depicting a standing female pilot, 17.5cm high, mounted on a Bakelite radiator cap above a wooden base.

£500 - 700

€560 - 780

232†

A 'BUDDHA' MASCOT BY G BIGARD, 1920S, signed to rear, in brass, 9cm high, mounted on a turned wooden display base.

£250 - 350

€280 - 390

233†

AN ART DECO PULLMAN HUMBER HORSE MASCOT, BRITISH, 1930S,

nickel-plated bronze mascot of a rearing horse, as used on Humber Imperial and Pullman models, 15cm long, mounted on a wooden display base.

£500 - 700

€560 - 780

234

FOUR CAR MASCOTS,

comprising a Leaping Salmon mascot on a radiator cap, and a chromed Diving Girl mascot, both by Desmo, a chromed Jaguar mascot, and a 'Vulcan' brass mascot, offered together with three Staffordshire bone china side plates featuring images of lorries.

(7)

£250 - 350

€280 - 390

235

A ROLLS-ROYCE 'LATE' GHOST SPIRIT OF ECSTASY MASCOT, 1918-1925,

signed Charles Sykes, polished nickel, 13cm high, on a radiator cap.

£800 - 1,200

€900 - 1,300



232



235



253



253



235A



233



236



244



245



237

235A

A 'BOBBY' MASCOT BY J.HASSALL, BRITISH, WITH REGISTERED DESIGN MARK 1912,

nickel plated bronze body and helmet, with spring mounted ceramic head (coloured glaze worn), 12cm high overall.

£300 - 400

€340 - 450

236

A RARE 'GIGI' CAR MASCOT AFTER E. JULLIANI ORIGINALLY DESIGNED PERSONALLY FOR LUIGI VILLORESI, ITALIAN,

signed, spelter figure with bronzed patina depicting Villoresi in the Swiss Guard uniform of the Papal bodyguards, 16cm high, spear tip missing, weathered and pitted in places, mounted on a disc base for display.

£800 - 1,200

€900 - 1,300

See: David Burgess-Wise: Automobile Archaeology, page 142.

237[†]

A RARE 'BUGLE BOY' MASCOT BY ANDRE VINCENT BECQUEREL, ETLING FOUNDRY, PARIS, CIRCA 1920,

signed and with 'Etling Paris' mark to base, solid brass mascot depicting a small African boy playing a bugle, 16cm high, mounted on a turned wooden display base.

£500 - 700

€560 - 780

238

AN 'OWL ON A RING' CAR MASCOT MOTORMETER EMBELLISHER, 1930S,

chrome plated, 12.5cm wingspan, mounted with a Wilmot Calormeter on radiator cap above wooden block base, together with an Eagle on a Ball mascot and a replica Stenson Cooke AA badge.

(3)

£250 - 350

€280 - 390

239

AN 'ALSATIAN DOG'S HEAD' MASCOT, 1920S,

unsigned, nickel plated bronze, 11cm high, on wooden base. £250 - 350

€280 - 390

240

A RILEY SKI LADY MASCOT, BRITISH, 1930S,

chrome plated, 13cm high, on radiator cap.

£250 - 350

€280 - 390

241

A LEAPING JAGUAR MASCOT BY DESMO, LATE 1930S,

chrome plated on rocky outcrop base, 19.5cm long

£250 - 350

€280 - 390

242

ASSORTED DOG MASCOTS,

including Mack Bulldog, British Bulldog, Terrier, Spaniel and Airedale, together with a metal statuette of two Dogs on an oval base, Spanish and a Dog on an ornate base marked Dodge 1935 underneath.

(7)

£250 - 350

€280 - 390

243

SIX ANIMAL MASCOTS,

comprising chrome plated replica Humber Pullman horse, chrome plated Peugeot lion after M Marx, late model Desmo Jaguar, chrome plated wild boar, Mustang on badged display base, small Jaguar with badged display base for larger mascot together with a mermaid mascot.

(7)

£250 - 350

€280 - 390



244

AN EARLY SEA PLANE MASCOT, CIRCA 1916,

bronze, 'trench-art' in the form of a World War I bi-plane seaplane, tail loose, with painted wooden propeller, 17cm wingspan, mounted on a stem above a bronze radiator cap.

£250 - 350

€280 - 390

245

A SUPERMARINE STRANRAER FLYING BOAT MASCOT,

nickel-plated alloy, modelled on the twin-engined bi-plane design by R J Mitchell in 1937, with rotating propellers and cast RAF roundels to wings, 22cm wingspan, loosely mounted to a display mount stem (detached) on radiator cap above a turned wooden base.

£350 - 450

€390 - 500



246

A CUSTOMISED ROLLS-ROYCE SPIRIT OF ECSTASY MASCOT, 1956-1977 TYPE,

22 carat gold plated, the eyes set with diamonds, spring mount replaced by fitted 'anti-theft' rod, the mascot 11cm high, used with some wear and loss to the plating.

£300 - 400

€340 - 450

According to information supplied by the vendor this mascot was customised by a Jeweler in Warrington in 1970 and then used on her Husband's Rolls-Royce.

247

A 'JOLLY POLICEMAN' MASCOT, BY ASPREY, BRITISH, 1921,

marked 'Asprey' to front of base, silver-plated bronze, in the form of a rotund British 'Bobby' with his hand held up to Stop traffic, stamped with Registered Design No.689096, to rear, 13cm high, mounted on chromed radiator cap.

£500 - 700

€560 - 780

248

A PIERCE ARROW REPLICA 'TIREUR D'ARC' MASCOT AFTER A DESIGN BY W SCHNELL,

chrome plated by Franklin Mint, on display base, together with a Pierce Arrow Society car badge.

(2)

£250 - 350

€280 - 390

249

A FORD QUAIL MASCOT, AMERICAN,

chrome plated on correct locking integral cap, 13cm long, mounted on black display base.

£250 - 350

€280 - 390

250

A WINGED SPHINX MASCOT AFTER A DESIGN FOR ROLLAND-PILAIN CARS BY ROGER PISSIS, 1920S,

bronze with remains of nickel plating, on a cog shaped base, 19cm high, on a black painted turned wooden display base

£400 - 600

€450 - 670

251

TEN BIRD CAR MASCOTS,

including Desmo Swallow, Humber Snipe on radiator cap, eagle on a ball, an American Eagle with inset calormeter, with other bird mascots.

(10)

£250 - 350

€280 - 390

252

A COLLECTION OF FIGURAL CAR MASCOTS,

including Speed Nymph after L V Aronson, Rolls-Royce Kneeling Spirit of Ecstasy, Mercury on a ball, nude diving girls and others.

(10)

£250 - 350

€280 - 390

253

TWO CORNING GLASS MASCOTS, AMERICAN,

each frosted glass 'speed head' comprising Mother 17cm long, and Daughter 12cm mounted on an ashtray.

(2)

£250 - 350

€280 - 390

254

A GLASS 'SPIRIT OF THE WIND' MASCOT AFTER A DESIGN BY RENE LALIQUE,

modern, frosted glass, 24cm long, old repair to back of neck, mounted on a block base, together with a large chrome plated fish mascot, a hollow cast brass Frog mascot, an AA replica badge and a Morris bonnet badge.

(5)

£250 - 350

€280 - 390



255

256



257

255[†]
A 'DONALD DUCK' GLASS MASCOT BY THE AMERICAN CUT-CRYSTAL CORPORATION OF ITALY,
 produced under license for Disney, moulded to rear of base 'Walt Disney Productions', in frosted glass depicting the famed cartoon character in cheeky pose, with painted details, fitted within mascot mount above a Bakelite radiator cap.
£250 - 350
€280 - 390



258

256[†]
AN 'EPSOM' GLASS MASCOT BY RED ASHAY, BRITISH, 1930S,
 in clear glass with stain finish, in the form of a racehorse head, 20.5cm long, fitted within a stepped wooden base, (uninspected out of base).
£500 - 700
€560 - 780

'Epsom' by Red Ashay was the trade name for this glass horse's head, made by Aucher Company, who from 1928-1939 produced a range of glass mascots to rival Lalique's range.

257
A CZECHOSLOVAKIAN ART GLASS 'SPEED HEAD' MASCOT, 1930S,
 marketed in the UK by H G Ascher as 'Red Ashay', in clear glass with satin finish (hair truncated and ground down, small chip to right eyebrow) 16.5cm long, in square fitted illuminated base.
£600 - 700
€670 - 780

258
A WWII RAF FLYING HELMET, GOGGLES AND MASK, WORN BY 207 SQUADRON NAVIGATOR BASIL RICHARD HOLLINS,
 type C leather helmet with rubber cups for headphones, with Mk VIII goggles and H Type oxygen mask, mounted on a polystyrene display head, sold together with a photocopied sheet depicting Hollins with his crew.
 (Qty)
£250 - 350
€280 - 390

Basil Richard Hollins was a Navigator in 207 Squadron which flew Lancaster Bombers. He served on the Squadron from May 1944 until November 1947. His service started at RAF Jurby, Isle of Man as a Navigator, then onto RAF Silverstone, RAF North Luffenham, Rutland, RAF Lindholme, and RAF Stradishall where he flew in one of the six Lancasters in the Battle of Britain Day fly past over London.



261

259[◊]
**A DOUGLAS C47A DAKOTA OBSERVER/
 NAVIGATOR'S BLISTER WINDOW,**

Perspex in metal frame with handles, 51cm high, from aircraft 42-93654, in pine case marked BLISTER on lid.

£250 - 350
 €280 - 390

G-ALWC Douglas C-47A. Built in 1942 for United States Army Air Force as 42-93654, transferred to Royal Air Force as KG723, before adapted for civilian use and registered to Clyde Surveys as G-ALWC on 1st May 1984. The Douglas C47A 'Dakota' G-ALWC can be seen at the Toulouse Blagnac airport Ailes Anciennes Museum.

260
**AN AIR MINISTRY MODEL P8 'BATTLE OF
 BRITAIN' COMPASS,**

as used in Supermarine Spitfire and Hawker Hurricane aircraft, outer ring of compass numbered 69415H, with AM brass plaque numbered 6A/O.726, in original pine box with Admiralty Compass Observatory inspection stamp dated 23 October 1940, and sprung catches in lid.

£300 - 400
 €340 - 450

261[◊]
**A 1:8 SCALE 'BUILT TO FLY' MODEL OF A
 1930S GLOSTER GLADIATOR,**

number L5102 silver with RAF roundels and markings, with engine and wingspan 110cm.

£400 - 600
 €450 - 670

262[◊]
**A 1:6 SCALE 'BUILT TO FLY' MODEL OF
 1934 WACO YMF-3, NUMBER NC14031,**

red with cream lettering and striping, with dummy engine, wingspan 152.5cm.

£500 - 700
 €560 - 780



262

263[◊]
**A QUARTER SCALE 'BUILT TO FLY'
 MODEL OF A HAL KRIER'S 2T-1A GREAT
 LAKES SPECIAL,**

white and red sunburst decoration, numbered N21E, dummy engine, with pilot figure, wingspan 230cm.

£800 - 1,200
 €900 - 1,300

Harold Krier (1922-1971), the winner of the first three EAA's Annual Aerobatic Competitions in 1958, 1959 and 1960, US National Champion in 1965 and 1968, and All American Champion in 1967, was inducted into the Aerobatics Hall of Fame in 1989.

264[◊]
**A QUARTER SCALE FLYING MODEL OF A
 1914-15 BRISTOL 'BABY' SCOUT C OF NO
 1 SQUADRON ROYAL FLYING CORPS,,**

metal engine cowling, dark cockpit surround, wings and fuselage in light tan with RFC roundels and markings, numbered 1602 on the tail plane, fitted with 'working' engine, (turns with compression), wingspan 182cm.

£800 - 1,200
 €900 - 1,300

265[◊]
**A QUARTER SCALE 'BUILT TO FLY'
 MODEL OF A 1931 DE HAVILLAND GIPSY
 MOTH DH 60 G,**

painted as G-ABDX in red and green with silver wings, fitted with Dummy engine, wingspan 230cm.

£800 - 1,200
 €900 - 1,300

266[◊]
**A QUARTER SCALE 'BUILT TO FLY'
 MODEL OF A 1918 PFALZ D XII,**

painted in light camouflage, with German cross markings and white tail and elevators with Dummy engine, wingspan 223cm.

£800 - 1,200
 €900 - 1,300



263



264



265



266



268



259

292



260

267



269

267[◇]

A POLISHED ALLOY AIRCRAFT ENGINE SPINNER COVER,

to fit four bladed aircraft engine, 48cm diameter, 59cm high.

£400 - 600

€450 - 670

268[◇]

C. KAUBA 'AVIATION' BRONZE,

signed, bronze allegorical figure of flight, guiding the early monoplane high above a mountainous townscape, wingspan 43cm, 48cm high overall.

£700 - 900

€780 - 1,000

269[◇]

A LARGE ROYAL AIR FORCE CLOCK BY F W ELLIOTT LTD, 1935,

cream 14 inch dial, transfer printed with some over-painting in black to Roman numerals, hand-painted 1935 type laurel wreath RAF crest with crown, polished brass bezel and correct F W Elliott single chain fusee movement number 1699, dated 1935, key wind aperture to front (lacking key), the front case 47cm diameter overall, the backbox stamped 'AM F W Elliott Ltd 1935', side-door hinge bent preventing door from fitting, held in place with four wooden pegs, complete with brass pendulum (detached).

£800 - 1,000

€900 - 1,100

270^{AR}

FRANK WOOTTON (BRITISH, 1914-1998), 'SAUNDERS-ROE SR.45 PRINCESS',

signed, oil on canvas, depicting the flying boat on the Saunders Roe slipway at East Cowes, 75 x 62cm, framed.

£800 - 1,200

€900 - 1,300

Provenance:- Originally owned by Sir Arthur Gouge, Chief Designer at Shorts and then Vice Chairman and Chief Executive at Saunders Roe in 1943, by descent to his granddaughter.

The SR.45 Princess was a British flying boat aircraft developed and built by Saunders-Roe at their Cowes facility on the Isle of Wight. It first flew on 22 August 1952. The Princess has the distinction of being the largest all-metal flying boat to have ever been constructed.

271[◇]

A MOTORING TRUNK,

vellum covered case with two sloped sides, two leather handles, wooden battens to lid and base, riveted re-enforced edging, applied with travel labels, the lined interior with lift-out tray (small tears in two places), and with canvas straps, 91 x 64 x 21cm.

£250 - 350

€280 - 390



270



272



273

272†◊

A CORACLE BRAND WICKER-CASED PICNIC SET FOR TWO PERSONS BY G W SCOTT & SONS, CIRCA 1920,

the wicker case with handle and locking bar, with lid opening to wicker framework interior fitted with copper kettle with burner, one large and one smaller wicker-covered drinks bottles, ceramic-based Coracle food box, a smaller food tin, two Bisto ceramic cups, ceramic butter jar, two glass tumblers in wicker cases, and a condiments jar, with two circular enamel plates, two Bisto ceramic saucers and cutlery housed behind leather straps in the lid, the case measuring 44 x 31 x 20cm.

£250 - 350

€280 - 390

273†◊

AN EARLY MOTORING TRUNK BY ASPREY, CIRCA 1905,

black leather-cloth trunk with sloped rear, leather side handles and clasps, brass lock and catches, the lid opening to grey leather-cloth lined interior, with Patent Number 29305 to inside of lid and to front of wooden edged lining, measuring 82 x 44 x 36cm overall.

£250 - 350

€280 - 390

274

A MOYNAT SUITCASE, FRENCH, 1930S,

vellum covered hard case, with two travel labels for Pont-Royal Hotel, Paris, the interior with dark red Rexine lining and removable canvas tray, 64 x 42 x 19cm, (travel worn).

£300 - 500

€340 - 560



275

275◊

A CORACLE FOUR PERSON PICNIC SET/ TABLE, BRITISH, 1950S,

black Rexine case with Aston Martin enamel badge applied to the lid, opening to fitted interior housing knives and forks (lacking teaspoons), enamel plates, ceramic saucers and cups (one cracked), two ceramic food boxes with metal lids and other accessories, the inner corners of the case fitted with short wooden legs, so the case can be made into a table when the contents have been removed, the case 54 x 30cm, with key.

£300 - 400

€340 - 450

276



276† ◊◊

A MOTORING TRUNK BY BREXTON, 1920S,

black leather-cloth case with nickelled handles, locks and catches, with lid and fall-front opening to interior fitted with two suitcases with beige cloth lining, measuring 84 x 41 x 45cm overall, together with three mounting brackets. (4)

£500 - 700

€560 - 780

277† ◊

A CASED PICNIC SET FOR FOUR PERSONS BY DREW & SONS OF PICCADILLY CIRCUS, LONDON, CIRCA 1909,

black leather-cloth case with geometric design, with nickelled handles, locks and catches, with lid and fall-front opening to later re-fitted interior containing wicker-handled kettle with burner, two Thermos flasks, large glass bottles in stacked tumblers, two food tins, two smaller food tins, and rectangular enamel plates, with cutlery housed behind leather straps in the lid, maker's Ivorine plaque to front of lid, the case measuring 56 x 22 x 30cm overall.

£2,000 - 2,500

€2,200 - 2,800

277



278◊

AN AUTOJUMBLER'S LOT,

comprising an EPNS ashtray applied with Bentley badge, 3 x Lucas acetylene bicycle lamps Major, Club and Cadet, a P & H Revenge lamp (lens cracked), 2 x Miner's safety lamps, a collection of assorted pen knives and pocket knives, various types, dates and conditions including Leatherman, Swiss Army and shaped advertising types, together with an O'Brien's Self closing cash till and two metal military figurines.

(Qty)

£250 - 350

€280 - 390

279◊

ASSORTED AUTOMOBILIA,

including various badges with replica Motor Union badge and replica Brooklands 120mph badge, mascots, a winged embellisher, three bulb horns, a jelly mould switch, three early tins (rusted), two Franklin Mint models comprising AX201 Silver Ghost and a Model T Ford, in polystyrene packaging, two Vulcanisers with instruction books, two Tapley gradient and brake meters in a pine case, an Auster rear screen (main windscreen replaced with mirror) and other items.

(Qty)

£250 - 350

€280 - 390

280†

A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPED, BRITISH,

chromed surround with shuttering and enamelled radiator badge, complete with town cap, 20cm high.

£500 - 700

€560 - 780



280



281

A BENTLEY RADIATOR DECANTER BY RUDDSPED, BRITISH,

chromed surround and with wire-mesh grille, applied with enamel badge and with 'dog-bone' radiator cap, 20cm high.

£300 - 500

€340 - 560



282

A BUGATTI RADIATOR DECANTER BY RUDDSPED, BRITISH,

chromed decanter with chromed back-plate, applied with enamel Bugatti badge, 19.5cm high.

£400 - 600

€450 - 670

283

A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed, with black enamel badge and cap with mascot, 23.5cm high.

£400 - 600

€450 - 670

284

A MERCEDES-BENZ RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed with printed grille, enamelled badge, cap and mascot, 22cm high overall.

£600 - 800

€670 - 900

285

A ROLLS-ROYCE RADIATOR DECANTER BY RUDDSPED, BRITISH, 1960S,

chromed with black enamel badge, cap and mascot, 24cm high overall.

£600 - 800

€670 - 900

286

FIVE MOTORING DESK-PIECES AND DIORAMAS,

comprising a replica after W Furick, solid cast painted composite; a pen holder and a diorama marked O.Tipton, both composite moldings; a metal box in the shape of a car (lid detached) and a pewter Auto Union paperweight; the largest 40cm long.

(5)

£250 - 350

€280 - 390

287

A HERBERT JOHNSON RACING HELMET IN ORIGINAL BOX, 1950S,

painted cream with matching peak, size 7¼, worn with canvas webbing and harness with leather chin strap, peak-fitted with Perspex visor, together with a pair of Luxor goggles, (elastic perished), the box worn but complete with lid bearing maker's label.

(Qty)

£500 - 700

€560 - 780

From the Estate of the late David John Peter Watson, equity card carrying professional driver. "Peter" Watson's first film role as a stuntman was in the 1961 film the Green Helmet. He was a professional driver then but was approached by a film crew who were lacking a stuntman at Silverstone. He duly obliged and had to drive a Le Mans Lister Jaguar for certain shots and then crash it. He was paid £50 a day and then £1000 for the stunt. And so his career as professional film stuntman was born. This helmet was worn during the filming.



285

288

AN 'ICARUS' COPPER PLAQUE DESK-PIECE,

unsigned, impressed copper disc with bronzed patina, 12.8cm diameter, on sloped marble display base.

£250 - 350

€280 - 390



287



294

295

293



296



297



298

289

AN INTERESTING "TICKA" 'POCKET WATCH' SUBMINIATURE CAMERA, BY HOUGHTONS LIMITED OF LONDON, 1904-1914,

British patent applied 14th October 1903 and developed by Swedish designer Magnus Niell, nickelled brass case with 'HTC' engraved monogram, with two-position view-finder lens, shutter operation slider and shutter release button to side of case and 'winder' to rear advancing the film, with release lever to underside opening the rear panel to reveal sectioned interior containing the 'dark chamber' but lacking manufacturer's plate, allowing 25 exposures on 15 x 23mm frame size, the whole disguised as a pocket watch case and used for 'inconspicuous photography', lacking 'crown wheel' lens cap, 55mm diameter.

£250 - 350

€280 - 390

290

A COPPER TRAY DECORATED WITH A MOTOR RACING SCENE BY PAUL PENNELL,

hammered work depicting a racing Bugatti with engraved surface details, the tray with decorative moulded border and handles, (plating worn), 56cm wide overall.

£250 - 350

€280 - 390

291

A 12 HEURES DE PARIS 1948 PARTICIPANTS BRONZE PLAQUE,

the front etched with poster artwork for the event at the Autodrome Linas-Montlhéry, after a design by Geo Ham, the reverse engraved 'R.B. Richards E.D. Thompson, 1100cc H.R.G., Class 4th General 17th, 704 miles, 58.66mph, AGACI/BRDC', 13 x 9.7cm, in original presentation box.

£350 - 450

€390 - 500

292

A RAID VIAREGGIO-BASTIA-VIAREGGIO COMPETITOR'S TROPHY, ITALIAN, 1967,

bronze figure based upon the 'Spirit of Ecstasy' standing on the back of a speedboat, on Italian marble base, 43cm high overall.

£350 - 450

€390 - 500

The 1967 5th Raid Viareggio-Basatia-Viareggio was a 306km race for offshore powerboats that took place in the Mediterranean Sea between Viareggio, Italy and Bastia, Corsica. The 1967 winner of the golden propeller trophy was Charles Gardner in number 131 "Delta 28" a 28 foot Souter boat powered by two Daytona 600hp marine engines, in a time of 3 hours 22 minutes and 33 seconds, a new record for the route.

293

TWO ROYAL DOULTON MOTORING SERIESWARE TANKARDS

'Deaf' and 'Blood Money' hand tinted transfer decoration under glaze, each 14.5cm high.

(2)

£250 - 350

€280 - 390

294

A ROYAL DOULTON MOTORING SERIES WARE JUG,

'Deaf' hand tinted transfer decoration under glaze, 15.5cm high.

£250 - 350

€280 - 390

295

A ROYAL DOULTON MOTORING SERIESWARE VASE,

'Room for 1' hand tinted transfer decoration under glaze, 17.5cm high.

£300 - 400

€340 - 450

296[†]

A DARK BLUE GLAZE SADLER 'OKT42' MOTORCAR TEAPOT, BRITISH, 1937-1939,

ceramic in rare dark blue glaze with chrome lustre detailing, with 'driver' lid, with Registered Design number marking under base, 22cm long, offered together with a similar larger tea-pot in brown glaze, possibly a prototype example, 26cm long.

(2)

£500 - 700

€560 - 780

297[†]

TWO RARE MOTORCAR TEAPOTS BY RICHARD PARRINGTON,

believed to be examples of a limited run of only 10 produced in 1989, each ceramic in white glaze with chrome lustre detailing and 'driver and female passenger' (believed to be Benoît Falchetto and American dancer Isadora Duncan) painted lid, one decorated green, the other pink, each in the form of a late 1920s open tourer motorcar, each with inscribed signature under base and one with hand painted signature, one with some crazing in places, each 38cm long.

(4)

£500 - 700

€560 - 780

298[†]

THREE LIMITED EDITION MOTORCAR TEAPOTS BY LORNA BAILEY,

produced 1999 by Old Ellgreave Pottery under license from Sadler ware and modelled on the Sadler 'OKT42' motor car teapot design, each ceramic with 'driver' lid and glazed painted decorative design by Bailey comprising 'Union Jack', 'Stars & Stripes' and 'Hot-Rod', each with hand-painted signature and limited edition number of 100 under base, 22cm long.

(6)

£250 - 350

€280 - 390



303

299^{♦♦}

AN E-SCOOTER,

24 Volt, 280 Watt motor powered by two 12 Volt batteries, charge time 4-7 hours, max speed 18KM/h with a 12Km range per charge, max load of 75Kg, body work in gloss black plastic, with kickstand, folding handlebars and saddle post and indicators, horn, headlight, twist accelerator, hand brake, padded saddle, two 12 1/2 x 2 1/4 pneumatic tyres, 108 x 44 x 96cm overall, with rear storage box containing 110-220V charger, extra keys, tool kit and instruction booklet.

(Qty)

£200 - 300

€220 - 340

300^{♦♦}

ASSORTED BICYCLES, ((5))

comprising an Eddy Merckx Super Prestige, 23 inch frame; a Gitanes tandem, 22.75 front seat tube and 20 inch rear seat tube; a Rudge Sports Ladies cycle, 21 inch frame; a GX 2000 made in W Germany, 22 inch frame; and a BSA winged wheel (weathered).

(5)

£250 - 350

€280 - 390

301[♦]

A COLLECTION OF TOY AND MODEL CARS AND LORRIES,

majority die-cast in original boxes and packaging including examples by Corgi Classics, Maisto, Norev and Silver Roadways.

(Qty)

£250 - 350

€280 - 390

302

A RARE RADIO CONTROLLED JORDAN YAMAHA 192 1:8 SCALE MODEL CAR,

boxed and together with boxed Futaba digital proportional radio controller.

£250 - 350

€280 - 390

303^{♦♦}

A 'FERRARI-STYLE' CHILD'S PEDAL CAR BY TRIANG, MID-1960S,

steel bodywork painted red, with Pifco SuperSonic electric horn fitted to bonnet, single steel seat, moulded plastic steering wheel, solid rubber tyres, playworn and some surface rusting in places, with remains of celluloid windscreen, 122cm long.

£500 - 700

€560 - 780

304[♦]

A COLLECTION OF ENGLISH, GERMAN, JAPANESE & AMERICAN LITHOGRAPHED TIN PLATE TOYS,

comprising assorted cars including clockwork open tourer by Lehman and a Schuco 1050 Mercedes-Benz racing car, boats including a clockwork Gunboat by Sutcliffe, trains including a 753 Express by Daita, planes, a tank with pop-up rifleman, a Jumpin Jeep by Marx, an HMS Nautilus submarine, a road roller by Bing, with other figures & animals including crocodile with rider, frog, beetle, tortoise, hen, penguin, trapeeze artist, donkey and cart, a L'il Abner 'The Dogpatch Four' by Unique Mfg Co and a cast iron 'Flat Iron Building' penny bank, various conditions.

(Qty)

£800 - 1,200

€900 - 1,300

305^{♦♦}

A LARGE COLLECTION OF BOXED DIE-CAST MODEL CARS,

in excess of 350 boxed models, mainly 1:43 and 1:76 scale, majority Corgi including Classics series but also Vanguards, Dinky, Matchbox Models of Yesteryear, Days Gone, Kowloon Motor Bus Co., Oxford Die-Cast, Lledo, and others, many limited editions, of various road and sports cars, buses, delivery vehicles, trucks, lorries, vans, tankers, and service vehicles from various eras, together with a quantity of unboxed model cars, various scales, types and conditions.

(Qty)

£500 - 700

€560 - 780



291



306

306

A BRASS TRENCH ART MODEL OF A WW1 ROLLS-ROYCE MK 1 PATTERN ARMORED CAR, CIRCA 1915,

constructed from cut, shaped and soldered brass panels, with hinged storage boxes, bonnet and hatch, with turned solid brass wheels, spare wheel detached, 26cm long.

£250 - 350

€280 - 390

307

TWO BUGATTI MODELS,

both modern, comprising an Art Deco style polished cast-alloy model based on a type 51, 58cm long and a larger hand-painted cast-resin model of a 1930's Bugatti with driver, 70cm long.

(2)

£250 - 350

€280 - 390



312



308

308
A 1:12 SCALE DIE-CAST PROMOTIONAL MODEL OF THE JAGUAR XJ220 BY MAISTO,

with display base, some wear, together with a 1:18 scale model Mercedes CLK-GTR 1997 Team D2 promotional model in original box with related AMG Press Information pack and a rare limited edition CLK-GTR sales book with library case.

(Qty)
£250 - 350
€280 - 390



309

309[♦]
A 1:8 SCALE MODEL OF A MERCEDES-BENZ 500K/AK CABRIOLET BY POCHER,

kit-built from plastic and metal parts, black bodywork, 63cm long.

£250 - 350
€280 - 390

310
FIVE DECORATIVE MODEL CARS,

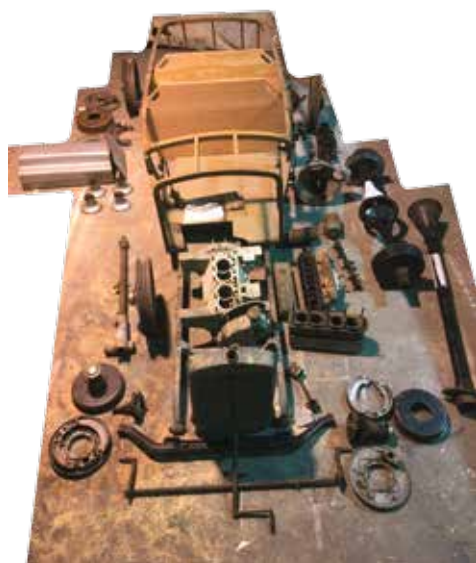
each cast alloy composite, including Auto Union C type presented by AUDI in 2002, 36cm long, two other racing cars of a similar size, a 4 1/2 Litre Supercharged Bentley 29cm long, and a Mercedes-Benz diorama 36cm long.

(5)
£400 - 500
€450 - 560

311^{♦♦}
A REMOTE CONTROLLED MODEL OF A BRITISH 'TOWN' CLASS CRUISER,

160cm long overall, the superstructure lifts off for access to interior, mounted on a wooden stand.

£800 - 1,200
€900 - 1,300



313

312
THREE SCRATCH-BUILT WOODEN SCALE MODELS OF A CITROEN 2CV, A MINI AND A MORRIS MINOR TRAVELLER BY PHILIP MILLER,

each handmade in various woods and wooden veneers, comprising a 1:8 scale Morris Minor Traveller, with rolling wheels, opening front and rear doors, hinged seats, spare wheel, and hinged bonnet revealing engine detail, 46cm long, a 1:10 scale Mini, with rolling wheels and hinged front and rear seats, (steering wheel broken but present and requiring repair), 38cm long, and a 1:10 scale Citroen 2CV, with hinged bonnet revealing engine detail, hinged boot with spare wheel, and hinged roof opening to interior, with rolling wheels, 38cm long, mounted to a mirrored tiled wooden display base, and incorporating a 'rolling road' mechanism on turning rollers.

(3)
£1,200 - 1,600
€1,300 - 1,800

313^{♦♦♦}
A 1924 SUNBEAM 14-40HP RESTORATION PROJECT,

a "kit of parts", all from one car originally exported to New Zealand, including chassis, original sports tourer wooden frame, radiator, engine (requires 3 pistons, conrods and timing gear), complete gearbox, front axle, rear axle (internal cage needs repair but crown wheel and pinion present), 4 wheels and hubs 52 mm Rudge type, brakes and spares, prop shaft, dynamo, steering box and tube, steering track rods, starting handle, and other spares, viewing advised.

(Qty)
£5,000 - 7,000
€5,600 - 7,800

314 - 400
 No lots

MOTORCYCLES

14.00

Lots 401 - 418

Further images of each lot can be found at:
www.bonhams.com/24121



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



401
Property of a deceased's estate
1926 RALEIGH 2³/₄HP PROJECT
Registration no. YB 5549
Frame no. 25774
Engine no. M1465

Britain's best-known bicycle maker, Raleigh also manufactured motorcycles from circa 1902 to 1905, and from 1919 to 1933. More recently, the Nottingham company offered a range of mopeds plus a scooter in the late 1950s/1960s. During the 1920s Raleigh's line-up expanded to include machines of various capacities, both sidevalve and overhead-valve engined, ranging from a 175cc unitary construction lightweight to a hefty 998cc v-twin for sidecar pulling. One of the mainstays of the range was the popular '350', 2³/₄hp model, a compact sidevalve-engined lightweight that, while not devastatingly fast 'flat out', accelerated smartly and handled well by the standards of its day. Numerous different versions were offered over the years. A typical Vintage-era Raleigh lightweight, this example is powered by a 348cc single-cylinder sidevalve engine and has a Sturmey-Archer countershaft gearbox and all-chain drive. It exemplifies the progression of motorcycle technology in the 1920s, having a drum rear brake yet retaining the outdated dummy belt-rim front stopper of its predecessors. Acquired by its late owner in October 2006, 'YB 5549' is incomplete and offered for restoration. The machine comes with a V5C Registration Certificate and is sold strictly as viewed.

£2,500 - 3,500
€2,800 - 3,900



402
C.1916 TRIUMPH 3¹/₂HP MODEL H
Registration no. 18 DPJ
Frame no. 276554
Engine no. 48852

This 1916 Triumph Model H was acquired by the lady vendor's late father in September 1957, and was last ridden by him on the Sunbeam Club's 12th Annual Veteran and Vintage Rally at Beaulieu in 1958. After the Triumph's last outing it remained stored in the owner's parents' garage, and over the years its condition deteriorated. It was the owner's wish that on his retirement at the age of 65, he would undertake its restoration. Sadly, five months after his 65th birthday he passed away suddenly. The family carried out his wish and had the Triumph fully restored by Sammy Miller Motorcycles (bill on file). It was ridden by the lady vendor's husband on the day of its collection in 2005 but has not been used since, being kept in the vendor's mother's front room, and the family has decided that it is time it had a new lease of life. Should the machine be sold, they would like to be kept informed of its fate. Accompanying documentation consists of photographs taken prior to the restoration; a copy of the Sunbeam Club's 1958 rally programme; an old-style logbook (1957); Roy Poynting letter of authenticity; and an old-style V5C Registration Certificate.

£6,000 - 9,000
€6,700 - 10,000



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403

1914 J.E.S. 116CC ULTRA-LIGHTWEIGHT

Registration no. BF 5257

Frame no. 252

Engine no. 731

'J E Smith of Gloucester offered this auxiliary motor set to fit within a bicycle frame and drive the rear wheel by belt. The engine was a 1hp 116cc four-stroke with a front-mounted gear-driven Fischer magneto.' – *The British Motorcycle Directory*. J.E.S. existed from 1909 to 1924, offering its powered bicycle (latterly with a larger engine) as the 'City' and 'Imp' before adding a small two-stroke motorcycle to its range. This example of a rare Pioneer-era autocycle was acquired by the vendor circa 2007 as a dismantled restoration project. Restored over the next couple of years, it was registered in 2009 and since then has been ridden by its owner on the Pioneer Run on four occasions. This J.E.S. is a tall machine, and we are advised that it would suit a rider over 6' in height (note the extension blocks on the pedals). Other noteworthy features include a two-speed hub gear (make unknown) and an in-period front lamp. Last taxed to 30th September 2013, the machine should require only light re-commissioning and the customary safety checks before returning to the road. Accompanying documentation consists of a Pioneer Certificate, expired MoT (2011), and a V5C Registration Certificate.

£4,500 - 6,500

€5,000 - 7,300



404

1931 ARGSON 174CC INVALID TRICYCLE

Registration no. TF 6405

Frame no. E269

Engine no. E269

This invalid carriage was produced by Stanley Engineering of Egham, Surrey, which by the early 1920s had become the UK's foremost manufacturer of vehicles for the disabled, ex-servicemen amputees being its largest single group of customers. Stanley's products were marketed under the 'Argson' brand name, and both Villiers petrol engine and electrically powered versions were made. The end of the Second World War saw another upsurge in demand for invalid carriages, and Stanley was able to secure valuable contracts with the new Ministry of Health. This Villiers-engined Argson was discovered in poor condition and restored between 1983 and 1992, with the flywheel magneto rewound in 1996 (bill on file). It has hand controls only (a non-original foot brake has been removed) and can be propelled either by the engine or the two hand levers. Steering is by means of the spade-shaped handle at the top of the right-side lever, which operates a link connected to the front fork. We are advised that a speed of 35mph is possible, albeit somewhat scarily. Last run in July 2017, the Argson always attracts attention when driven on the road or displayed at classic vehicle shows. A typed A4 page of history and useful information, including starting and operating instructions, is available and the machine also comes with copies of old logbooks, expired MoTs (1992-2006), a V5C document.

£2,500 - 3,500

€2,800 - 3,900



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405
1930 VELOCETTE 249CC GTP

Registration no. EL 1689
Frame no. GP928
Engine no. GA712

The first machine to bear the name 'Velocette' was a two-stroke, so called to differentiate it from the larger, four-stroke Veloce, and the type was an almost permanent fixture of the Hall Green range until WW2. The ultimate expression of Velocette's two-stroke line - the GTP - appeared in 1930. Unlike many of its contemporaries, the GTP was not a 'built-to-a-price' utility model but a sporting lightweight of advanced design incorporating coil ignition and pumped lubrication controlled by the throttle. Early models had the three-speed hand-change gearbox, later ones the four-speed foot-change type, and all employed Velocette's characteristic slim-line clutch. This early GTP was brought back into use by the immediately preceding owner in 1981, mainly for daily commutes. The machine was then dry-stored until the current vendor purchased it in 2011 and restored it. The restoration was completed two years ago (wheels later). All steel parts were blast-cleaned, zinc sprayed, etch-primed and then painted with two-pack paint. All steel fittings are black zinc. The engine received a new cylinder liner and new standard piston, while other parts renewed include the drive chains, dynamo belt, brake linings, control cables, battery, and tyres/tubes. The new-old-stock exhaust pipes and silencers were re-chromed, the three-speed gearbox overhauled, and the Miller dynamo and Lucas rectifier reconditioned. Last run earlier this year, this beautiful Velocette is offered with a V5C Registration Certificate.

£2,800 - 3,800
€3,100 - 4,300



406
One owner from new
1953 TRIUMPH 499CC TR5 TROPHY & TRIALS SIDECAR

Registration no. TPC 364
Frame no. 40860
Engine no. TR5 40860

From the time of its introduction in 1948 the Triumph Trophy was established as a true all-rounder: a machine that could be ridden to work during the week and then, with extraneous components removed, competed on at weekends in its owner's chosen branch of motorcycle sport. Although catalogued primarily as a trials machine, its true forte was scrambles and the ISDT, events in which the power of the tuneable Triumph twin worked to its advantage and its weight was less of a handicap. The arrival of a new swinging-arm frame for 1955 finally put paid to the Trophy's pretensions as a one-day trials mount, for although the rear suspension enhanced traction and improved the handling, the lengthened wheelbase and increased weight rendered it un-competitive. Nevertheless, the TR5 remained an extremely competent and stylish roadster until the end of production in 1958. This Trophy was purchased new by its late owner in 1953 and remains in highly original condition, with a charming patina of age. The lightweight trials sidecar was acquired shortly after purchase, and can easily be attached/detached when required. Not run for some years, 'TPC 364' will require re-commissioning and the customary safety checks before returning to the road. The machine is offered with its original logbook, a V5C Registration Certificate, instruction manuals, some spare parts, and a selection of 1950s/1960s crash helmets. Sold strictly as viewed.

£7,500 - 9,500
€8,400 - 11,000



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407 N

C.1930 TRIUMPH/BROUGH SUPERIOR 981CC SS80 'SPECIAL'

Registration no. IK 7127 (Republic of Ireland)

Frame no. 812187 (see text)

Engine no. KTC/U 13642/VSC (see text)

- *Engine delivered new to Ulster*
- *Rebuilt with Triumph frame in the 1950s*
- *Known ownership history*
- *Present ownership since 1979*



While equalling a Rolls-Royce for quality of construction and finish, in spirit the Brough Superior was more akin to the sporting Bentley. In its maker's own words, the Brough Superior was 'a type of machine designed from the experienced solo rider's point of view.' To prove the point, Brough lost no time in demonstrating his machine's capabilities in the most attention-grabbing way possible - by racing at Brooklands. Introduced in 1922, the JAP-powered SS80 (so-called because of its guaranteed 80mph top speed in road trim) achieved instant fame when a stripped-for-racing version (nicknamed 'Spit and Polish') ridden by George became the first sidevalve-engined machine to lap the Surrey track at over 100mph. Even more surprising was the fact that this landmark figure had been achieved on its maker's Brooklands debut. That particular Brough Superior SS80 - subsequently re-christened 'Old Bill' - went on to win 51 out of 52 races contested, only failing in the last when a tyre burst.

This SS80 Special comes with a Brough Superior Club copy Works Record Card showing that it was supplied new as a solo to S Wallace, Belfast, the Brough Superior agent for Ulster. The Brough was despatched from the factory on 10th March 1924 and registered to its first owner, one Dell McRae, on 9th October 1924. The original registration was 'IK 7127', and subsequent owners are listed on the WRC.

Its original frame having broken, the Brough was later rebuilt using the frame from a rare Triumph CTT, a top-of-the-range 500cc twin-port sports model made from 1929 to 1931. The rebuild was carried out in Ireland, and the change of frame noted by the licensing authorities in 1958. The Webb forks were probably fitted at this time, but few would deny that the result of this unlikely Brough/Triumph marriage is most successful.

The current vendor purchased the Brough in 1979 from Felix Burke of Cheltenham, a prominent VMCC and BSC member. We are advised that it is in running condition, both the engine and gearbox having been renovated. It should be noted that the gearbox is not from a Brough, and that the WRC incorrectly records the engine number as '13842', this mistake being attributed to a clerical error as all other records show '13642'. Presented in charming 'oily rag' condition, this unusual Brough Superior 'Special' is offered with the 1979 purchase receipt, a copy of its old Irish logbook, and the aforementioned copy WRC.

£26,000 - 32,000
€29,000 - 36,000

All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.



408
C.1942 TRIUMPH 343CC 3HW PROJECT
Registration no. HAJ 48D
Frame no. TL33291
Engine no. 3HW 49032

Edward Turner's arrival in 1936 resulted in extensive improvements to the Triumph range. A brilliant stylist, Turner transformed the Val Page-designed overhead-valve singles by adopting sports-specification engines, high level exhausts, chromed fuel tanks, silver sheen paint, and a new name: 'Tiger'. Frames, forks, engines, and gearboxes were all improved for 1937, and a trio of randomly selected Tigers successfully completed a series of arduous speed trails to secure the Maudes Trophy later in the year. Following the destruction of its Coventry factory in an air raid in November 1940, Triumph relocated to new premises at Meriden, Warwickshire, recommencing production of single-cylinder sidevalve 3SW and overhead-valve 3HW models for the military. The 3HW was based on the pre-war Tiger 80, the engine of which was modified to incorporate rocker boxes integral with the cast-iron cylinder head, aluminium alloy being in short supply. Triumph's single-cylinder models were mainly used by the Royal Navy for despatch duties and general liaison, with the less-powerful 3SW reserved for the WRNS. This 3HW was bought as a non-runner and fully restored in 1965/1966 using a replacement engine and various other parts, running satisfactorily for some years thereafter. Stored in a dry garage for many years, it is offered for restoration and sold strictly as viewed. Accompanying documentation consists of old-style logbooks, an owner's handbook, and other Triumph books.

£2,500 - 3,500
€2,800 - 3,900



409
Property of a deceased's estate
C.1956 TRIUMPH 499CC TROPHY
Registration no. WCV 914
Frame no. 70740
Engine no. TR5 27439

From the time of its introduction in 1948 the Triumph Trophy was established as a true all-rounder: a machine that could be ridden to work during the week and then, with extraneous components removed, competed on at weekends in its owner's chosen branch of motorcycle sport. Although catalogued primarily as a trials machine, its true forte was scrambles and the ISDT, events in which the power of the tuneable Triumph twin worked to its advantage and its weight was less of a handicap. The arrival of a new swinging-arm frame for 1955 finally put paid to the Trophy's pretensions as a one-day trials mount, for although the rear suspension enhanced traction and improved the handling, the lengthened wheelbase and increased weight rendered it un-competitive. Nevertheless, the TR5 remained an extremely competent and stylish roadster until the end of production in 1958. The Trophy offered here consists of a frame dating from 1955/1956 and an engine manufactured in 1952. Purchased by its late owner in October 2012, the previous keeper being listed on the V5C as Albert Taylor of Plymouth, the Triumph appears to have spent most of its life in the West Country. Not used for some months and seemingly in good condition, it will require re-commissioning and the customary safety checks before returning to the road.

£5,000 - 7,000
€5,600 - 7,800
To be sold without reserve



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410

Property of a deceased's estate

1960 BMW 247CC R26

Registration no. 534 AFJ

Frame no. 367371

Engine no. 363038

Built to the same exemplary standards as the Bavarian company's famous flat-twins, the single-cylinder BMW first appeared in pre-war days. Indeed, BMW's first new post-war model was a single-cylinder design - the 250cc R24 - which arrived in 1948. By 1956, BMW's quarter-litre luxury lightweight had evolved into the R26 that boasted a more powerful (15bhp) engine, Earles-type leading-link front fork and a larger fuel tank among numerous improvements. Considerably more expensive than other 250s, the R26 was a relative rarity outside Germany, appealing to mature, discerning riders for whom quality of construction counted more than mere outright performance. Little is known of the history of this R26, which has been stored in the now deceased owner's garage for many years. The old-style green continuation logbook (issued 1975) shows that the owner at that time was one Christopher Morris of London, while the old V5 shows that the late owner registered the BMW in July 1980. Offered for restoration, '534 AFJ' carries a tax disc that expired on 30th June 1981, and comes with an MoT expiring that same year, which is almost certainly when it was last used and a current V5C. Prospective purchasers should satisfy themselves with regard to this machine's completeness or otherwise prior to bidding. Sold strictly as viewed.

£1,200 - 1,800

€1,300 - 2,000

To be sold without reserve



411

1952 BSA 249CC C11 MOTORCYCLE COMBINATION

Registration no. NJJ 544

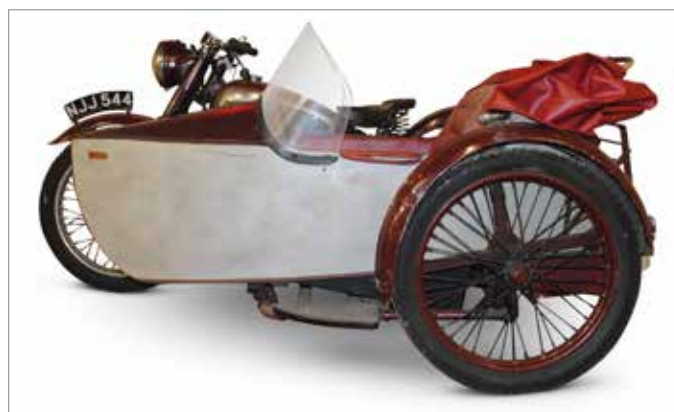
Frame no. BC10S 812 (see text)

Engine no. BC11 1489

Aimed at the ride-to-work market, BSA's 'C' range of lightweight singles was first introduced in 1938. Its first exemplar was the C10, a sidevalve-engined model with coil ignition and three-speed hand-change gearbox. A de luxe version with foot-change gearbox joined the range in 1939, as did the overhead-valve C11 variant. The original girder front fork was superseded by a telescopic unit in mid-1946, and part way through '49 the C10 gained an alloy cylinder head. From 1954 onwards the pair continued as the updated C10L and C11G, with alternator electrics, plunger rear suspension, and four-speed gearbox, eventually bowing out in 1957. Unusually for a lightweight, this plunger-suspended BSA C11 is attached to a Watsonian boat-type sidecar, which appears un-restored. The motorcycle appears to be an earlier restoration, with heavy painting and pitted brightwork throughout. The machine comes with service sheets, the original RF60 logbook, an old-style V5 and current V5C. The vendor has advised that it has been running with the use of a slave petrol tank. It should be noted that the frame number has been over-stamped with a '6'.

£2,500 - 3,500

€2,800 - 3,900



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412

1951 VINCENT 998CC BLACK SHADOW SERIES-C

Registration no. RWL 738
Frame no. RC/9207B/C
Rear frame no. RC9207B
Engine no. F10AB/1B/7307
Crankcase mating no. SS27

- *Matching numbers*
- *Engine completely rebuilt*
- *VOC dating certificate*



Ever since the Series A's arrival in 1937, the Vincent v-twin has been synonymous with design innovation, engineering excellence and superlative high performance. From Rollie Free's capture of the 'world's fastest production motorcycle' record in 1948 on a tuned Series-B Black Shadow to the final fully enclosed Black Knight and Black Prince, Philip Vincent's stress on appearance and performance is legendary. His machines bristled with innovative features, offering adjustment of brake pedal, footrests, seat height and gear-change lever. The finish was to a very high standard commensurate with the cost of the machine, which was virtually double that of any of its contemporaries.

But above all else it was the v-twin's stupendous performance that captivated motorcyclists, whether they could afford one or not. The appeal of the Vincent, and the Black Shadow in particular, lay in its ability to out-perform just about every other vehicle on the road, and in the early post-war years there was nothing to compare with it. This was a time when the average family sedan was barely capable of reaching 70mph, and not until the advent of Jaguar's XK120 was there a production sports car that could live with the thundering v-twins from Stevenage. With a top speed approaching 120mph and bettering it in the Black Shadow's case, the Vincent v-twin was quite simply the fastest road vehicle of its day.

This Black Shadow's owner purchased its engine from the widow of VOC member (a Mr Wheeler) and put it in the frame of his non-matching-numbers Comet. He then spent six years searching for the engine's matching frame, and via the VOC discovered that it, together with the original rear frame, front fork, and various other parts, was owned by another member some 12 miles from his home! A sale was arranged and the Black Shadow was then rebuilt using its original components. With the VOC's assistance, the machine's original Oxford registration was obtained (see file).

The engine has been completely rebuilt by SAS Precision Engineering Ltd, following preliminary work done by Simon Linford. It incorporates new valves, guides, and hardened seats; new cylinder barrels with 'O' ring seals; 7.3:1 Omega pistons; all new ball and roller bearings; INA silver-plated big-end cages; new cam spindles; Mk1 cams (Stellited); new V3 clutch, etc, etc (full specification available). Presented in beautiful condition, the machine is offered with sundry invoices, a quantity of old MoTs, V5C Registration Certificate, and a Vincent Owners Club dating certificate.

£60,000 - 80,000
€66,000 - 88,000

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413

Property of a deceased's estate

C.1952 BSA 349CC GOLD STAR/B32 COMPETITION SPECIAL

- *Interesting BSA hybrid*
- *Present ownership for 35 years*
- *An older restoration*

Registration no. NOH 755

Frame no. ZB32S 3627

Engine no. ZB32A 3217



BSA's rugged, workaday B31 was manufactured from 1945 to the end of 1959, its overhead-valve engine providing the basis for the renowned Gold Star sports roadster. At the time of its introduction, the B31 was BSA's sole all-new model, joining the lightweight 'C' and heavyweight 'M' ranges carried over from pre-war days, and was produced initially with rigid frame and telescopic front fork. In January 1946 it was joined by a Competition variant, the B32, which boasted a high-level exhaust system, 21" front wheel, additional chromium plating, a crankcase shield, and lowered gearing. An alloy cylinder barrel and head, broadly similar to those used on the contemporary Gold Star but retaining a separate pushrod tunnel, became available as B32 options from 1949 onwards, as did plunger rear suspension in common with the rest of the 'B' singles range.

Acquired by its late owner in 1982, the interesting BSA 'special' offered here combines the frame of a 1952 499cc ZB Gold Star with the alloy engine of a B32 Competition model dating from 1950. The BSA despatch notes show that frame number 'ZB32S 3627' originally formed part of a ZB34 Gold Star listed as '2nd hand ISDT', possibly indicating that it had been used in competition.

Issued in 1953, the registration mark 'NOH 755' was originally on a 350cc B31 (frame number 'BB31 21620') first registered to the Birmingham Small Arms Co Ltd, Small Heath (see old-style buff logbook on file). The late owner successfully updated the machine's frame status in 1982 (the change of engine had already been recorded) and the numbers on the frame and engine match those listed on the accompanying V5C Registration Certificate.

'NOH 755' also comes with two substantial history folders containing correspondence, invoices, and other material relating to its restoration by the late owner in the 1980s (close inspection recommended). The most recent MoT expired in 2010, as did the tax disc affixed to the machine, and careful re-commissioning is advised before returning this BSA to the road.

£3,000 - 4,000

€3,400 - 4,500

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414

Property of a deceased's estate

C.1954 VINCENT 998CC BLACK SHADOW SERIES-C

Registration no. 101 GMO
Frame no. RC11568B/B
Rear frame no. RC11568B/B
Engine no. F10AB/1B/8661
Crankcase mating no. B38B

- *Brought back from the USA*
- *Non-matching frame/engine*
- *First registered in the UK in 1979*
- *One owner since 1979*
- *Restored in the 1980s*



The Vincent offered here consists of frame number 'RC11568B/B', which formed part of a Black Shadow despatched to Indian Sales Corp in San Francisco, USA in May 1954, and engine number 'F10AB/1B/8661', which is from a Series-C Shadow that was originally shipped to Indian Sales in Portland, USA in March 1952. It is understood that the apparent over-stamping of the engine number is a production-line error at the Stevenage factory. The crankcase mating number 'B38B' is correct for this engine.

Its late owner purchased the Vincent in September 1979, and it was first registered in the UK with the age-related number '101 GMO' on 2nd October '79. His accompanying notes reveal that the machine was used until November 1980 without significant problems, and then taken off the road for a rebuild. There are numerous bills on file for this work, much of it undertaken by the respected marque specialists, Maughan & Sons, including a complete overhaul of the engine and forks. Once the rebuild had been completed, the odometer was zeroed on 1st June 1981.

A further note states that in February 1982 the decision was made to undertake a concours restoration, and the Vincent was sent to Ray Mawson of Skellingthorpe for this to be carried out. Many parts were replaced with stainless equivalents, a new exhaust system fitted, the magneto overhauled, and a JG 12-volt electronic regulator installed.

Subsequent notes are concerned mainly with oil changes, while the last records the renewal of the drive chain (in February 2001). Also on file is a letter concerning work undertaken before the Vincent left the USA, and other documents identifying two of its owners in California and Pennsylvania respectively, though it should be noted that the machine is identified only by its engine number. The most substantial history file (inspection recommended) also contains SORN paperwork, a quantity of expired MoTs and tax discs, numerous invoices, assorted technical literature, and old/new V5C Registration Certificates. Ridden by Mark Forsyth, this machine was featured on the cover of Performance Bikes magazine in 1988 to illustrate an article about knee sliding (copy offered with the lot).

'101 GMO' carries a tax disc that expired on 31st March 2008, and it is understood that the machine has not been used since then. Careful re-commissioning and the customary safety checks are advised before returning it to the road.

£38,000 - 46,000

€42,000 - 51,000



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415^N

1956 MV AGUSTA 175CC CSS 'DISCO VOLANTE'

Registration no. not UK registered

Frame no. 414889

Engine no. 470828 SS (see text)

Having commenced motorcycle production late in 1945 with a 98cc two-stroke, Meccanica Verghera (MV) introduced its first production four-strokes, the single-cylinder 175CST and CSTL, at the Milan Show in 1952, the newcomers' advanced overhead-cam, unitary construction engine setting them apart from most of the opposition. Their cycle parts too were state-of-the-art, consisting of a duplex loop frame incorporating the engine as a stressed member, oil-damped telescopic front fork, swinging-arm rear suspension, and full-width alloy hubs. A year later the 175 CS Sport arrived featuring an engine in a higher state of tune that increased maximum power to 15bhp at 8,800rpm and pushed top speed to 135km/h (84mph). Alternative versions with either a race-developed Earles-type leading-link fork or conventional telescopics were offered. It was not just the Sport's cutting-edge technical specification that set the public's pulse racing but also its styling, for the model featured a sculpted fuel tank, almost circular when viewed from above, that soon gained it the popular sobriquet 'Disco Volante' (Flying Saucer). Not surprisingly, the 175 Supersport CSS Disco Volante was soon MV's best seller. Purchased circa 1991 from Perugia, and currently displaying a total of only 2,307 kilometres on the odometer, this Disco Volante has been cosmetically restored, including hand-painted coach lines and new tank transfers. The machine is offered with its original Italian registration document and copy ACI papers, which show that it started life with a different engine ('411542').

£6,000 - 8,000

€6,700 - 8,900



416

**1988 HOPPER-ARMSTRONG 350CC
FORMULA 2 RACING SIDECAR OUTFIT**

Engine no. CWH 88025

This Hopper-Armstrong racing sidecar outfit is one of a series of built in the late 1980s by Lancastrian sidecar racer, Colin Hopper, for the emerging Formula 2 category. Hopper had worked at Armstrong under engine designer Barry Hart, and when Armstrong's racing programme shut down at the end of 1986, was able to buy £60,000-worth of engines. Complete ready-to-race outfits came with the 350cc Armstrong CM36 tandem-twin engine installed, while the Hopper was also available as a rolling chassis to accommodate the Yamaha TZ unit. With 83bhp on tap, the 320lb Hopper-Armstrong had a top speed (depending on gearing) of around 120mph. Other specification highlights included Koni shock absorbers, Lockheed brakes, Goodridge hoses, and Avon tyres. This Hopper-Armstrong was raced by the vendor at Brands Hatch, Mallory Park, Castle Combe, Snetterton, and the Colerne and Keevil airfield circuits, all between 1988 and 1995. Best results were a class win and four 2nd class places at Brands Indy. The machine has not been raced since 1995. Noteworthy features include a custom-made rear shock absorber, electronic rev counter, Yamaha clutch friction plates, Yamaha TZ con-rods and piston rings, and new engine main bearings. The machine comes complete with a trailer, a set of wet-shod wheels, a selection of rear sprockets, a CWH factory brochure, and a photocopied MCN track-test article.

£4,000 - 6,000

€4,500 - 6,700



All lots are sold 'as is/where is' and Bidders must satisfy themselves as to the provenance, condition, age, completeness and originality prior to bidding.

417

2003 KAWASAKI VN1500 VULCAN TRIKE AND TRAILER

Registration no. PJ03 UDV
Frame no. JKBVNT50NNA017023
Engine no. VNT50AE110988

- *Top-of-the-range Kawasaki cruiser*
- *Ideal for long-distance touring*
- *Circa 29,000 miles from new*



Kawasaki's Vulcan range dates back to the introduction in 1984 of the 699cc VN700A, the Japanese firm's first ever v-twin powered motorcycle. It would turn out to be an extraordinarily long-lived design, remaining in production until 2006, latterly in 750cc form. The Vulcan was aimed squarely at the 'cruiser' market dominated by Harley-Davidson, but rather than use an air-cooled v-twin like H-D, Kawasaki chose a thoroughly modern design boasting water cooling, twin overhead camshafts, and four valves per cylinder.

Introduced in 1986, the next Vulcan development used a 400cc (later 500cc) parallel-twin engine, and then in 1987 Kawasaki decided to tackle Harley head-on by launching the mighty Vulcan 1500, which was powered by a 1,470cc single-overhead-cam water-cooled v-twin driving via a four-speed gearbox. Later versions had a five-speed 'box and were equipped with fuel injection. The Vulcan range is still in production today.

Motor Cycle News reckoned the VN1500: 'A far, far cheaper way of cruising than buying into the Harley dream. Reliable too. The VN1500s are positively vast so, if road presence is important to you, they could be your thing. Lots of gutsy, low down performance with smooth touring speeds at the top end mean relaxed, joyful and easy riding.' *MCN* also appreciated the Vulcan's supremely comfortable accommodation, low level of vibration, value for money, and low-maintenance shaft drive.

This particular Vulcan had already been converted into a trike when it was purchased by the current vendor in October 2016. Owned for one year, it was bought because of the owner's advancing years, being easier to ride than a solo, plus he liked the look of it: 'a piece of art'. Very little used since acquisition, the machine comes with a file of paperwork to include a V5C Registration Certificate, SORN notifications, sundry invoices, and 11 MoT certificates, the most recent of which expired in April 2016.

£5,000 - 7,000
€5,600 - 7,800

418

C.2015 DAIMLER REITWAGEN REPLICA

- *Replica of the first modern motorcycle*
- *Constructed using drawings and photographs of the original*
- *Full working order*



In 1885, German inventor Gottlieb Daimler, whose name would later become inextricably linked with that of Benz, demonstrated his prototype high-speed internal combustion engine installed in a rudimentary two-wheeler: the modern motorcycle had been born. Daimler and his collaborator Wilhelm Maybach had both worked for the Deutz engine company, helping to develop a successful four-stroke stationary engine powered by mains-supplied coal gas. Daimler though, could see the potential of such an engine as a means of propulsion, providing it could be developed to run on an alternative fuel. Fortunately, there was one readily available: benzine (petrol), which hitherto had been used mainly as a cleaning fluid for clothing.

The first Daimler engine was an air-cooled single displacing 264cc, featuring an 'atmospheric' inlet valve and a mechanically operated side exhaust valve, an arrangement known as 'IOE'. It was capable at running at an unprecedented 750rpm, and produced around half of one horsepower. Other noteworthy features included a float carburettor (developed by Maybach), 'hot tube' ignition, and fan cooling, the cylinder barrel being devoid of fins.

The engine was installed in a home-built, two-wheeled test-bed, as it was not yet powerful enough to propel the heavier four-wheeled vehicle that Daimler envisaged. His prototype employed a steel-reinforced timber frame bolted together, which carried the engine vertically between the wheels.

The latter were iron-tired cart wheels, and the rider sat on a horse-type saddle on top of the frame. Belt drive was used, with a tensioning jockey wheel serving as a crude clutch. Controls were mounted on the handlebars.

Although called the 'einspur' (one track), Daimler's motorcycle was supported by 'stabiliser' wheels on either side, as the tall saddle meant that the rider's feet could not reach the ground. It is also known as the 'Reitwagen' (riding car). On 10th November 1885, Daimler's 17-year-old son Paul made history by completing the first journey by motorcycle when he rode the Reitwagen from his father's works in Canstatt to Unterturkheim and back, a distance of around 7.5 miles.

The Reitwagen was soon improved by adding a two-speed transmission, but it was only ever a means to an end and having served its purpose was left to gather dust in the workshop. When the latter burned down in 1903, this priceless relic was destroyed. Constructed circa 2015 by the vendor, using drawings and photographs of the original, this example is one of some 11 replicas known to exist today, but unlike some of the others, this one actually runs.

£10,000 - 15,000
€11,000 - 17,000

MOTOR CARS

Following Motorcycles 2.30pm

Lots 501 - 629

Further images of each lot can be found at:
www.bonhams.com/24121





501

**1952 DAIMLER DB18 SPECIAL SPORTS
DROPHHEAD COUPÉ PROJECT**

Coachwork by Barker & Co

Registration no. LWR 198

Chassis no. D59162

Development of the pre-war Daimler Fifteen culminated with the DB18 model announced for 1939. Independent suspension appeared for the first time on a Daimler and the DB18 featured an enlarged, 2,522cc version of the overhead-valve six first introduced in 1933. Daimler's customary fluid flywheel, pre-selector gearbox and worm drive rear axle comprised the transmission. A new drophead coupé appeared at the first post-war London Motor Show in 1948: the DB18 Special Sports. Stylish in a most un-Daimler-like manner, the Special Sports featured coachwork by Barker. The radiator grille was now curved, the alloy-panelled coachwork more streamlined, and the Special Sports benefited from hydro-mechanical braking and a power output raised to 85bhp courtesy of twin carburettors. In short: a model combining all the usual Daimler refinements with increased performance. When DB18 production ceased in 1953, only 500-or-so of these elegant and refined Special Sports roadsters had been completed. The previous owner had bought the car in 2000, having always wanted a DB18. When he purchased the car he believed it to be in good condition, requiring only a re-spray. However, when the work was started it was found that the body was in very poor condition. The owner then commissioned a restoration of the bodywork and had the chrome re-plated (photographs available). Unfortunately, he lost the storage and was unable to do any more work on the car. At this point (2007) the vendor and his friend bought the car as a retirement project and it was driven off the trailer into their shed. They have spent a lot of time on the car, but unfortunately neither of them now enjoys good health and they have decided to sell it. It is believed that all the parts required to finish the Daimler are present. Offered with a V5 registration document, this potentially most rewarding project is sold strictly as viewed.

£6,000 - 8,000

€6,600 - 8,800

No Reserve



502

1959 AUSTIN MINI SEVEN SALOON PROJECT

Registration no. WRY 220

Chassis no. A-A257-3608

One of the first Minis completed, 'WRY 220' was supplied by dealers Newton Baker Ltd of Leicester and first registered on 20th October 1959, a mere two months after this revolutionary new design had been launched. The dealership's original decal is still in place on the car. 'WRY 220' comes with its original old-style buff logbook showing that it was first owned by Francis Kelly of Leicester, followed in 1961 by Ernest Ryan (also of Leicester) who used the car before laying it up for 10 years; it was acquired by the current (third) owner in 1974. The vendor undertook to replace the rear sub-frame, and the Mini was put into his garage and the sub-frame removed. The car has remained like this ever since (43 years) and is still without a rear sub-frame (the trailing arms and cones have been saved). 'WRY 220' is basically sound, having excellent floors and boot interior (all the original paint is still present beneath the carpets), while the original trim is in very good condition. Externally, the paintwork has surface rust and there is rust on the wings and 'A' panels. The recorded mileage of 57,111 is believed to be genuine. Offered with a V5C document, and sold strictly as the opportunity to own one of the first Minis produced.

£5,000 - 7,000

€5,500 - 7,700

No Reserve



503

C.1939 MORRIS 10HP 'HILLCLIMB SPECIAL'

Registration no. 347 EPP

Chassis no. PJX724024

Introduced in the latter half of 1932, the Morris Ten stole a march on many of its rivals by virtue of its superior Lockheed hydraulic brakes, most small family cars of the period continuing to rely on mechanical systems. The 1,292cc four-cylinder sidevalve engine drove via a four-speed gearbox (with synchromesh from 1934) and in most other respects the Ten was entirely conventional. It was also extremely successful, helping Morris establish a commanding presence in the increasingly important 10hp market sector. Based on a Morris Ten chassis believed to date from circa 1939, this interesting 'special' is fitted with an MG XPAG engine, a four-speed gearbox, Morris axles, and a professionally built, two-seater sports body fronted by a Riley radiator grille. Trimmed in green vinyl, the interior features a wood-rim steering wheel and a wooden dashboard with Jaeger instruments. The body is finished in green with black wings, the wire wheels are silver-painted, and the hood is in good condition. A hood bag and tonneau cover are included in the sale. The Morris has recently undergone basic re-commissioning at Chris Shenton Engineering, though further works and a thorough check over are advised before returning it to the road. The car is offered with a V5C Registration Certificate and is sold strictly as viewed.

£5,000 - 8,000

€5,500 - 8,800

No Reserve



504 * N

1957 SUNBEAM MKIII SPORTS SALOON

Registration no. not UK registered

Chassis no. A35042389RSO

A works rallying programme was the driving force behind Sunbeam-Talbot developments in the late 1940s, bearing fruit in 1950 with the introduction of independent front suspension on the MkII. The engine was enlarged to 2,267cc at the same time. Further improvements resulted in the MkIIA of 1952. Maximum power increased to 77bhp and the braking system was up-rated with larger drums cooled by ventilated disc wheels. In this improved form a Sunbeam-Talbot 90 driven by Stirling Moss finished 2nd overall in the 1952 Monte Carlo Rally, while works entries walked off with the Team Prize in the French Alpine Rally later that year. With the 'Talbot' name being phased out, the car's next incarnation was the 'Sunbeam MkIII', introduced in 1954. Maximum power was now 80bhp and the top speed 91mph, while externally the model received a mild front-end facelift and gained a set of Raymond Loewy-inspired engine bay 'portholes'. Otherwise the MkIII remained much the same as the preceding MkIIA, with four-speed manual transmission and steering-column gear change. The model remained in production until 1957. This single-owner Sunbeam MkIII comes with sundry invoices and Jersey tax discs suggesting it was last used in 1994 (but not regularly since the 1980s). It has been dry-stored since then and appears to be fundamentally sound. Sold strictly as viewed. Should the vehicle remain in the EU, local import taxes of 5% will be applied to the hammer price.

£1,500 - 2,000

€1,700 - 2,200

No Reserve



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505

1969 LAND ROVER 'SERIES IIA' 4X4 UTILITY

Registration no. WYD547H
Chassis no. 27111824G

Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that continue to characterise the Land Rover today. Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter option selected. For the Series IIA the diesel engine was enlarged to 2,286cc and a new 12-seater model introduced on the longer (109") wheelbase chassis. This Series IIA Land Rover has been fitted with a (non-original) 2.3-litre diesel engine. 'WYD 547H' was acquired by the vendor in February 2013, since when it has been used to transport animals, hay, feed, etc, covering only a limited mileage. Works carried out have included fitting a new gearbox layshaft (2104) and a new fuel tank (July 2017), while an alternator has been fitted in place of the original dynamo. The vehicle is offered with MoT to 9th October 2017 and V5C registration document.

£3,000 - 5,000

£3,300 - 5,500

No Reserve



506

1967 TRIUMPH VITESSE 2-LITRE CONVERTIBLE CONVERSION

Registration no. LAO 354E
Chassis no. HC675DL

Revising the Herald's bonnet enabled Standard-Triumph to squeeze an under-bored (1.6-litre) version of the Triumph 2000 six into their successful small saloon, the resulting model - the Vitesse - appearing in 1962. A 2.0-litre version with GT6 engine, gearbox, and running gear was launched alongside the latter in 1966. One of 10,830 Triumph Vitesse built during the 1966 to 1968 production period, 'LAO 354E' was first registered on 30th March 1967 and left the factory as a saloon (as indicated by the 'DL' chassis number suffix). Details of the car's early history are not known, but sometime in the late 1970s/early 1980s it was converted into a convertible. The conversion appears to have been carried out in a very professional manner. The two following owners kept the car for over ten years each, and one in particular had professional insurance valuations carried out each year by the Triumph Six Motor Club (copies on file). In 2013, the Vitesse was rediscovered somewhat neglected but structurally still sound. The previous owner set about giving the car a new lease of life, and commissioned a bare metal re-spray with a thorough mechanical inspection, new carpets fitted, and a bespoke new convertible hood. Accompanying documentation consists of copies of previous registration documents, all MoTs from 1983 onwards, the original handbook, and a V5C Registration certificate. Sold strictly as viewed.

£5,000 - 7,000

£5,500 - 7,700

No Reserve



507

1927 FIAT 503 TORPEDO TOURER PROJECT

Registration no. EC 7530

Chassis no. 4219317

Introduced in 1926, the FIAT 503 could trace its lineage back to the influential 'Taxi' of 1908, a modest, 2.2-litre, four-cylinder model that would point the firm in the direction of its future prosperity. Intended, as its name suggests, for urban public transport, the Taxi was introduced at a time of economic downturn, which made its commercial success all the more welcome. The Taxi's successor was the Tipo 1, a 1.8-litre four built between 1910 and 1912, from which FIAT developed the Zero. Influenced by Ford's Model T, the Zero was available with tourer coachwork only at first and proved highly successful, though the 2,000-or-so sold between 1912 and 1915 represented a mere drop in the ocean by American standards. The Zero's success influenced FIAT's first post-WWI introduction in the small-capacity class - the 501. Like the Zero, the 501 was powered by a four-cylinder sidevalve engine, though of slightly smaller (1,460cc) capacity, producing 23bhp. It was available in various versions with several types of coachwork and proved an outstanding success with over 45,000 sold between 1919 and 1926. From the 501 FIAT developed the long-wheelbase 502, retaining this lengthened frame for the slightly more powerful (27bhp) 503. Despite a production run of only two years, the latter proved immensely successful, over 42,000 being produced. This right-hand drive FIAT 503 Torpedo's last owner was the proprietor of a FIAT dealership, who purchased the car and used it briefly for rallies before preparing it for barn storage. The FIAT and lots of spares, including an engine, were in the barn and have been stored since their acquisition by the vendor. We are advised that all main components are unseized. Offered for restoration, 'EC 7530' has had only two known owners from new and comes with two original logbooks.

£5,000 - 7,000

€5,500 - 7,700

No Reserve



508

1992 BENTLEY EIGHT SALOON

Registration no. J178 DYF

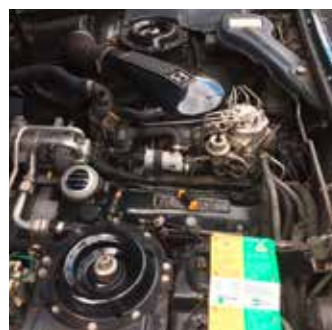
Chassis no. SCBZE00A9NCH44287

The re-positioning of the Bentley marque as Rolls-Royce's enthusiast, high-performance partner had begun in 1982 with the introduction of the Bentley Mulsanne Turbo, yet one crucial element of the package remained relatively undeveloped: the chassis. As it happened, the modifications necessary to enable the greatly increased urge to be exploited to the full - firmer damping and altered spring rates - debuted on the evocatively named yet normally aspirated Bentley Eight. Introduced in 1984, the Eight differed most obviously by virtue of its wire-mesh radiator grille, reminiscent of that used in Bentley's 1920s Le Mans heyday, while the interior trimmings, though slightly less opulent than before, remained of the highest order. Supplied new via Jack Barclay, this example has been in the vendor's possession since March 2011, having been in the previous ownership for 12 years. P&A Wood serviced the car in October 2011, and the related bill for £9,145 is on file together with others for previous and subsequent servicing. The Bentley has always been kept garaged and is described by the private vendor as in generally good condition, currently displaying a total of circa 95,000 miles in the odometer. Finished in green with matching leather interior, the car comes with handbooks and service book, MoT to April 2018, and a V5C document. A few minor electrical deficiencies (seats, etc) are the only faults notified.

£5,000 - 7,000

€5,500 - 7,700

No Reserve



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509

1969 MGB ROADSTER PROJECT

Registration no. TFH 20G
Chassis no. GHN4 157178

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. Conceived in the late 1950s and launched in 1962, the MGB was mechanically similar to the preceding MGA, though with unitary construction bodyshell 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 totaling in excess of 500,000 cars by the time production ceased in 1980. A car that has always lived around Stroud in Gloucestershire, this MGB was purchased from a friend in July 2006. 'TFH 20G' was in good running order when purchased, but as the bodywork, although largely solid, showed signs of corrosion a restoration was commenced. The engine has been rebuilt by a local engineering firm and was put back in the car only recently. The fuel tank is new and the wheels have been refurbished, leaving the cosmetic restoration still to do. The interior is complete but would benefit from replacement. Sold strictly as viewed, the car is offered with a V5C document. A good project.

£3,000 - 5,000

€3,300 - 5,500

No Reserve



510

1963 TRIUMPH SPITFIRE ROADSTER

Registration no. ASL 135
Chassis no. FC.377

Launched in 1962, the Triumph Spitfire was such a success that the basic design remained virtually unchanged until 1970. The Spitfire was closely based on the Herald saloon, inheriting that model's all-independent suspension and 1,147cc engine, while the chassis was shortened and reconfigured as a 'backbone' type. Disc front brakes were standard equipment and the pretty Giovanni Michelotti-styled 'Spit' was good for 90mph. The Spitfire was better equipped and arguably better looking than its main rival, BMC's Sprite/Midget, and met with instant success, particularly in North America. Derservedly popular both at home and abroad, the Spitfire had attracted over 300,000 customers by the time production ceased in 1980. Today it is one of the easiest classics to own and maintain, being served by numerous specialists worldwide. This Triumph Spitfire is an early example, the 377th off the production line. An older restoration, the car was purchased by the vendor from a friend of his in November 2006, since when it has formed part of his private collection. The paintwork is generally good, while the interior trim has some splits and would benefit from attention. Running and driving, this classic British sports car is offered with a V5C Registration Certificate.

£8,000 - 12,000

€8,800 - 13,000

No Reserve



511

Property of a deceased's estate

1985 ROLLS-ROYCE SILVER SPIRIT SALOON

Registration no. B879 AMX
Chassis no. SCAZS0003FCH12800

'Unlike the Shadow which, while cossetting you in luxury and comfort, required a good deal of concentration to drive quickly, the Spirit is endowed with enough feel and response, matched with stability, to make driving on all types of road a real pleasure,' - *Motor*. Announced in the autumn of 1980 and typically Rolls-Royce in so far as it represented evolution rather than revolution, the Silver Spirit was based on the preceding Silver Shadow II to which it bore a distinct family resemblance. The Shadow's floor pan was retained and power train differences were minimal, the Spirit's chief advance over its immediate forebear being the heavily revised and improved type of rear suspension that had first appeared on the company's two-door models. The styling too came in for revision, with a lower waistline, increased glass area, and a more modern angular look; rectangular headlights graced the front of a Rolls-Royce for the first time and the oft-changed radiator became wider and squatter. Inside, the Crewe firm's exemplary standards of equipment and finish were maintained, the most noticeable change being the adoption of separate rear seats and the reinstatement of folding picnic tables. Offered directly from a deceased's estate, this well cared-for example runs and drives well. The car is offered with assorted bills and MoT certificates, a V5C document, and MoT to August 2018.

£7,000 - 10,000

€7,700 - 11,000

No Reserve



512

Property of a deceased's estate

2005 MERCEDES-BENZ SL 350 CONVERTIBLE COUPÉ

Registration no. PE55 KVV
Chassis no. WDB2304672F111436

In 2001, following consultation with some of the world's top automotive stylists, and the use of computer-generated virtual imaging to establish the final design, Mercedes-Benz announced the latest family of its much loved and highly respected SL sports cars. A sleek design in the modern idiom, this new Type R230 body style was used - initially - for four different engine types: 5.5-litre V12, 5.4-litre V8, 5.0-litre V8, and a 3.7-litre 242bhp V6, the latter being used for the SL 350, as seen here. An automatic gearbox was the only transmission type on offer, with five- and seven-speed units available depending on the model. As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and lavishly equipped in the best Mercedes-Benz tradition. This Mercedes-Benz SL 350 was purchased by its late owner in 2012. Driven only sparingly, the car has been kept in dry storage - unused - for the last three-or-so years and currently displays a total of circa 52,000 miles on the odometer. Although this figure cannot be verified by the service booklet (which has not been located), DVLA records for the period 2008-2013 indicate that it is likely to be genuine. Finished in red with cream leather interior, this beautiful SL 350 is offered with a V5C Registration Certificate and MoT to May 2018.

£5,000 - 7,000

€5,500 - 7,700

No Reserve



513

NO LOT

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

514

1957 MG A 1500 ROADSTER

Registration no. 899 CXX
Chassis no. HDR27/44557

- Two owners from new
- Body restored circa 1999
- Recent engine top-end overhaul
- Re-commissioned for sale



'Throughout its history, the policy of the MG company has been to compete with cars developed from their standard production models, and the 1955 Le Mans car, designated EX 182, is a further example of this policy,' reported *Autocar* in its June 3rd edition of 1955. Just three months later the respected British motoring magazine was able to reveal that the policy had indeed born fruit: 'From these Le Mans cars, known as the type EX 182, has been developed the production series MGA. It is apparent that the experiment of Le Mans was considered successful, as the car shows no basic changes from those which took part in the race, but detail modifications have been made for normal road use.'

In fact, by the time Le Mans came around the design of what would be known as the MGA had effectively been finalised, the race itself being little more than a useful opportunity to check that everything was as it should be. Conceived as replacement for the traditional T-Series MGs, the MGA combined a rigid chassis with the Austin-designed, 1,489cc B-Series engine that had first appeared in the ZA Magnette. Initially this engine produced 68bhp at 5,500rpm, although this was later raised to 72bhp at the same revs to further improve performance.

Running gear was based on that of the TF, with independent front suspension and a live rear axle, but as far as its road manners were concerned, the far superior MGA was in an entirely different league. Clad in a stylish aerodynamic body and capable of topping 95mph, the MGA proved an instant hit, selling 13,000 units in its first full year of production.

This right-hand drive MGA roadster was brought back to the UK in 1962 (possibly from South Africa) and first registered in this country that same year. It then enjoyed one owner until 1999 when the current vendor took on the restoration of the bodywork. Little used for the last ten years, the car has just been re-commissioned, including an engine top-end rebuild by Simon Taylor plus attention to the clutch, etc. It has also had a complete brake overhaul with new shoes, slave cylinders, and oil seals, while the tyres were renewed ten years ago. The private vendor advises us that the car is solid in all respects, though some of the brightwork will need a little attention. Otherwise ready to go, '899 CXX' would be an excellent basis for a prize-winning car given careful detailing. Accompanying documentation consists of sundry restoration invoices, a V5C Registration Certificate, and current MoT.

£20,000 - 30,000

€22,000 - 33,000

515

1957 FORD THUNDERBIRD CONVERTIBLE WITH HARDTOP

Registration no. 667 UYH
Chassis no. D7FH165930

- Imported from a Californian private collection
- Automatic transmission
- Two UK owners
- Complete with tonneau cover



Conceived to challenge Chevrolet's Corvette sports car, the iconic Thunderbird debuted in October 1954 and was one of the first models produced with Ford's new overhead-valve V8 engine. In its '55 Thunderbird configuration, the latter displaced 292ci (4.8-litres) and produced 193bhp, while the 'Ford-O-Matic' equipped versions were more powerful still. Introduced in two-seat 'personal car' form, the Thunderbird was intended to appeal to image-conscious younger customers, and beat the Corvette hands down in the sales war thanks to its superior V8 engine and greater refinement. Its success took Ford by surprise: 16,000 were sold in the first year when a total of only 10,000 had been expected, and the production run over three years exceeded 53,000.

Understandably, there were few alterations made for the '56 season, the most obvious being the relocation of the spare wheel to the outside of the trunk in 'Continental Kit' style, while a 312ci, 215bhp Thunderbird Special V8 was added to the engine options. A more thoroughgoing re-style for 1957 saw the adoption of a longer tail section featuring prominent fins. This alteration provided greater luggage space while enabling the spare wheel to be relocated in the boot, a move that improved the handling.

Despite its success, the original Thunderbird concept soon was abandoned and a larger - and slower - four-seat version introduced for 1958, a move that turned the early two-seater cars into collectors' items almost overnight. Today the original 1955-'57 Thunderbirds are among the most desirable and sought after of all post-war American automobiles. They enjoy cult status like many American cars of this period, and are very popular in the Middle East.

This attention grabbing '57 Thunderbird has the 312ci Special V8 engine and Ford-O-Matic transmission, a combination that came with a maximum power output of 245bhp. The car was imported into the UK in September 2014 from a private collection in California, and has had only two owners in this country. Noteworthy features include a good condition soft-top folded behind the seats; electrically adjustable bench seating; new spare wheel; and an original-specification driver's rubber mat (in the boot). Acquired by the private vendor in October 2015, it benefits from new whitewall tyres and a new period-look hard-cased battery, and is described by them as in generally good condition in every respect. Offered with a V5C Registration Certificate.

£30,000 - 40,000

£33,000 - 44,000

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

516 N

1962 MERCEDES-BENZ 190SL CONVERTIBLE WITH HARDTOP

Registration no. not UK registered
Chassis no. 121.040-10-025539

- *Left-hand drive*
- *Manual transmission*
- *Restored in 2014 by SLS, Hamburg*
- *Swedish title*



In 1954 Mercedes-Benz had introduced the 300 SL sports car, a 'Gullwing' coupé inspired by the German manufacturer's highly successful 300 Super Leicht series of sports-racers that had spearheaded its return to international competition. Expensive and exclusive, the 300 SL caused a sensation and set new standards for high performance sports cars. Introduced at the same time was a cheaper, less exotic but no less refined sports roadster: the 190 SL. Based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon's shortened platform to compensate for the open body's reduced stiffness.

Mounted on a detachable sub-frame together with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, this M121 unit produced 105bhp at 5,700rpm, an output sufficient to propel the 190SL to 100km/h in 14.5 seconds and on to a top speed of 171km/h. It was also relatively economical.

The 190 SL was more comfortable than the typical British sports car but the fact that its ride was more boulevard than sporting did nothing to deter sales. The model was a big hit in the USA, where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.

Handsomely finished in black with red leather interior, this left-hand drive 190SL was restored in 2014 by SLS, Hamburg and is presented in good condition. The interior was re-trimmed and re-carpeted throughout during the rebuild and is still fresh and unworn, while the brightwork is in generally good condition and the paintwork displays a few minor imperfections. A matching black hardtop is included in the sale, and the car also has a new black hood. Accompanying documentation consists of a Swedish title, and bills and photographs relating to the 2014 restoration.

£70,000 - 90,000

€77,000 - 100,000

517

1951 INVICTA BLACK PRINCE SHOOTING BRAKE

Coachwork by Associated Coach Builders

Registration no. MPT 899

Chassis no. 563/104

- *Invicta's final model*
- *One of 12 survivors of 16 made*
- *Known ownership history from new*
- *Original engine and transmission with car*



In 1946 the Invicta name was resurrected for a third time to market a most expensive luxury car: the Black Prince. The all alloy engine was a 3.0-litre six-cylinder featuring twin overhead camshafts, twin-plug ignition, and triple SU carburettors, producing 127bhp at 5,000rpm. The automatic gearbox was electrically operated, as were the built-in jacks, while the suspension was independent all round, sprung by torsion bars. Standard equipment included a built-in trickle charger, various electric heaters, and a radio. Bodies were aluminium with luxurious leather and polished wood interiors, and the ensemble was topped by a truly extravagant mascot of the Black Prince himself. Priced at £3,820, Invicta's Black Prince cost three times as much as the Jaguar MkV and was only slightly cheaper than the MkVI Bentley.

Chief Designer William G Watson chose an engine originally drawn up by W O Bentley for Armstrong-Siddeley but rejected as too expensive, which was built by Henry Meadows Ltd. However, there was a commercial dispute over the design's ownership and Invicta closed its doors in 1950 after producing some 16 cars, of which it is believed 12 exist.

All Invicta's assets, including complete unsold cars, were purchased by AFN Ltd. This car, chassis number '104', was purchased from AFN in 1951 by Jeffrey Dixon of Durham, who commissioned the shooting brake body from Associated Coach Builders in Sunderland, and registered the Invicta as 'MPT 899' on 3rd November 1951. The original buff logbook is on file. This matching-numbers car also comes with the original, rare, and highly prized Black Prince mascot in the form of a medieval knight in silver and enamel – a collector's item in its own right.

In 1959, Jeffrey Dixon sold the Invicta to Thomas Downey, who in turn sold it to Wilfred Meldrum a year later. Meldrum kept the car for over 30 years, undertaking an extensive restoration. The bodywork and interior were finished in the 1970s, and in the 1980s the chassis was upgraded using Jaguar suspension components, differential, and disc brakes. Refurbishing the engine and transmission was beyond Meldrum, and they were replaced with a Holbay-tuned Hillman Hunter engine and gearbox. In 1994, the car was sold to Tony Cowie, from whom it was purchased by the current vendor as a 'barn find'. This ultra-rare car comes with a wealth of documentation including drawings of the engine, correspondence with AFN and Meadows, the original logbook, current V5C, Black Prince Instruction Manual, numerous invoices, and technical data sheets.

£22,000 - 26,000

€24,000 - 29,000

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

518

1960 BENTLEY S2 SALOON

Registration no. OSU 399

Chassis no. B257CT

- *First of the V8-engined Bentleys*
- *Attractive colour/trim combination*
- *Recent considerable expenditure*
- *'Silky smooth and quiet to drive'*



'The Bentley S2, with its sister Rolls-Royce models, gives high-speed travel in silence and luxury, while the driver and passengers enjoy the sense of well being that only the best British craftsmanship can give.' - John Bolster, *Autosport*.

Facing increasing competition from faster rivals and with development of its ageing six-cylinder engine nearing its end, Rolls-Royce turned to V8 power as the 1960s approached. The V8 was, of course, the predominant power unit in Rolls-Royce's most important export market - the USA - so it was only natural that the Crewe firm would study the best American designs - principally those of Chrysler and Cadillac - for inspiration. Introduced in the autumn of 1959 as the star of the London Motor Show, the Rolls-Royce Silver Cloud II and Bentley S2 appeared externally unchanged from their 'Cloud and S-Type predecessors, though the duo's performance was considerably enhanced by the new 6,230cc V8 engine. Of all aluminium construction, this remarkable new power unit was some 30lb lighter than the preceding 'six', despite its greatly increased capacity. In keeping with tradition, no peak power output was quoted, though most informed sources estimated it to be around 200bhp.

Although wider and shorter than the 'six' it replaced, the new V8 fitted relatively easily within the engine bay, relocation of the steering box from inside to outside of the chassis frame being the most obvious alteration to the previous arrangements. Externally the new models appeared virtually unchanged, while beneath the skin Rolls-Royce's own four-speed automatic transmission was now the only one on offer, and power steering had been standardised. Immensely successful both at home and abroad, the Silver Cloud II and Bentley S2 remained in production until the autumn of 1962, by which time 1,865 S2s had been built with the factory's 'standard steel' body compared with 2,417 Silver Cloud IIs.

This particular Bentley S2 is finished in arguably the best colour/trim combination, complemented with period-style white wall tyres. An exceptionally sound example, 'OSU 339' has benefited from considerable expenditure over recent years and comes with supporting documentation. The most recent refurbishment included replacing the (perished) engine mountings, the front engine cross-member, and the exhaust fixings, these works being carried out by Rolls-Royce and Bentley specialists Colbrook in Stilton (bill on file). Described as silky smooth and quiet to drive, the car is offered with MoT to October 2017 and a V5C document.

£28,000 - 34,000

€31,000 - 38,000

519

1936 FORD V8 22HP MODEL 62 'WOODIE' STATION WAGON

Registration no. GML549

Chassis no. 52174352

- *Dagenham built*
- *Believed the sole survivor of its type*
- *Formerly displayed at the Ford Heritage Centre*
- *Seven-seat accommodation*
- *Widely displayed and publicised*



The 'Woodie' station wagon, with its characteristically half-timbered body, ranks alongside the pickup truck as a quintessentially American vehicle. The style originated in the 1930s, its popularity peaking in the immediately post-war decades, though the look has been periodically revived by manufacturers on both sides of the Atlantic ever since. In the post-war years, the Woodie's popularity with California surfers ensured its cult status. Sadly, many were cut down or scrapped when the body timbers rotted, and the relatively few survivors are both highly prized and increasing in value.

Built at Dagenham on the 22hp (2,227cc) Model 62 Ford V8 chassis, this example was purchased by previous owner Derek Sansom in 1981, immediately after it had undergone partial restoration (see letter on file). Displayed for six years during the 1990s at the Ford Heritage Centre, Dagenham (until its closure circa 2000), 'GML 549' is believed to be the sole surviving Model 62 Woodie.

It is believed that the car was used up to 1947, disappearing until the mid-1970s when it was rediscovered in East London by Ford V8 enthusiast, Henry Court. Displaying a believed-genuine total of circa 50,000 miles on the odometer at that time, the Woodie was re-commissioned – new exhaust, new tyres, etc – and fitted with flashing indicators.

A Ford employee, Derek Sansom bought the Woodie from Henry Court, recounting the details in an article published in 'Woodie Times' (July 1981 edition, copy on file). Thereafter 'GML 549' enjoyed a new career as occasional promotional vehicle for Ford's Motorcraft spare parts business, as well as being used for road runs, rallies, shows, etc.

This car has been used twice for the Royal Tournament, and has featured in an Audi magazine advertisement and the Ford publication 'V8 Story'. It also appeared in Ford's 75th Anniversary TV advertisement and in Julian Pettifer's film 'A Special Relationship', about the history of Ford in Britain.

In 1984 and 1985, the Woodie made two visits to the Royal Estate at Sandringham at the invitation of HRH The Queen Mother, owner at the time of a 1951 V8 Pilot Woodie. One of the photographs taken at Sandringham was used as the basis of a Royal Mail stamp for St Helena, this Woodie featuring in the original artwork.

Acquired by the current vendor acquired in 2014, this beautiful and rare Ford V8 Woodie represents a wonderful opportunity to own one of these delightful and charismatic vehicles, without which no serious collection is complete.

£28,000 - 34,000

€31,000 - 38,000

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

1929 ROLLS-ROYCE 20/25HP WEYMAN SALOON

Coachwork by H J Mulliner

Registration no. GK 2467

Chassis no. GDP-60

- *Featured in 'Those Elegant Rolls-Royce' by Lawrence Dalton (page 146)*
- *Overall winner of this year's Gordon Bennett Rally*
- *Of proven reliability*
- *A delightful Vintage-era Rolls-Royce*



The introduction of a smaller Rolls-Royce, the 20hp, in 1922 enabled the company to cater for the increasingly important owner-driver market. Its successor, the 20/25hp, introduced in 1929, up-dated the concept with significant improvements, featuring an enlarged (from 3.1 to 3.7-litres) and more-powerful version of the Twenty's six-cylinder overhead-valve engine. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features, such as centralised chassis lubrication, developed for the larger model, and would become the best-selling Rolls-Royce of the inter-war period.

The Rolls-Royce 20/25hp was, of course, an exclusively coachbuilt automobile, and most of the great British coachbuilding firms offered designs, many of them unique, on the 20/25hp chassis. Built in 1929 and first registered in 1930, chassis number 'GDP-60' carries lightweight Weymann sports saloon coachwork by H J Mulliner & Co. Its first owner/driver was Mrs Lilley of the Lilley & Skinner shoeshop chain, who kept the Rolls-Royce for nine years. There are some fascinating letters in the history file from Jack Barclay, and from the first owner's son detailing the car's early years.

The history file's contents date back to the 1960s when the car went to the USA. It returned in the 1980s and the file has been added to occasionally since. While in the vendor's ownership, the Rolls-Royce has been used regularly for trips to the Goodwood Revival and R-REC trips to Prescott and Shelsley Walsh. 'GK 2467' has also completed the Gordon Bennett Rally three years consecutively, finishing 5th overall in 2016 and 'Best Overseas Entrant', and winning the event outright in 2017.

The chassis is sound and without rust, while the engine runs well and silently, with no smoke and excellent oil pressure. The body is very good, the doors shutting well and bonnet fitting correctly. The paintwork is patinated, as is the interior. All instruments work except the clock and fuel gauge. Upgrades include a modern fuel pump (bypassing the Autovac), a fuel filter (beneath the seat), and flashing indicators incorporated into the sidelights. The vendor has covered some 5,000 miles in the 20/25, describing it as 'very sound and reliable mechanically, with average bodywork, very original throughout apart from its re-spray 50 odd years ago in America and an after-fit boot compartment'. He would happily drive the car anywhere. An honest Vintage-era saloon, this sporting 20/25 is offered with an old-style logbook, sundry invoices, a V5C Registration Certificate, and the aforementioned history file.

£25,000 - 30,000**€28,000 - 33,000**

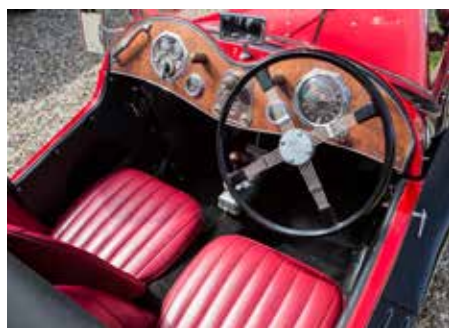
521

1934 MG MIDGET PA TOURER

Registration no. CKE 70

Chassis no. PA0941

- *Matching numbers*
- *Original registration*
- *Restored in the 2000s*
- *Good history file*



'This latest model is a marked improvement in all respects over its forbears,' reported The Autocar magazine after road-testing the new P-Type Midget in November 1934. A replacement for the successful J2 Midget, the PA followed the general lines of its predecessor but was equipped with a new and more robust version of MG's 847cc, four-cylinder, overhead-camshaft engine benefiting from a cross-flow cylinder head; stronger, three-bearing crankshaft; and better lubrication. Chassis alterations, many resulting from competition experience, included a longer wheelbase, strengthened transmission, and 12"-diameter (up from 8") brakes. MG's advertising claimed that 'In all there are over one hundred new and improved features'. Top speed was in the region of 75mph.

Built in two- and four-seater variants, the PA in the latter form was the last Midget to offer sports car motoring for enthusiasts with a family. Some 2,000 PAs were produced between 1934 and 1935 when the model was superseded by the relatively short-lived PB. The classical lines of the traditional MG sports car continued on the successor 'T' series, and today these wonderful little cars, whose lines and driving characteristics are so redolent of pre-war days, remain highly sought after by enthusiasts.

This particular four-seater PA Midget was acquired in 1950 by motor sports journalist, Arthur Day, who owned it for over 30 years. Subsequently sold to an American collector (in the 1980s), the car was then treated to ongoing restoration until circa 2000. Since then it has benefited from a 'last nut and bolt' rebuild, which included a new timber body frame, a bare-metal re-spray, and overhauls of the brakes, starter motor, and Marles-Weller steering mechanism. A photographic record of the restoration is available, and the car also comes with a good history file containing previous-owner correspondence, shipping documents, old MoTs, etc.

The enthusiast vendor purchased the Midget at a UK auction in 2010, since when it has formed part of his private collection and been carefully maintained by his own mechanic. Benefiting from a recent rebuild of the dynamo, the car is currently running and driving very sweetly. A delightful post-Vintage thoroughbred touring car.

£30,000 - 40,000
€33,000 - 44,000

522

1932 ALVIS FIREFLY 1½-LITRE TOURER

Coachwork by Cross & Ellis

Registration no. KV 3382

Chassis no. 10250

- Restored in the 1980s
- Featured in 'Alvis Firefly Twelve' by Simon Fisher
- Offered from a private collection



'For many years Alvis cars have been famous both for performance and sturdy construction; the chassis is essentially one to stand very hard driving for long periods with a minimum of trouble. These characteristics are admirably exemplified in the four-cylinder Firefly Twelve model introduced about a year ago.' – *The Motor*, February 13th 1934.

The replacement for the immortal Alvis 12/50 was delayed and it was not until 1933 that the 1½-litre Firefly made its appearance. Powered by a 1,496cc overhead-valve four, it was in many ways similar to the six-cylinder Speed Twenty SA, incorporating a 'double drop' frame, class-leading brakes, and unitary construction of the engine and four-speed gearbox, all features of its larger sibling. In fact, the Firefly was a mere 5" shorter than the Speed Twenty, which made for a relatively spacious interior, while the generous wheelbase, wide track, and low-slung build all contributed to the reportedly excellent handling characteristics. With 50bhp on tap, its maximum speed when new was around 75mph, with 50mph attainable through the gears in 19 seconds, figures superior to those of the larger 1,842cc Firebird. The bulk of Firefly production was bodied by Alvis's Coventry neighbours, Cross & Ellis.

This particular Firefly, however, was originally bodied as a saloon by Carbodies, and was despatched to Messrs John Thompson of Wolverhampton on 21st December 1932. It is understood that the car had acquired the current Cross & Ellis tourer body by the 1980s, when its then owner and his brother undertook a 'ground upwards' restoration (see details in history file).

'KV 3382' entered the preceding (family) ownership in 2003, and subsequently received a replacement 'J type' steering arm (2007) and a new clutch (2013). The current vendor purchased the Alvis in October 2015 at a UK auction. Finished in British Racing Green with red leather interior, this most handsome 'Post-Vintage Thoroughbred' from one of this country's premier sporting marques is offered with a V5C document and the aforementioned history file.

£35,000 - 40,000

€39,000 - 44,000

523

C.1921 OLDSMOBILE 4.0-LITRE MODEL 37 SPEEDSTER

Registration no. BF 5592

Chassis no. 37AT893

- Imported from New Zealand
- Extensively restored and upgraded
- Buick E-49 engine
- Capable of comfortable 60mph cruising



Having established its reputation with a series of highly successful single- and twin-cylinder runabouts, Oldsmobile introduced its first multi-cylinder car, the Model S four, for the 1906 season. Only two years later the company introduced its first six, the Series Z, which was replaced for 1910 by the Series 27 Limited. Its engine displacing 8¼ litres (later 11½), the Limited was one of the largest, most powerful and most talked about American cars of its day. This leviathan was replaced for 1913 by a smaller (6¼-litre) model that lasted through 1915. After a year without a six-cylinder car in the range, Oldsmobile returned for 1917 with the Model 37, a more modest vehicle with an engine of only 177ci (2.9-litres), which would stand the company in good stead until the end of 1921.

This Oldsmobile Model 37 was purchased by the preceding owner from New Zealand circa 2007 and had already been fitted with its 4.0-litre six-cylinder Buick E-49 engine dating from 1918. Ian Ferguson rebuilt the engine using a Formhalls bottom end, and also fully restored the chassis, brakes, and electrics.

The two-seater speedster body was made by Mick Sharpe and painted by Bruce and Jim Young, who also made the hood frame. Steve White Restorations then assembled the car, fitting the carburettors and inlet manifold and adding front brakes for safer road use. Other noteworthy features include a tachometer, full tonneau cover, 'taller' rear axle ratio, and steel wheels fitted with 600-22 Goodrich tyres. Accompanying build receipts total a staggering £150,000, and the car also comes with a V5C registration document.

The current vendor purchased the Oldsmobile at Bonhams' Oxford sale in June 2015 (Lot 462), since when it has formed part of his private collection. Known to its owner as 'The Rocket', the car has been regularly serviced and maintained, and is running and driving well. Capable of comfortable 60mph cruising, this unique 'special' is ready to use and enjoy.

£28,000 - 34,000
€31,000 - 38,000

524

1913 VERMOREL 12/16HP MODEL L TORPEDO TOURER

Registration no. 6395 D

Chassis no. L1414

- Rare, high quality French motor car
- Believed the only early Vermorel in the UK
- Mechanically overhauled by the present (engineer) owner
- Proven record of extensive use



'It is very speedy - Bledlow Ridge gave us a good opportunity to put the car through its paces - it steers easily at any pace and is the essence of controllability.' – *The Motor* testing a 12/16hp Vermorel in 1913.

An engineering company established in the 1840s as manufacturers of agricultural and woodworking machinery, Établissements V Vermorel of Villefranche-sur-Saône, France built its first experimental automobile in the late 1890s, though production proper did not commence until 1908. Vermorel quickly established a reputation for quality; indeed, a British catalogue of 1913 described it as 'the Rolls-Royce of small cars' and 'the best effort of France'. Production of motor cars ceased in 1930, but Vermorel continued its other lines of business until it closed in 1965. Only a few Vermorel cars still exist, and that offered here is believed to be the only early example in the UK. Still carrying its original torpedo tourer body by Henri Gauthier & Cie, chassis number 'L1414' was discovered by a British collector in a barn in France in 1968 (see photograph on file). In complete condition when found, the car was restored and saw very little use until it was sold in 1973. It was then displayed in a museum until 1987 when the original British owner repurchased it.

The vendor, a professional engineer, purchased the Vermorel in 1990 and has continued to maintain it to a very high standard. He has overhauled the engine (re-bore, new (aluminium) pistons, new valves, etc); relined the cone clutch; overhauled the rear axle (using taper-roller bearings); rebuilt the rear brakes, modifying them to use modern brake linings; overhauled the steering box; and fitted all new spring shackle pins, bushes, and plates.

The vendor has also made the various special tools required to service the car, and has written a helpful instruction book containing all the data necessary to keep it in running condition. Finished in red with black wings/coachline and black leather interior, 'L1414' features its original brass plaques, a full set of brass lamps, a horn, period mirrors, and a clock. The car also comes with the double-duck hood and full set of side screens that were made in the 1960s but have been unused while in the present ownership. There are separate front and rear tonneau covers.

Registered '6395 D', this Vermorel has been used regularly on Veteran Car Club events, driving some 13,000 miles while in the vendor's care. Accompanying documentation consists of an old-style logbook (1968), VCC Dating Certificate (1970), V5C registration document, an original French sales catalogue for 1913, a photocopy of the British catalogue, Bosch magneto instruction book, numerous invoices dating back 27 years, and a photocopy of the aforementioned article in *The Motor*. The aforementioned special tools and a quantity of useful spare parts, including a magneto, come with the car (lists available).

Recently widowed, the vendor has reached an age where he wishes to reduce his collection. This is a wonderful opportunity to purchase a rare 'Brass Era' French motor car that is ready for serious motoring.

£20,000 - 30,000

£22,000 - 33,000

No Reserve

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

525

1933 MG MIDGET J2 ROADSTER

Registration no. XJ 6721

Chassis no. J3067

- Traditional MG sports car
- Restored in the mid-2000s
- Present ownership since 2014
- Eligible for MG Car Club and MG Owners Club events



Derived from the first Midget - the M type - and introduced for 1933, the two-seater J2 established the classic MG look which would characterise the Abingdon marque's sports cars into the 1950s. With its deeply cutaway doors, fold-flat windscreen and fixed cycle-type mudguards, it revealed its race-bred pedigree in every line and set the British sports car fashion for many years. This new Midget was given the factory designation 'J2' and it was announced simultaneously that a new 'super-sports' J3 model and a racing J4 would quickly follow. The Midget's 847cc, overhead-camshaft, Wolseley-derived engine was coupled to a four-speed gearbox and housed in a simple chassis frame featuring half-elliptic springing all round and cable-operated 8"-diameter brakes. Thus equipped, the lightweight J2 possessed exemplary handling and steering by the standards of the day, and was good for 65mph. Today the model is one of the most sought after of pre-war MG sports cars.

Delivered new to coachbuilder-turned-motor-dealer Cockshoot's in Manchester, this particular J2 Midget was fully restored approximately ten years ago and has been in dry storage ever since.

The previous owner purchased the MG in 2005 and completed the restoration, which included an engine rebuild using parts supplied by Barry Walker MG (bills on file). A major service was carried out in November 2013 by Ian McPherson & Sons, Manchester and then in 2014 the Midget was purchased by the current owner, who has used and maintained it since then. The history file contains copy correspondence (1933-1935) from the MG Car Co concerning replacement of the cylinder head; a copy of the original guarantee card; an original MG 1932 sales brochure; a copy parts catalogue; sundry restoration invoices; and a V5C document.

A very tidy example, running and driving well, this J2 Midget is ready for MG Car Club and MG Owners Club events, plus a wide variety of other speed and road competitions.

£30,000 - 35,000

€33,000 - 39,000

526

1936 AC 16/70HP DROPHEAD COUPÉ PROJECT

Registration no. DPF 956

Chassis no. L382

- *Rewarding project*
- *AC engine and gearbox*
- *V5C Registration document*



AC records show that between 1933 and 1940 they produced some 99 two-seater drophead coupés like this one. The 16/70 is recognised as one of the most attractive 'Post Vintage Thoroughbred' models manufactured by AC, having a well balanced appearance and traditional dicky seat. 'DPF 596' was purchased requiring full restoration with the intention of creating a VSCC competition special.

The rarity of the car makes this option of debatable wisdom, and with rising prices a full restoration would now seem more appropriate. The original owner was a Mr H B Wakefield from Kendal, and it is known that the car had a pre-war 3½-litre Jaguar engine fitted for many years.

A post-war 2.0-litre AC engine and gearbox has been acquired, which apparently was in good mechanical condition prior to being removed from another 'PVT' AC. The aluminium cylinder block appears to be sound, while the chassis looks good having been prepared and painted some years ago.

There are various items missing such as the front bumper, bonnet catches, and various brake components, but these should be available with diligent searching – perhaps at the Autojumble! A very rare project at an affordable price, the car comes with an old-style green logbook and a current V5C Registration document. Sold strictly as viewed.

£13,000 - 15,000

€14,500 - 17,000

527

1935 AUSTIN 12/4 TAXICAB

Coachwork by Ricketts

Registration no. CGJ 575

Chassis no. 1685

- *Rare Ricketts-bodied taxicab*
- *First registered to Sir Alexander Samuels, CBE*
- *Used during WW2 by Captain George Charles Grey, MP*
- *Formerly owned by Swedish journalist and author, Jan Olaf 'Jolo' Olsson*



This Ricketts-bodied London taxicab was first registered on 2nd September 1935 to Sir Alexander Samuels CBE at Shoreditch, East London. Known as 'Mr Traffic', Samuels would be placed in charge of London's traffic management in 1963 by the then Minister of Transport, Ernest Marples.

During the London Blitz of 1940, 'CGJ 575' was used as a staff car by George Charles Grey, who when elected to Parliament in August 1941 was the 20th Century's youngest MP (he was just 22). A captain in the Grenadier Guards, Grey was killed at Le Repas in Normandy in July 1944 on the first day of Operation Bluecoat, a successful attempt to counter German armoured formations threatening the Allied beachhead. A memorial marks the site of Grey's grave on the battlefield.

The taxi has a coachline in Guards Red around the body and the inter-linked initials 'GCG' on the doors, still in original condition and identical to the Grey family shield in the Houses of Parliament. After the war, the taxi operated as part of Samuels' taxi fleet in Shoreditch until the autumn of 1953. Samuels then sold the taxi to the famous Swedish journalist and author, Jan Olaf 'Jolo' Olsson.

Jolo drove the taxi around England while researching a book about the country. His research concluded, Jolo shipped the taxi from Tilbury to Gothenburg, Sweden on 3rd October 1953. His wife Margareta later named the taxi 'Lilibet' (the nickname given to HRH The Queen by her sister, Princess Margaret). Published in June 1954, Jolo's book 'Drottningens England' was dedicated to the taxi 'Lilibet'. In 1964 Jolo gave the taxi to the museum at Skokloster.

The current vendor has owned the taxi for the last three years. Works carried out since then include fitting a new starter ring-gear, new clutch, new clutch release mechanism, new speedometer cable, and electronic ignition, while the cylinder head has been removed and the valve seats reground. During the course of these works it was discovered that the engine had been overhauled in Sweden. In addition, the original Solex carburettor (specified by Ricketts to have an automatic choke) was cleaned and adjusted. The bodywork required only mild cosmetic attention. The only notified deviation from factory specification is conversion of the windscreen wipers to electrical operation (undertaken in 1953).

Offered with a V5 registration document, 'CGJ 575' represents a wonderful opportunity to acquire a rare Ricketts-bodied taxicab possessing a fascinating history.

£30,000 - 40,000
£33,000 - 44,000

528

1936 HERMON 1½-LITRE SPORTS

Registration no. DGP 57

Chassis no. 1

- *Unique British sports car*
- *British Salmson DOHC engine*
- *Brooklands competition history*
- *Single family ownership since 1937*
- *Offered for restoration*



Announced early in 1936, the Hermon was financed by Mr Oxley who together with Mr G Manley, a close associate of the Girling company, A B Lavey and Richard Little formed the Herman Car Company at the Boundary Garage on Sevenoaks Road, Orpington, where two prototypes were planned.

The Hermon employed a conventional chassis frame – under-slung at the rear - with boxed-in side members joined by straight tubes. At the front there was independent suspension by Girling featuring pressed-steel lower wishbones, upper radius arms, and coil springs, with a conventional semi-elliptically suspended live axle at the rear. Girling also supplied the brakes, while André friction dampers operated on all four corners. The Hermon's 1½-litre twin-overhead-camshaft engine and four-speed gearbox were supplied by British Salmson, endowing the car with respectable performance. It is believed that two cars were made by Herman, a racing stripped two seater, and the car offered here, the prototype two seater sports car.

The Hermon racer was duly entered in the 1936 Brooklands Whit Monday meeting where it was driven by F W Oxley in the First Whitsun Short handicap, with a best lap of 84.99mph, while in the Long Handicap, the Hermon managed a lap of 86.62mph. One A B Lavey drove the Hermon at the August meeting, lapping at over 90mph and bagging a brace of 3rd place finishes. Lavey went even quicker at the autumn meeting, with a best lap of 91.38mph. The Hermon was not raced again, and it is now believed to be in America.

In 1937, the prototype sports car, chassis number '1' was acquired by Mr W H Brockman, a mechanical engineer and director of Bligh Bros, the Canterbury coachbuilder who were associated with the Chitty Chitty Bang Bang cars of Count Zborowski. The Hermon had been used as Mr Brockman's daily transport until petrol rationing resulted in the Herman being parked in his Canterbury yard. A letter on file from Mr Brockman recalls the Hermon being moved from the yard to his lawn the day prior to the Baedeker bombing, 1st June 1942. Most of Mr Brockman's paperwork relating to the Herman was lost in the fire the following day, however a duplicate Log Book issued 16th June 1942 on file.



Chassis no.1 photographed at the Works, 1936

The car has not been used since 1942 apart from one trip at the end of the second world war, after which it was 'mothballed' in barn storage.

In the early 1970s the car was stripped of its paintwork and the bare aluminium bodywork was varnished for protection; the cylinder head removed and stored in caster oil; and the wheels sand blasted and Zinc coated. Whilst in storage the car was vandalised and stripped of its radiator, radiator badge and steering wheel. Fortunately, the body was not damaged, and the car was then re-housed at the family home.

Ownership passed through the family, including involvement with the vendors uncle in the 1970s and early 80s and the Hermon is offered for sale today by Mr W H Brockman's grandson. Offered for restoration, this unique prototype with company Brooklands history comes with photocopied magazine articles, various letters, copy buff form and period photographs. Sold strictly as viewed. It should be noted that remanufactured cylinder blocks and heads are now available from the British Salmson Owners Club.

£20,000 - 30,000
£22,000 - 33,000



Hermon press photo, 1936

529

1926 VAUXHALL 14-40 PRINCETON TOURER

Registration no. TU 4404

Chassis no. LM3924

- *Highly original*
- *Two owners from new*
- *Recent engine rebuild*
- *Quality vintage touring car*



Prior to 1925, when Vauxhall was taken over by General Motors, the company was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Laurence Pomeroy's tenure as Chief Engineer saw the firm, which had relocated from London to Luton, produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger (4.0-litre) version of the Prince Henry's four-cylinder sidevalve engine was developed for its successor, the D-Type, which is perhaps best remembered for its role as a WWI military staff car.

With the return of peacetime production at the end of The Great War, the D-Type's 30-98 successor proved itself to be one of the greatest of all fast tourers, and in 1922 Vauxhall matched its great rival - the Sunbeam company of Wolverhampton - in offering an alternative, smaller and less expensive car: the 2.3-litre 14-40hp M-Type. The latter featured a four-cylinder detachable-head engine, three-speed in-unit gearbox (instead of the four-speed separately mounted type of the larger models), single-plate clutch, and rear brakes only. It sold for around £750 against some £1,600 for the 30-98.

From 1925, the 14-40 adopted a four-speed gearbox and for 1926 gained front-wheel brakes. In 1927 - its last year of production - this attractive mid-range model was also offered with a Wilson-type pre-selector gearbox.

This exceptional 14-40hp Princeton tourer was purchased new by William Pearson, a marine engineer of Northwich, Cheshire, who served in the Merchant Navy during the transition period of sail to steam propulsion. Upon retirement he purchased 'TU 4404', collecting it directly from Vauxhall's Luton factory and driving home to Northwich in the company or a local agent. Various relatives and friends ran Lagonda, Sunbeam, and Bentley cars, and William had great satisfaction in demonstrating the 14-40's competitive performance against them.

After completion of his new cottage, 'Sorbie' in Waste Lane, Oakmere by Delamere, William relocated the car in 1936 to an adjoining single garage. He married a schoolteacher, Doris Johnson, in 1943, and her Singer Sports shared the driveway and often the garage. During WW2, the Vauxhall was laid up while petrol was rationed. Petrol was not immediately available after 1945 but William was able to obtain lighter fluid in sufficient quantity to re-commission the 14-40 and run it until regular petrol supply resumed!



Back in service again, the Vauxhall was used for touring North Wales and the Lake District, and for model yacht sailing at Llandudno, New Brighton, and other venues, the rear compartment being used for carrying the craft. Doris proved equally competent at sailing and at handling the Vauxhall, much to William's great satisfaction. She became the main driver for weekend outings, while a Volkswagen 'Beetle' was acquired to replace the Singer.

Following William's death in 1963 at the age of 78, Doris continued to run and maintain the 14-40 in accordance with his wishes. During 1976, Keith Lidgerwood took over maintenance of the car, enabling Doris to continue its enjoyment. Over a period of many years, Doris hosted a widely acclaimed picnic at the VSCC's Oulton Park meeting, always parking the Vauxhall close to a particular oak tree so that friends would have no trouble finding it. Regular attendance at Shelsley Walsh, Prescott and Loton Park events - with picnic standards maintained - continued into the early 1990s.

In the late 1980s, the Vauxhall featured in two magazines: *Cheshire Life* (July 1988 edition) and *Old Car* (July 1989), copies of which are on file. The latter article states that the Vauxhall had been repainted once and that the leather hood covering had been replaced with lighter canvas; other than that, the car was said to be almost completely original, serving as a guide for other owners and restorers of the model.

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

Doris (photographed above left with 'TU') eventually surrendered her driving license but continued to enjoy travelling around the Cheshire lanes in 'TU 4404' as passenger/navigator. Re-commissioning the car after winter storage was always a major enjoyment, which she monitored appreciatively. Reaching 100 years of age in 2008, Doris was then the oldest member of the Vauxhall Owners Club; she died soon afterwards and the car was acquired in 2010 by the current vendor, only its second owner from new.

Since then the engine has been rebuilt by Brewster Mudie Limited of Bromsgrove (less than 500 miles ago) - the original dural conrods, a spare cylinder block and head are included in the sale - while the electrics have been professionally rewired within the last five years. There are many other cars in the vendor's private collection and 'TU 4404' has seen relatively little use since acquisition, hence the decision to sell. A delightful, original and unmodified Vintage-era Vauxhall, this exceptional Princeton tourer is offered sundry bills and a V5C registration document.

£38,000 - 44,000
€42,000 - 49,000

530

1931 ROLLS-ROYCE PHANTOM II CONTINENTAL TOURING SALOON

Coachwork by H J Mulliner & Co

Registration no. PN 7751

Chassis no. 64GX

- *One of only 281 built*
- *Known ownership history*
- *Restored in the USA circa 2011/2012*
- *Eligible for the most important
Concours d'Élégance events*



The Phantom II Continental was the last Rolls-Royce to be designed under the personal supervision of Henry Royce, before his death in 1933. As its name suggests, this new Rolls-Royce was intended for fast continental touring; indeed, there were few roads in Britain where its outstanding performance - the top speed was around 95mph - could safely be exploited to the full.

Produced for a relatively short period, during which time only 281 examples were completed, the Phantom II Continental typically sold for around £2,500 (more in some cases), a quite staggering amount to ask for a motor car and equivalent to the cost of no fewer than six or seven average-priced houses in the UK at that time! The Continental's - necessarily wealthy - owners included such famous names as the racing drivers Sir Malcolm Campbell and Woolf Barnato, Prince Ali Khan, Princess Alexis Midvani, the Prince of Nepal, Lord Londesborough, the Earl of Warwick, the Earl of Roseberry, Lord Doverdale, Lionel de Rothschild, Anthony de Rothschild, the Maharaja of Bahawalpur, the Maharaja of Jodhpur, N S Gulbenkian and Noel Coward.

The Continental could not have got off to a better start when a pre-production model ('26EX') designed by Ivan Evernden and made by Barker & Co (Henry Royce's favourite coachbuilder) won the Grand Prix d'Honneur at the Biarritz Concours d'Élégance in September 1930. Highly favoured by prominent coachbuilders, the Phantom II chassis would provide the platform for some of the truly outstanding designs of its day and this particular Touring Saloon is no exception, being the work of H J Mulliner and Co.



Notable features of this striking design include uniquely flared wings, dual rear mounted spare tyres, blind quarters, painted disc wheel covers and side hood louvres extending to the cowl.

Off test in April 1931, '64GX' comes with copy chassis cards recording that it was sold new via C H Martin Ltd of Cliff Bridge, Lewes and delivered in early June 1931 to the order of its first owner, Mr H Asa Thomas. Mr Thomas was the long-time friend and attorney of wealthy American philanthropist and millionaire art collector Edward Perry Warren. Upon Warren's death in 1928, Thomas had inherited his entire estate, including an immense art collection that housed Rodin's 'The Kiss' among dozens of other notable pieces, together with the historic Lewes House and gardens. Mr Thomas' ownership of the Continental lasted for nearly three decades. The first change of ownership (according to a copy of the car's British Excise Act Registration Book records) occurred in November 1958 when it passed to a Mr Bernard Geoffrey Collings of Okehampton, Devon. Subsequent owners listed include a Mr S E L Sturgeon of Surrey (who commissioned a thorough restoration in October 1967) and a Mr W B St John Montagu of London (who commissioned a comprehensive mechanical rebuild in June 1971). George Vernon Kennedy Burton was the next owner, from 1973, followed by Michael Whitaker, who would own the Phantom for 35 years (1976-2011). It then went to the USA and was owned there by Stacey Hare.

A sympathetic restoration was then undertaken with the aim of preserving the original structure while retaining as many original components as possible and refurbishing wherever necessary.

Following complete disassembly of the wings, running boards, doors, mudguards, under-wing components and all interior trim, the coachwork was stripped back to bare metal and refinished in black, the car's original colour, with silver pin-stripping. The oxblood red Connolly leather seats are complimented by new Wilton wool carpeting, a refurbished headliner and freshly polished original walnut interior wood trim. Fitted with proper colour-matched discs, the original wheels are shod with matching Denman tyres. Mechanical work costing over \$25,000, including overhauls of the engine, water pump and radiator, was carried out by marque experts D&D Restorations of Covington, Ohio and Roger Ford of Beaumont, California (bills on file). At that time it was stated that that '64GX' had covered only 50,175 miles, as documented by various service invoices, sales agreements, registration listings and a hand written mileage and maintenance journal on file.

The current vendor has owned the Phantom since 2013. EU import duties have been paid and the car comes with UK V6C registration document. Recently the Rolls-Royce was displayed in the main entrance of the Klassikstadt in Frankfurt, and while it was in Germany was gone through by Marco Fusco, a major service being carried out, and the fuel tank and carburettors rebuilt.

Retaining matching chassis, engine and body numbers, this highly original and beautifully presented car is eligible for the most important Concours d'Élégance events and ready to be enjoyed by its next proud owner.

£90,000 - 120,000
€100,000 - 130,000
No Reserve

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

531

1907 HUMBER 15HP TWO-SEATER

Registration no. BF7221

Chassis no. 3179

- *Rare early Humber*
- *Purchased in New Zealand*
- *Restored between 2015 and 2016*
- *One of an estimated three survivors*



Founded as a bicycle maker in 1868, Humber later became associated with Harry Lawson's British Motor Syndicate, from which it purchased the rights to various unlikely automobile designs dreamt up by American E J Pennington. Freeing itself from Lawson, the reconstituted company commenced motor car production in 1900 with the unconventional (front-wheel drive, rear-wheel steered) M D Voiturette. A more conventional range of De Dion-powered light cars soon followed, which was notable for its use of shaft drive in an era when chain was the norm for such vehicles.

Four-cylinder 12hp and 20hp models, designed by Louis Coatalen, had been added by 1903, but that year's most significant introduction was the Humberette. The latter was powered by a 5hp single-cylinder engine and featured two-speeds-plus-reverse transmission and, of course, shaft drive.

It was the first Humber motor car to be produced in significant numbers, and it is a tribute to the design's fundamental soundness that so many survive today. Nevertheless, it was gone by the end of 1906, leaving Humber to concentrate on larger models. Among those new for 1907 was the 15hp model, built at Humber's Coventry factory, which was powered by a 3,471cc four-cylinder sidevalve engine driving via a three-speed gearbox.

One of an estimated three still in existence, this rare 15hp Humber had already been dismantled when it was purchased in Christchurch, New Zealand as a restoration project in January 2013. Since then the car has been completely rebuilt, with the chassis, body, wheels, and all mechanical components being refurbished. A V5C Registration Certificate has been obtained with help of the Humber Club, and the car also comes with invoices, documents, and photographs relating to its restoration plus a copious amount of in-period technical data. An electric starter has been fitted, and we are advised that the car performs very well.

£28,000 - 32,000

€31,000 - 35,000

532

1952 MORGAN PLUS 4 ROADSTER

Registration no. PKN 28

Chassis no. P2459

- *Landmark Morgan model*
- *Restored in 2008 by TT Workshops*
- *Offered from a private collection*
- *Ready to enjoy*



Morgan's first four-seater, four-wheeled sports car - the Standard 10-engined 4/4 - appeared in 1937, forming the mainstay of production up to 1950 when it was superseded by the larger and more powerful Standard Vanguard-engined Plus 4. With 70% more power than the 4/4 courtesy of the 2,088cc Vanguard engine, the Plus 4 represented a major step forward in the evolution of the Morgan sports car. Although the traditional chassis layout was retained - what else would one expect from Morgan? - it did undergo extensive alteration, gaining in both wheelbase and track dimensions while being considerably strengthened. The centrally mounted Moss gearbox was carried over from the 4/4.

With supplies of the old flat-fronted radiator and free-standing headlamps coming to an end, Morgan opted for a front-end makeover for 1953, filling in the gap between wings and body with a sloping valance that incorporated the headlamps in a pair of cylindrical fairings. The radiator grille was cowed and gained a quarter-moon trim panel at the top, which carried the Morgan badge. A change in vehicle regulations soon forced Morgan to raise the headlights, but the result remained dissatisfying and led to a further revision that saw the 'interim' radiator grille replaced by a curved design and the headlamps placed in teardrop-shaped housings atop the valance. At last the quintessential Morgan look had arrived.

First registered on 5th December 1952, this late 'flat rad' Plus 4 was acquired by the immediately preceding owner in June 2000 and shortly thereafter was treated to a major engine overhaul costing in the region of £2,000. The car was then kept garaged, covering only a minimal mileage. In 2008, 'PKN 28' was the subject of a major 'body off' renovation carried out by TT Workshops Ltd of Westbury, Wiltshire at a cost of approximately £25,000 (bills on file). Previously featured in 'Miscellany', the Morgan Sports Car Club's magazine, the car also comes with a V5C Registration Certificate, an instruction book, and an extensive history file containing photographs of the restoration.

The current vendor purchased the Morgan at Bonhams' sale at the Goodwood Festival of Speed in July 2011 (Lot 458), since when it has formed part of his private collection. Driven and maintained regularly since acquisition, this delightful car is ready to use and enjoy.

£28,000 - 34,000
€31,000 - 38,000

Nigel Snelling-Colyer

Nigel Snelling-Colyer was unique in that he was a gentleman of this century yet his heart lay in a bygone era. His father had a procession of Jowett Javelins and as a child the family went on holidays to Wales and Scotland on the more scenic 'A' roads and certainly no family member owned a passport to venture abroad.

Nigel was brought up on a farm in East Sussex. His first career path took him into the Royal Engineers for a short-term commission; there followed a few years as PA to an MD of an engineering company, estate agent salesman and finally builder, restoring properties in Kent and Sussex with an ex-army colleague. Back on the farm, when the old barns were no longer required for agricultural use, they stored his ever increasing collection of classic cars, all, as his wife would say, "in various stages of disrepair or repair, for he always had a project or two on the go".

He invariably kept a Jowett on the road for his "jolly japer jaunts" trundling across the British countryside on car rallies with a life-long friend. The Jowett for sale today spent many years as a taxi at the Goodwood Revival and served him well.

Nigel always felt rather sad that he never gave enough time to "Mr Derby Bentley", he had great plans for his restoration, but other cars sought more urgent attention.

The Jaguar was a relatively recent purchase for Nigel, he had always coveted one and spent a great deal of time researching the market and this beautiful car ticked all the boxes in so many ways. Its last proper outing was on a tour of Jersey with the Jaguar Club where it ran smoothly and gave no trouble at all.

The DB6 was his pride and joy and he did very little to alter its appearance, the paintwork is original, for he preferred patina over perfection. When the engine roared into life, the barn where it lived visibly trembled and the old leaded light windows in the farmhouse rattled in harmony; he would take it up the drive with a flourish and a flame from the exhaust.

The Morris Traveller, aka "Doris the Morris" was the fun car in this family of cars. One could not take life too seriously when driving her; she is best driven whilst wearing a floppy hat, a smile and carrying no worries.

Kaye, Nigel's widow, knows that each car will find its rightful owner and in time, will once more breathe with the vitality of life.



533

Property of a deceased's estate

1953 JOWETT JAVELIN SALOON

Registration no. RKE 410

Chassis no. E2/PE/23811D

Bradford-based Jowett, although noted for its somewhat idiosyncratic approach to automobile engineering, nevertheless caused a sensation when it launched the revolutionary Javelin in 1947. Unitary construction of the all-steel, four-door, saloon body; independent front suspension; torsion bar springing; and rack-and-pinion steering were all features of a design rivalling the most advanced from Continental Europe. The horizontally opposed four-cylinder engine - a type Jowett had used pre-war - displaced 1.5 litres and produced 50bhp, an output sufficient to give the aerodynamic Javelin a top speed of around 80mph. Transmission was by four-speed gearbox with column change, and retardation courtesy of Girling hydro-mechanical brakes; the latter replaced by a fully hydraulic system in 1952. Production ceased just before Jowett's demise in 1954, by which time a little over 23,000 cars had been completed. Its late owner, Mr Nigel Snelling-Colyer, used this Javelin regularly at the Goodwood Revival Meeting as part of the onsite taxi fleet. Presented in running condition and generally good order, this charismatic Yorkshire-built motor car is offered with an old-style logbook; sundry bills; a V5 registration document; an instruction manual; and a large file of Jowett publications, technical drawings, sales brochures, etc. Sold strictly as viewed.

£8,000 - 12,000

€8,800 - 13,000

No Reserve



534

Property of a deceased's estate

1969 MORRIS MINOR 1000 TRAVELLER ESTATE

Registration no. SKL507H

Chassis no. MAW5E1255775M

The Traveller estate version of Alec Issigonis' outstandingly successful Minor first appeared in 1953. By this time the Minor was in Series II form, with an 803cc overhead-valve A-Series engine in place of the original 918cc sidevalve unit. In 1956 the Minor 1000 featuring an enlarged (948cc) engine and an improved gearbox appeared, the newcomer being readily distinguishable from the preceding 'split screen' model by virtue of its one-piece curved windscreen. There was a further capacity increase (to 1,098cc) in 1962 and from then on the Minor remained virtually unchanged until the last model - a Traveller - rolled off the production line in April 1971. The practical Traveller remained popular right to the end, and today the model enjoys an affectionate and enthusiastic following. This Morris Minor Traveller was purchased by its late owner, Nigel Snelling-Colyer, in 2012 from Mr John Raeburn of Broadstairs, who had owned it since 2005. There is a bill on file from ESM Morris Minor Workshop for parts for an engine rebuild during Mr Raeburn's ownership (dated October 2006), and others for extensive bodywork repairs while in the late owner's care (dated March 2013). Offered with a V5C Registration Certificate.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



535

Property of a deceased's estate

1935 BENTLEY 3½-LITRE SPORTS SALOON PROJECT

Coachwork by Park Ward Ltd

Registration no. BYH31

Chassis no. B19CW

- One of 1,191 3½-Litre models produced
- Present ownership since circa 1989
- Partially restored
- Offered for completion



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

Although Rolls-Royce's acquisition of Bentley Motors in 1931 robbed the latter of its independence, it did at least ensure the survival of the Bentley name. Launched at Ascot in August 1933, the first of the 'Derby Bentleys', as they would come to be known, continued the marque's sporting associations but in a manner even more refined than before. Even W O Bentley himself acknowledged that the 3½-Litre model was the finest ever to bear his name. Based on the contemporary Rolls-Royce 20/25hp, the 3½-Litre Bentley was slightly shorter in the wheelbase and employed a tuned (115bhp) twin-SU-carburettor version of the former's overhead-valve six. Add to this already remarkable package an all-synchromesh four-speed gearbox and servo assisted brakes, and the result was a vehicle offering the driver effortless sports car performance in almost absolute silence. 'The Silent Sports Car', as it was swiftly dubbed, had few peers as a tireless long-distance tourer, combining as it did traditional Rolls-Royce refinement with Bentley performance and handling. A total of 1,177 3.5-Litre were manufactured and a further 1234 of the successor 4¼-Litre model.

The Derby Bentley was, of course, an exclusively coachbuilt automobile and as befitted its sporting nature was almost always fitted with owner-driver saloon or drophead coupé coachwork, the 'standard' designs being the work of Park Ward. Of the 2,442 examples manufactured (including the subsequent 4¼-Litre model) almost 50% were bodied by Park Ward, that offered here being one of them. Founded in 1919, Park Ward had had forged its not inconsiderable reputation bodying Bentleys, Rolls-Royces and other quality makes, and in 1933 received the ultimate 'vote of confidence' when Rolls-Royce bought a minority stake in the Willesden-based coachbuilder, taking full control six years later. Chassis number 'B19CW' was delivered to Park Ward on 16th November 1934 having been ordered 'for stock' by Rippon Brothers. Its first owner was one Edward Tattersall, JP of Rochdale, and the car was registered as 'BYH 31'. Five subsequent owners are listed on the chassis card, the last of whom, one A E Lowndes, acquired the Bentley in July 1957.

Its late owner, Mr Nigel Snelling-Colyer, purchased 'BYH 31' from respected collector, Nick Whitaker, circa 1989, but did not commence its restoration until some ten years later. He commissioned Will Birrell of Motorvation to carry out the works, and there are invoices from them and Simon Wright (Simtrim) on file. The file also contains an old-style logbook, a V5 registration document, a selection of pre-restoration photographs, various technical handbooks and notes, BDC ephemera, etc. The car is offered as a part-completed project in need of finishing, and is sold strictly as viewed.

£25,000 - 35,000

€28,000 - 39,000

No Reserve

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

536

Property of a deceased's estate

1959 JAGUAR XK150 3.4-LITRE COUPÉ

Registration no. 828KPA

Chassis no. 824850DN

- One of 1,368 right-hand drive fixed-head coupés
- Known ownership history
- Extensively restored in 2000
- Present ownership since 2011
- Requires re-commissioning



'The 3.4-litre Jaguar Engine is one of the marvels of the age. In racing tune, it achieves tremendous speeds, and in normal form it powers a range of cars from six-seater luxury models to the sports XK types. Now, a "hotter" version of this basic engine has been made available, and it is used in the ultra-high speed XK 150S two-seaters.' – John Bolster, *Autosport*.

What would turn out to be the final glorious incarnation of Jaguar's fabulous 'XK' series of sports cars arrived in 1957. As its nomenclature suggests, the XK150 was a progressive development of the XK120 and XK140, retaining the same basic chassis, 3.4-litre engine and four-speed Moss transmission of its predecessors while benefiting from a new, wider body that provided increased interior space and improved visibility courtesy of a single-piece wrap-around windscreen, replacing the XK140's divided screen. Cleverly, the new body used many XK120/140 pressings, the increased width being achieved by means of a 4"-wide central fillet.

Introduced in the spring of 1957, the XK150 was available at first only in fixed and drophead coupé forms, the open roadster version not appearing until the following year. At 190bhp, the engine's maximum power output was identical to that of the XK140, so performance was little changed. 'Special Equipment' and 'S' versions came with 210 and 250bhp respectively, the latter delivering an astonishing 0-60mph time of 7.3 seconds and a top speed of 136mph. This was achieved by the introduction of the Weslake-developed 'straight-port' cylinder head, high-compression pistons, triple 2" SU carburettors and twin electric fuel pumps.

Overdrive and a Borg-Warner automatic gearbox were the transmission options, the latter becoming an increasingly popular choice, while a Thornton Powr-Lok limited-slip differential was available for the XK150S. Steel wheels remained the standard fitting, though XK150s so equipped are a great rarity, as most were sold in SE (Special Equipment) specification with centre-lock wire wheels. The much-admired chromed Jaguar mascot was made available as an optional extra on an XK for the first time.

'828 KPA' comes with a copy of its original logbook showing that it was first registered to Thomas Roberts (Westminster) Ltd of London W1, remaining with them until 1961 when ownership passed to one Maurice Randall of Northampton. There is a list of other owners on file, one of whom, Kenneth Todd of Thirsk, commissioned an extensive restoration, which was undertaken in 2000 by D G Dale & Son of Stillingfleet, York (see detailed invoices on file).

Its late owner, Mr Nigel Snelling-Colyer, purchased the XK from Mrs Margaret Plater of Newark in July 2011 (bill of sale on file) and there are various invoices on file relating to Mr Snelling-Colyer's period of ownership. Last MoT'd in 2013, the car should require only gentle re-commissioning before returning to the road. Offered with a V5C Registration Certificate.

£45,000 - 55,000

£50,000 - 61,000

No Reserve

537

Property of a deceased's estate

1967 ASTON MARTIN DB6 SPORTS SALOON PROJECT

Registration no. RPH190F

Chassis no. DB6/3149/R

- Last of the original 'DB' Aston Martins
- Automatic transmission
- Present ownership since 1985
- Offered for restoration



As found July 2017

'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable – at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' – *Autocar*, 1966.

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Carrozzeria Touring-developed Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels.



Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive re-style with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the distinctive Kamm tail one might easily mistake it for a DB5.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburetors was 282bhp, rising to 325bhp in Vantage specification, complete with triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

This DB6's accompanying copy guarantee form shows that it was originally finished in Oystershell with red Connolly interior trim, and left the Newport Pagnell factory equipped with Borg Warner automatic transmission, power steering, chrome road wheels, heated rear screen, 3-ear hubcaps, power aerial, and lap/diagonal seat belts. Delivered via HWM, the Aston was first owned by Mr E W Borer of Esher, Surrey.

Its late owner purchased the DB6 in 1985 from previous owner Nicholas John Chadd of Banstead, Surrey. More recently, he removed the engine from the car and commenced rebuilding it and detailing the engine bay; much of the work on the latter has been completed, but the engine remains out of the car. Some idea of the works envisaged may be gained from an invoice on file from Classic Astons for various parts for the engine, brakes, cooling system, etc. The accompanying file contains a DB6 instruction book, (copy) DB6 workshop manual, (copy) DB6 parts catalogue, a V5 document and the aforementioned copy guarantee form. It should be noted that the chassis number is incorrectly recorded as '5149' on the V5 rather than '3149'.

£150,000 - 200,000
€170,000 - 220,000

END OF COLLECTION

FURTHER PROPERTIES

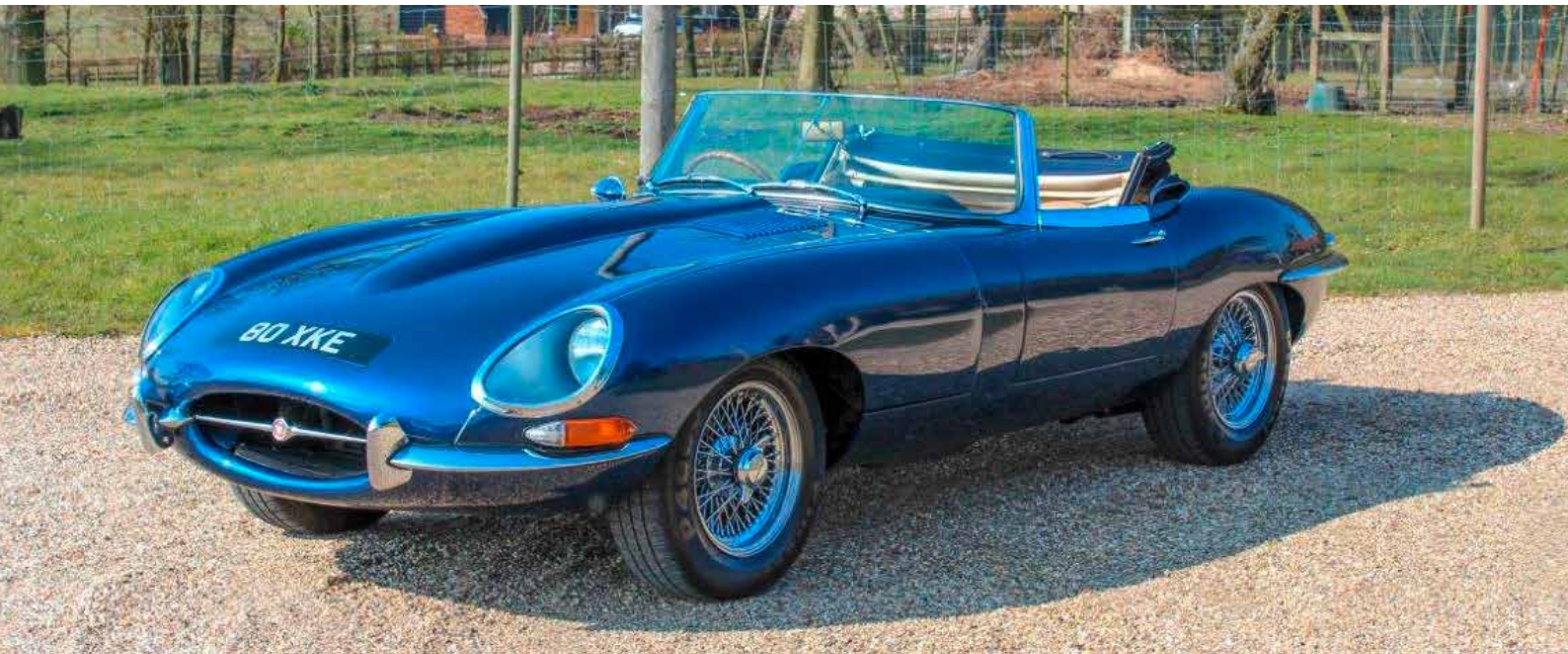
538

1962 JAGUAR E-TYPE 'SERIES 1' 3.8-LITRE ROADSTER

Registration no. 80 XKE

Chassis no. 850342

- Original right-hand drive, UK-supplied car
- Originally built in 'flat floor' configuration
- Restored between 2001 and 2003
- Coopercraft brakes; Getrag five-speed gearbox
- Excellent history file
- Ready to enjoy



'Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.'

There have been few better summaries of the Jaguar E-Type's manifest virtues than John Bolster's, penned for *Autosport* shortly after the car's debut in 1961. Introduced in 3.8-litre form, the E-Type caused a sensation when it appeared, with instantly classic lines and 150mph top speed. The newcomer's design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the same 3.8-litre, triple-carburettor 'S' unit first offered as an option on the preceding XK150.



An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car. Taller drivers though, could find the interior somewhat lacking in space, a criticism addressed by the introduction of foot wells (and other, more minor, modifications) early in 1962. But of all the versions of Jaguar's long-lived and much-loved sports car, it is the very early 'flat floor' 3.8-litre cars built prior to February 1962 which, for many enthusiasts, remain the most desirable.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

One of some 400 right-hand drive 'flat floor' roadsters made, of which around 170 are estimated still to exist, this example was delivered new via Henlys of London on 22nd January 1962 to a Mr William Alderton of Hertfordshire. The car has had only four further owners.

The most substantial history file contains the original buff logbook and a detailed description and dated itemisation of the restoration that was carried out between 2001 and 2003. An inspection report by CKL Developments is present, and the car also comes with current MoT and a V5C Registration Certificate.

During restoration, the car was repainted in dark blue metallic and the interior completely re-trimmed in tan leather to a high standard; it presents extremely well and features a Motolita steering wheel. The convertible hood was replaced during the restoration, which also included some sensible (though reversible) upgrades: Coopercraft brakes, a Getrag five-speed gearbox (original gearbox with car), and wider (6½") wire wheels, all deemed highly desirable by the enthusiastic owner/driver. In addition, the car has been fitted with the later 'foot wells', a desirable modification that makes the cabin more comfortable; many E-Types were retro fitted with this modification in period.

'80 XKE' has resided in a major private collection until recently, and has been fully serviced and inspected. Last year it was sent to E-Type guru Roger Cadman for a thorough examination and is now 'on the button'. We are advised that the car drives exceptionally well, the up-rated gearbox and brakes making it ideal for European trips and regular usage. This beautiful E-Type is ready to be used and enjoyed by its next owner
£130,000 - 160,000
£150,000 - 175,000

539

1961 MERCEDES-BENZ 220 SEB COUPÉ

Registration no. 220 SEB

Chassis no. 11102120016071

- Rare and desirable Mercedes-Benz coupé
- Sold new in the UK
- Rare manual transmission
- Sunroof and power steering
- Restored circa 2000



'In the design of the 220SE coupé, practical considerations have sometimes been given up for better looks, but the car gives passengers as well as the driver a fine feeling of safety, based in fact on first-class road-holding, excellent brakes and precise steering, not to mention the extreme comfort of the wide, well-upholstered individual front seats.' – *Car & Driver*.

Mercedes-Benz debuted four new models at the Frankfurt Show in 1959 - the 220 SEb among them - all of which shared the same basic unitary-construction bodyshell and all-round independent suspension. Longer than their predecessors, these elegant newcomers featured a wider radiator shell, wrap-around windscreen, wider rear window and vertically positioned twin headlamps. The new 220 SEb retained the fuel-injected, single-overhead-camshaft engine of the previous 220 SE, though maximum power of the 2,195cc six was increased by five horsepower to 120bhp (DIN). Top speed was now 107mph with 60mph attainable in under 14 seconds.

Coupé and Cabriolet models appeared in 1960 and 1961 respectively, minus the already dated-looking tail fins of the saloon. More modern in style, the luxurious 220 SEb Coupé and Cabriolet were better appointed too, being equipped as standard with a rev counter, leather upholstery, and four-speed automatic transmission with floor-mounted gearchange lever.

Front disc brakes were fitted from the start of production, a benefit not enjoyed by the saloon until 1962. By the time production ceased in October 1965, fewer than 17,000 220 SEb Coupé and Cabriolet models had been manufactured, and today these stylish and luxuriously equipped Grand Tourers are highly prized.

This early 220 SEb Coupé was first registered in Lancashire in July 1961. Noteworthy features include power steering, a sliding sunroof, the rare manual transmission option, virtually new Michelin whitewall tyres, and the most appropriate registration '220 SEB' (purchased at a DVLA auction in 2011).

The car has been restored (believed around 2000) although documentation is no longer available. Since 2000, the Mercedes has only had two registered owners, while MoT certificates show that it has covered fewer than 10,000 miles in that time. The current vendor acquired the car in July 2010, since when it has been stored in a dry garage and maintained by Suffolk-based Mercedes-Benz specialist, Derrick Wells. Described by the private vendor as in generally excellent condition, this beautiful Mercedes-Benz coupé is offered with its original old-style logbook plus a duplicate handbook and original service manuals, current MoT, and a V5C Registration Certificate.

£35,000 - 45,000

€39,000 - 50,000

540

1972 JAGUAR E-TYPE SERIES III V12 COUPÉ

Registration no. JYR 633K

Chassis no. 7S51000BW

- *Known ownership history*
- *Smooth-changing automatic transmission*
- *Webasto sunroof*
- *Recent substantial expenditure*
- *Good history file*



One consequence of the E-Type's long process of development had been a gradual increase in weight, but a good measure of the concomitant loss of performance was restored in 1971 with the arrival of what would be the final version - the Series III V12. Weighing only 80lb more than the cast-iron-block 4.2-litre XK six, the new all-alloy, 5.3-litre, overhead-camshaft V12 produced 272bhp, an output good enough for a top speed comfortably in excess of 140mph. Further good news was that the 0-100mph time of around 16 seconds made the V12 the fastest-accelerating E-Type ever.

Other mechanical changes beneath the Series III's more aggressive looking exterior included ventilated front disc brakes, anti-dive front suspension, Lucas transistorised ignition and Advest power-assisted steering, while automatic transmission was one of the more popular options on what was now more of a luxury Grand Tourer than out-and-out sports car. Flared wheelarches, a deeper radiator air intake complete with grille, and a four-pipe exhaust system distinguished the Series III from its six-cylinder forbears, plus, of course, that all-important 'V12' boot badge. The interior though, remained traditional Jaguar.

Built in two-seat roadster and '2+2' coupé versions, both of which used the long-wheelbase floor pan introduced on the Series II '2+2', the Series III E-Type continued the Jaguar tradition of offering a level of performance and luxury unrivalled at the price.

This Series III coupé had had six registered owners (details available) and spent all its life in Yorkshire before being offered for sale at Bonhams' Goodwood Members' Meeting auction in March 2015 (Lot 64) where it was purchased by the vendor. Since then it has benefited from considerable refurbishment including removal and replacement of the rear axle assembly; new shock absorbers (x4); new wheel bearings (x2); a new brake calliper; new brake pads; and general servicing, the works being carried out by Hindmarch & Co in Stamford (bills available).

The accompanying history file is substantial, containing many expired MoT certificates, and we understand that there is no reason to doubt the veracity of the 64,300-or-so miles recorded on the odometer. 'JYR 633K' is finished in its original colour scheme of black with cinnamon beige leather interior, and is equipped with a Webasto sunroof (believed fitted from new), a period Moto-Lita wood-rim steering wheel, and a stainless steel exhaust system. Described as in generally good condition, this low-mileage Series III E-Type is offered with aforementioned history file, Jaguar Heritage Certificate, MoT to April 2018, and V5C registration document. The car also comes with its original tool roll and instruction manuals.

£40,000 - 50,000

€44,000 - 55,000

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

541

1971 FERRARI DINO 246 GT BERLINETTA

Coachwork by Pininfarina/Scaglietti

Registration no. TNB 309J

Chassis no. 02108

- *Delivered new in Italy*
- *M-series model*
- *Left-hand drive*
- *Restored in the USA*
- *Offered from a UK private collection*



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

It was the need for a production-based engine for the new Formula 2 that had prompted the introduction of a 'junior' Ferrari, the Dino 206 GT, at the Turin Motor Show in 1967. The latest in a line of Dino V6 'quad-cam' engines stretching back to the late 1950s, the new unit proved as successful on the racetrack as in the showroom, Derek Bell and Ernesto Brambilla both winning races in the European Championship, while Andrea de Adamich triumphed in the 1968 Argentine Temporada series.



Building on experience gained with its successful limited edition Dino 206S sports-racer of 1966, Ferrari retained the racer's mid-engined layout for the road car but installed the power unit transversely rather than longitudinally. A compact, aluminium-bodied coupé of striking appearance, the Pininfarina-styled Dino - named after Enzo Ferrari's late son Alfredo Ferrari and intended as the first of a separate but related marque - was powered by a 2.0-litre, four-cam V6 driving via an in-unit five-speed transaxle. The motor's 180 brake horsepower was good enough to propel the lightweight, aerodynamically-efficient Dino to 142mph, and while there were few complaints about the car's performance, the high cost enforced by its aluminium construction hindered sales.

A 2.4-litre version on a longer wheelbase - the 246 GT - replaced the original Dino 206 in late 1969. Built by Scaglietti, the body was now steel, and the cylinder block cast-iron rather than aluminium, but the bigger engine's increased power - 195bhp at 7,600rpm - adequately compensated for the weight gain. A Targa-top version, the 246 GTS, followed in 1972. The Dino 246 was built in three series: 'L', 'M', and 'E', these designations reflecting detail changes in the specification.

Originally finished in Bianco Polo with black leather interior, '02108' - an M-series car fitted as standard with Cromodora alloy wheels - was delivered to the official Ferrari dealer, Perauto in Genoa, Italy and sold new to a local resident, Carlo Cavacchini. The Dino was later exported to the USA, where it was restored several years ago and underwent some cosmetic and mechanical refreshing in 2012. The accompanying Massini Report states that the car was owned in 2010 by Pico Petricone, and by that time had been repainted in red. Subsequent works include re-chroming of some original trim components, the installation of a new windscreen, and the addition of Daytona-style seats. For the last few years, the Dino has formed part of the vendor's private collection in the UK, though recent use has been minimal (the last MoT expired in February 2016).

While not quite as fast in a straight line as its larger V12-engined stablemates, the nimble Dino was capable of showing almost anything a clean pair of heels over twisty going. Truly a driver's car par excellence, it is still highly regarded today. Every Ferrari collection should have one.

£200,000 - 250,000
€220,000 - 280,000

542

Formerly 'The Burt Special'

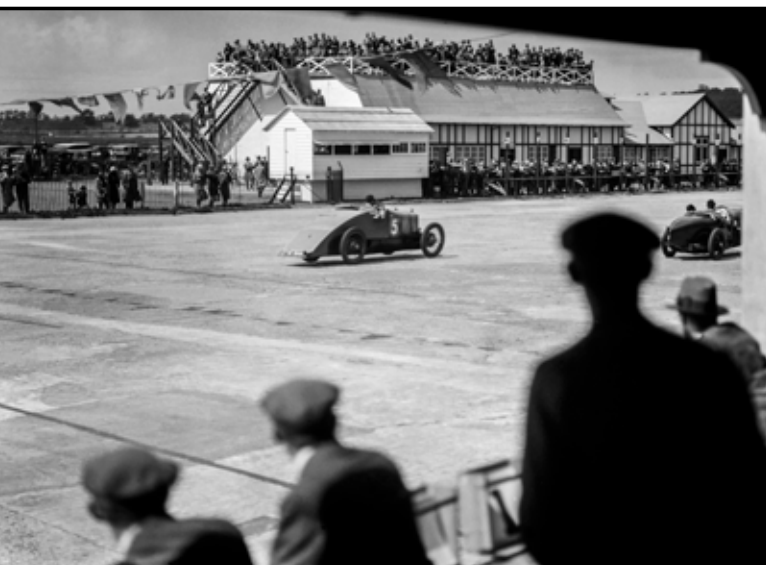
**1926 ASTON MARTIN 1½-LITRE
'CLOVERLEAF' SPORTS SPECIAL**

Coachwork by Lambourne's Coachworks, Farningham

Registration no. YD 2059

Chassis no. BM1969

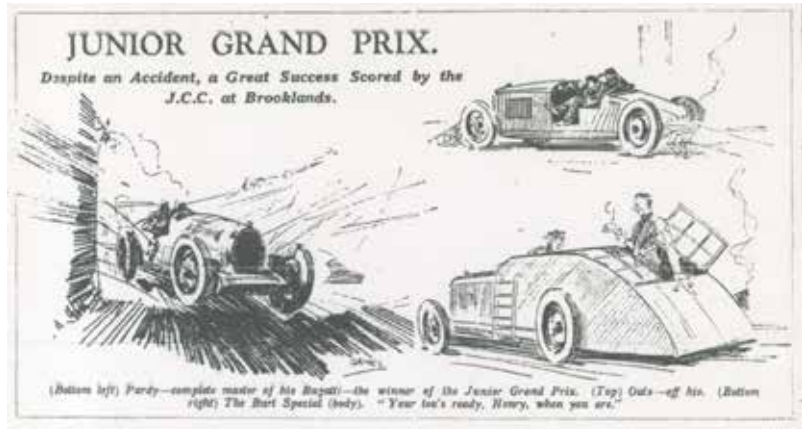
- The final chassis built by Bamford & Martin Ltd
- Brooklands competition history
- Alvis 12/50hp engine
- Recent engine overhaul
- Eligible for VSCC, AMOC, and Brooklands events



In action at the JCC Grand Prix, Brooklands, 1927 © LAT

Manufactured by Robert Bamford and Lionel Martin, the first Aston-Martins (the hyphen is correct for the period) rapidly established a reputation for high performance and sporting prowess in the immediate post-WWI years. The first Astons used four-cylinder sidevalve engines, and though the firm experimented with overhead-camshaft types, it was the trusty sidevalves that did most of the winning. Unfortunately, the management's concentration on motor sport, while accruing invaluable publicity, distracted it from the business of manufacturing cars for sale, the result being just 50-or-so cars sold by 1925 when the company underwent the first of what would be many changes of ownership.

This was the last chassis built by Bamford & Martin Ltd at their Kensington works in 1926. It remained - unsold - as a rolling chassis with gearbox, as the company was facing liquidation. Eric Burt, a director of the British Anzani company, was wishing to build a racing special and purchased the chassis from B&M. He installed one of his company's supercharged 1,500cc Anzani engines, had a streamlined, albeit ugly, body constructed, and took the now 'Burt Special' to Boulogne for that year's speed trials, where it won its class. The 'Burt Special' was pictured at Boulogne in the 27th August 1926 edition of Light Car & Cyclecar, its inspiration attributed to land speed record-holder, J G Parry-Thomas.



'BM1969' as depicted in *Autosport*, 1929

It is not known what further use Burt had of the Aston, but by 1927 it was being raced by a Mr R F Messervy, who was the London, Rolls-Royce Service Manager. The car was driven by Messervy in that year's JCC Grand Prix at Brooklands. A photograph of the 17 starters, including this car (No.5) was published in *The Autocar* (6th May 1927 edition) as part of its report on the race. Messervy's 'Burt Special' is reported as oiling a plug almost immediately.

The 'Burt Special' then passed to Mr Leo Streatfield, and around 1930 suffered a broken crankshaft. The car was then acquired by Mr Guy Arengo-Jones, who with his partner named North, removed the engine and the streamlined body. They installed the 1924 Alvis 12/50 engine (still in the car), made a new, road-going, two-seater sports body and reregistered it as the 'Guy-North Special'. 'YD 2059' remained in this form until the 1950s when it passed through a number of VSCC members' hands. By the late 1960s, the Aston belonged to the motoring author, D.B. 'Bunny' Tubbs, who decided to restore and reregister it as an Aston Martin with the sort of body it might have had when new.

In the vendor's owner recent ownership, the brakes and clutch have been relined, the carburetors rebuilt, and an electric fuel pump fitted. The Autovac, still in the car, worked perfectly on cool or warm days, but on those few occasions when it was really hot it suffered from vapour locks. More importantly, the car has had a complete engine overhaul with new valves, guides, and springs. The cylinder bores and pistons were fine, but new piston rings were fitted and Formhalls overhauled the bottom end with new white metalling of the bearings, etc. All this was completed less than 200 miles ago.

While in the vendor's care, 'YD 2059' has been invited to the Brooklands Society Reunion, a couple of Aston Martin Owners' Club events, and Goodwood, where it formed one of the front-of-house displays. A relatively affordable entry into Brooklands-car ownership, the Aston is only offered for sale because of the owner's advancing years and lack of opportunity to enjoy it. Please note the car has recently suffered from rodent damage to the tonneau cover and upholstery. Accompanying documentation consists of sundry restoration invoices, a V5 Registration Certificate, and photocopies of the aforementioned magazine articles.

£60,000 - 80,000
€66,000 - 88,000

543 N

1933 HISPANO-SUIZA H6B CABRIOLET

Coachwork by Gill & Co

Registration no. not UK registered

Chassis no. 12320

- *Premier marque*
- *First owned by Sir Philip Sassoon*
- *Restored in North America in the 1980s*
- *Present ownership since 1996*
- *Offered from a private collection*



The choice of European Royalty, Indian Maharajahs, Hollywood film stars and industrial tycoons, the legendary Hispano-Suiza was superbly engineered and imitated unashamedly by some of the world's leading car manufacturers. Although the marque was of Spanish origin, it was Hispano-Suiza's French-built cars that established it in the front rank of luxury automobile manufacturers following the end of WWI. During the conflict, Hispano engines had powered some of the Allies' finest fighter aircraft, and post-war the marque would adopt the stork emblem of French 'ace' Georges Guynemer's Escadrille des Cicognes, whose SPAD biplanes had used Hispano's V8 aero engine.

Not surprisingly, the first post-war Hispano drew heavily on this expertise, being powered by a Marc Birkigt-designed, 6,597cc, overhead-camshaft six derived from one half of a proposed V12 aero engine. A seven-bearing design enjoying the benefit of pressure-fed lubrication, the latter was built in unit with the three-speed gearbox and featured aluminium-alloy pistons running in steel cylinder liners screwed into the light-alloy block.

Maximum power was a heady 135bhp produced at just 2,400rpm, and the almost flat torque curve afforded walking-pace-to-85mph performance in top gear. A handful of prototype H6s was made at the company's Barcelona factory - King Alfonso XIII taking delivery of an early example in April 1918 - before production proper commenced at Bois-Colombes, Paris.

Sensation of the 1919 Paris Show, the H6 featured a light yet rigid four-wheel-braked chassis that matched its state-of-the-art power unit for innovation. Indeed, so good were its servo-assisted brakes that Rolls-Royce acquired the rights to build the design under licence. The H6 combined performance with flexibility, comfort with good handling, and safety with reliability in a manner which enabled Hispano-Suiza to compete successfully with Rolls-Royce, Bentley, Bugatti, Isotta Fraschini and the United States' luxury marques. Large enough to accommodate formal coachwork, it was also fast enough to appeal to the more sportingly inclined: aperitif king André Dubonnet won the Coupe Boillot at Boulogne in 1921, while Europe's coachbuilders vied to build their finest coachwork on this genuinely thoroughbred chassis.



The finish of the Hispano-Suiza was superlative and the car's inherent glamour was such that it was featured in two popular novels of the early 1920s, *l'Homme de l'Hispano* and *The Green Hat*. The world's most advanced automobile at the time of its introduction and for many years thereafter, the H6 was catalogued until 1933, by which time 2,158 chassis of all types had been completed.

Chassis number '12320' was delivered new to Sir Philip Sassoon, Chairman of the Royal Aero Club, on 26th April 1933 fitted with coachwork by Henri Binder of Paris, though the car was soon re-bodied by Gill & Co. Based in Paddington, West London, Gill specialised in making all-weather bodies, and that fitted to '12320' is a particularly fine example of their work. In the immediately preceding ownership since the 1950s, the H6B was used in the UK until the late 1960s and then exported to North America where it was carefully maintained and driven regularly.

Restored during 1987/1988, the car is finished in silver and dark blue metallic while the original interior is trimmed in saddle brown leather. When the Hispano was purchased at auction in 1996 by its present owner, the hood and Bosch lamps were said to be in 'as new condition'. It was also stated that work carried out included re-chroming and re-wiring where necessary, and overhauling the starter and starter drive. The engine likewise was said to have been completely overhauled and the radiator cleaned, while the exhaust system and batteries had been renewed.

Only 250-300 examples of the H6B are known to the Hispano-Suiza Society, and this beautiful yet practical open version is of a type increasingly sought after. Got running for the sale, it represents a rare opportunity to acquire a restored example of a legendary model from one of the world's most prestigious makes. Offered with an original handbook.
£100,000 - 120,000
€110,000 - 130,000

544 N

First owned by Sir Edwin Lutyens

1925 ROLLS-ROYCE 20HP SEDANCA COUPÉ

Registration no. not UK registered

Chassis no. GPK70

- Originally a Hooper limousine
- An older restoration
- Offered from a private collection
- Eligible for VSCC events



Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unitary construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and a 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central gear change was not well liked, and when four-wheel, servo-assisted brakes were introduced in 1925, a four-speed gearbox with right-hand, gated change replaced the original three-speeder.

The Twenty's introduction enabled the company to cater for the increasingly important owner-driver market that appreciated the quality of Rolls-Royce engineering but did not need a car as large as a 40/50hp Ghost or Phantom. It proved eminently suited to town use yet could cope admirably with Continental touring when called upon. In total, 2,940 were produced.

Chassis number 'GPK70' was delivered to the Eaton Garage, London SW1 in November 1925 and sent directly to coachbuilders Hooper & Co for bodying as a limousine.

Its body ordered in December 1925, the completed Rolls-Royce was delivered in February 1926 to Sir Edwin Lutyens, arguably this country's greatest 20th Century architect, who kept the car until 1934 when it was acquired by Oliver Hill of Hanover Square. It was subsequently re-bodied as a sedanca coupé by Salmons & Sons of Newport Pagnell, one of the most commercially successful of all British coachbuilders and originators of the 'Tickford' all-weather saloon body.

Sometime later, the Rolls-Royce was exported to the USA where it spent time in a private collection before returning to the UK in the early 1980s. The present owner purchased the Rolls-Royce at auction in November 1993. At that time, it was stated that Healey Bros had carried out extensive restoration work, although the car had been found to be generally sound. Furthermore, the engine was said to have been rebuilt fewer than 2,000 miles since the restoration's completion. The car was offered from an important private collection, the owner at that time being a Rolls-Royce Enthusiasts Club member.

The car is finished blue/black livery with black duck top with dummy irons, the interior being trimmed in blue Connolly hide with matching Wilton carpets. Copy chassis card records are available. An important Rolls-Royce with an interesting history, it will have been got running prior to sale.

£25,000 - 30,000
€28,000 - 33,000

545 N

1925 FIAT 510 DE LUXE BERLINA

Registration no. not UK registered

Chassis no. 0251170

- *Top-of-the-range model*
- *Delivered new to Denmark*
- *Known ownership history*
- *Right-hand drive*



FIAT's first post-WWI six-cylinder car, the Tipo 510 was also the Italian manufacturer's largest model at the time of its introduction in 1919. The 510's 3,446cc sidevalve engine was carried in a chassis of 3,400mm wheelbase equipped with a four-speed gearbox and (initially) rear-wheel brakes only. There were brakes on all four wheels before production ceased in 1925, by which time the original rounded radiator had been replaced with a more angular one. Twelve months after the 510's introduction, the 510S sports version appeared boasting an engine of identical capacity but with raised compression ratio, which increased the maximum output from 46 to 53bhp, good enough for a top speed of around 96km/h (60mph).

One of the last of its type built, this FIAT 510 was sold new to one Grove Jacobsen, an importer/exporter in Copenhagen, Denmark on the 20th February 1926 (see original documents on file). Mr Jacobsen employed a chauffeur to drive the FIAT, which reputedly was never taken out in the rain. In 1961 Mr Jacobsen sold the FIAT to a car collector, who had to sign papers undertaking he would never sell it to a Mr Rasmussen!

According to an accompanying history written by Mrs Bill Hagman, her husband bought the car from the collector in 1963, and he also had to sign papers saying he would never sell to Mr Rasmussen. Mr Hagman rented a garage and spent many hours there working on the FIAT. When the Hagsmans returned to the USA from Denmark in 1965, the car was shipped back with them. It was kept in the Hagsmans' garage, started several times a year and always firing straight away. Bill Hagman said the engine always sounded like a sewing machine, nice and smooth.

It was a big day for the Hagsmans when Bill obtained a license for the FIAT, which had been off the road for many years, and drove it out of the garage. Family members and friends were taken for rides and everyone had a wonderful time. After that, the FIAT was taken out at least once a year for a short tour; Mrs Hagman states that in 36 years of ownership, it travelled only some 30 miles. Bill Hagman lavished many hours of tender loving care on the car, which was always a source of pride and joy to him.

In December 2001, the FIAT was purchased from Dragone Classic Motorcars, California by the current owner. Got running for the sale, the car is offered with an original handbook.

£20,000 - 25,000
€22,000 - 28,000

546 N

1923 DAIMLER TS 6.30 TOURER

Registration no. KF 6615 (See Text)

Chassis no. 20709

- 5.0-litre sleeve valve engine
- Rare coachbuilder
- Present ownership since 1993
- Offered from a private collection



Founded in 1896 as part of Harry J Lawson's motor manufacturing empire, the English Daimler Company built cars derived from the French Panhard-Levassor in its early years, fitted with German Daimler engines. Following Lawson's resignation in 1897, the company's stewardship passed first to Sir Edward Jenkinson and then to Percy Martin, under whose guidance powerful multi-cylinder cars would be produced.

In their 1900 catalogue, Daimler proudly announced: 'We claim not only to be the pioneers of the industry in this country, but also to have kept the lead, thus placing Daimler Motor Carriages a long way ahead of all others.' They paid due respect to Gottlieb Daimler and the 'Daimler' system, and offered a range of twin- and four-cylinder cars and commercial vehicles. Conventional poppet valve engines were used throughout the early 1900s, but in 1909 the firm took the courageous decision to adopt the sleeve valve principle invented by Wisconsin engineer, Charles Yale Knight. Sleeve valves were both quiet and smooth in operation, though perhaps at the expense of increased oil consumption, and were adopted in response to Rolls-Royce's introduction of the refined Silver Ghost.

By this time Daimler enjoyed Royal patronage and the Royal Appointment from King Edward VII, while many other heads of state and dignitaries worldwide had espoused the marque.

Daimler had a lot to lose, therefore, if the sleeve valve engine had proved unsatisfactory. Much of Daimler's own development was carried out under the direction of Dr Frederick W Lanchester, their Consulting Engineer, and to silence the sleeve valve's critics, two of their new engines were submitted to the RAC for independent scrutiny. No perceptible wear was found after 10,000 miles running, and the company was duly awarded the prestigious Dewar Trophy. By 1911 the adoption of the refined 'Silent Knight' sleeve valve engine had done much to turn around Daimler's fortunes. From 1911 until 1932, all Daimler cars were fitted with sleeve valve engines.

An example of Daimler's long running 30hp model, originally introduced in 1912, this car has the 4,962cc six-cylinder engine. It carries six-seat tourer coachwork by the Biggleswade-based firm of Maythorn, a coachbuilder mainly associated with Daimler, FIAT and Minerva, which also bodied other quality makes including Bentley and Rolls-Royce. Previously owned by one C Walker of the Manhattan Corporation Ltd, the Daimler was acquired by the present owner, in May 1993. Got running for the sale, the car is offered with a V5 registration document (although it has not been in the UK for some years), an original Daimler instruction book and parts catalogue, and copies of newspaper cuttings and other documents concerning Maythorn.

£20,000 - 25,000

€22,000 - 28,000

547

1956 FORD ESTATE

Registration no. LSL 819

Chassis no. C588806

- Offered from a private collection
- Restored in 2016
- Little used since completion



Introduced for 1939 and offered in a variety of body styles, the Prefect continued post-war as a four-door saloon only. Powered by a 1,172cc sidevalve four coupled to a three-speed gearbox, the Anglia's big brother was roomier and better suited to family motoring.

Its performance was comparable with the best in its class, 60mph being bettered flat-out, with a fuel consumption of around 35 miles per gallon achievable on longer runs. Re-styled for 1949 with wing-integrated headlamps and a revised bonnet and radiator grille, the 'upright' Prefect continued in production until 1953 when it was replaced with the new-look 100E version, although the dependable sidevalve engine and three-speed 'box were retained.

Of unitary construction and equipped with MacPherson Strut independent front suspension, the new Prefect was also available as the 'Squire' estate car, initially with timber embellishments to the sides.

Offered for sale by a private collection, this rare Ford estate car was restored in Ireland in 2016 by NVD of New Ross, County Wexford. MoTs on file reveal minimal use in recent years, the recorded mileage total rising from 8,725 in 2001 to 8,746 in 2017. The car is offered with a V5C document, and it should be noted that it is still registered in the last keeper's name.

£8,000 - 12,000

€8,800 - 13,000

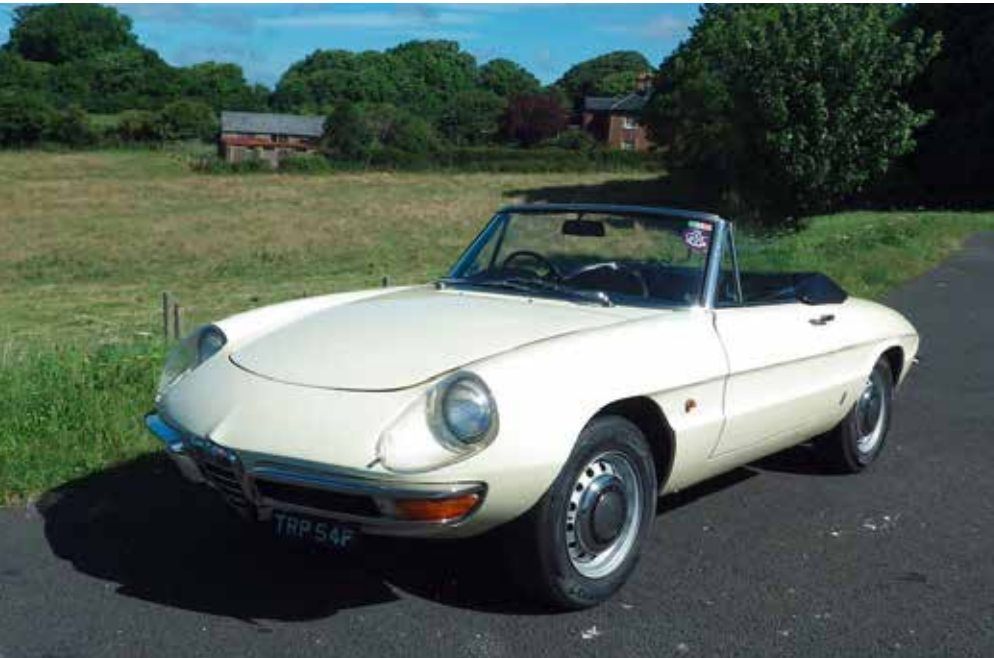
548

1967 ALFA ROMEO DUETTO SPIDER

Registration no. TRP 54F

Chassis no. AR710298

- One of 6,341 1st Series Duetto
- One of only 380 right-hand drive models



According to Alfa Romeo Centro Documentazione, chassis number 'AR710298' is a 1st Series (105.05) 1600 Duetto manufactured on 24th August 1967. An original right-hand drive model, it was supplied to Alfa Romeo (SA) in Johannesburg, South Africa on 31st August 1967 finished in Avorio 103 (Ivory). Little is known of its life in South Africa. On 2nd July 1990, 'AR710298' was offered for sale in a UK auction, perhaps have been imported as part the late 1980s classic car boom. Now UK registered, the Alfa had been refinished in rosso and gained a replacement engine (number '54820949'): a 1,750cc unit dating from early 1968, which is still in the car today.

A DVLA enquiry response shows that the car had two UK owners in the 1990s before being purchased by Mr Denis Brown from Northern Island in 1998. Mr Brown purchased the car from a dealer in the Gatwick area and towed it back to Belfast via the Stranraer ferry. Almost immediately, engine trouble struck, necessitating a major rebuild that cost around £2,500. After a couple of years use, the Duetto suffered a brake failure and was taken off the road, remaining undisturbed until 2014 when it was sold to Alfa Romeo specialists, Veloce Sport of Heckington, Lincolnshire.

Veloce Sport carried out a basic body restoration before selling the car in December 2014 to the current owner, who commissioned them to undertake a full restoration to show condition.

The work commenced in early 2015 with a strip to bare metal and re-spray in the original Ivory plivery. During the strip down, numerous traces of the original paint were found beneath the 1980s rosso. Over the next six months all mechanical components were refurbished and rebuilt or replaced as necessary. The interior was replaced throughout, including a new hood, while all chrome and trim were renewed to complete the return to factory specification.

The current owner took delivery in September 2015 and has enjoyed two years of spring and summer show use covering only some 1,000 miles of the 10,500-mile odometer total. The Alfa has been kept in a dehumidified, purpose built garage and has benefited from further post-restoration expenditure. Dynamat soundproofing has been added throughout, and a very rare, original air intake and filter housing tracked down in the USA and Holland respectively. Additional trim parts have been purchased where originals were either incorrect or poorly functioning. In total, a further £1,500-2,000 has been spent in addition to the original purchase and restoration costs of £32,000.

£25,000 - 30,000

€28,000 - 33,000

549

1974 PORSCHE 914 2.0-LITRE LIMITED EDITION CANAM 'BUMBLEBEE' TARGA COUPÉ

Registration no. VMR 425M

Chassis no. 4742914890

- Rare Bumblebee limited edition model
- Sold new to USA
- Porsche Cars North America Certificate of Authenticity



Porsche's strong historical links with Volkswagen we reaffirmed in 1969 with the launch of the Porsche-designed VW-Porsche 914, a mid-engined, Targa-top sports car to be assembled by coachbuilders Karmann of Osnabrück. Masterminded by Porsche's development engineer, Ferdinand Piëch, and first seen at the Frankfurt Auto Show, the 914 would turn out to be an enormous success, with in excess of 115,000 sold by the time production ceased in 1975.

Before then Porsche had produced two Limited Edition models primarily for the North American market: the 'Creamsicle' and 'Bumblebee', created to celebrate the German manufacturer's domination of the CanAm series with its mighty turbo-charged sports-racer: the Type 917. The Porsche 914 Limited Edition CanAm model is a very rare car, with only 1,000 produced in a single year (1974) and available in only two colour combinations: 500 in cream/Phoenix Red (Creamsicle) and 500 in black/Sunflower Yellow (Bumblebee). Many otherwise optional items were standard on these Limited Edition models, including driving lights, dual horns, a leather covered steering wheel, and a centre console with clock, voltmeter, and oil temperature gauge. Limited Edition CanAm models accounted for less than 1% of all 914s built, which makes this car an extremely rare and collectible Porsche.

Relatively few survive, of which even fewer are in excellent, totally rust-free condition like this example.

Like the vast majority of Porsche 914 'Bumblebees', this one was sold new in the USA. The car comes with a Porsche Cars North America Certificate of Authenticity (CoA) listing the following options: US equipment, sealed beam headlights, electric heated rear window, tinted side glass, and the 'CanAm' Limited Edition package. Equally importantly, the CoA also confirms that this car left the factory with the black/Sunflower Yellow exterior colour scheme (paint code U1V9) of the 'Bumblebee' variant. We are advised that the 2.0-litre engine is of the correct type but not original to this car.

This 914 was imported in 2016; all of the required conversion work has been performed and the car is now UK registered, tax-exempt, MoT'd and ready to enjoy. Reluctantly sold due to a recent Ferrari purchase, this immaculate 'Bumblebee' represents a wonderful opportunity for the serious Porsche collector to obtain one of these rare and highly sought-after limited edition models; indeed, even the Porsche Museum does not have one!

£25,000 - 35,000
€28,000 - 39,000

550

**1968 JAGUAR E-TYPE 4.2-LITRE
'SERIES 1½' ROADSTER**

Registration no. KCK 473F
Chassis no. IE 17145

- *Delivered new to the USA*
- *Matching numbers*
- *Original colour scheme*
- *Concours standard restoration*
- *Triple SU carburettors*



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

For 1968 the E-Type underwent major revision to comply with US safety and emissions legislation, emerging in 'Series 2' guise minus the original's distinctive headlight covers. In addition, enlarged side and rear lights were adopted while a thickened front bumper centre section bridged a larger radiator intake. Interior changes included a collapsible steering column and rocker switches in place of the earlier toggles. Beneath the bonnet the familiar XK engine now boasted ribbed cam covers and, on cars destined for North America, twin Stromberg carburetors, replacing the previous triple SUs that remained standard on those supplied to other markets. The adoption of the Strombergs, together with their associated inlet plumbing and a new Lucas ignition distributor, enabled the E-Type to meet the emissions targets but, inevitably, resulted in a reduction in power.



From late 1967 the E-Type began to embody some of the forthcoming modifications, these interim cars coming to be known as the 'Series 1½', although there was never a fixed specification for this unofficial 'model'. The 'Series 1½' E-Types are a relatively rare, combining the looks of a Series 1 with some of the improvements of the Series 2.

Manufactured in 1968 during this transitional period, this matching-numbers 'Series 1½' was sold new in the USA and was originally finished in Pale Primrose Yellow with black interior trim, the same as it is today. This car has the desirable triple-SU carburettor induction, and must be among the last despatched to the USA with this feature.

On the car's arrival from the USA, it was noted how totally rust-free it was, being from a dry state. It was also found to be completely free of any accident damage, and retained all of its original Jaguar metalwork. The E-Type was then stripped of every last screw, nut, and bolt, and sent to the vendor's specialist body shop for its new Primrose Yellow paintwork. It was also noted that very little body refurbishment was required, and that all of the original panels were in near perfect condition. Indeed, we are advised that every element of the car's bodywork is as it came off the production line.

While this work was ongoing, all of the original mechanical parts were renovated. The engine was meticulously overhauled, while the carburettors were dismantled and rebuilt. The rear suspension/differential assembly has been completely restored using most of the original components, and the original matching-number gearbox has been fully overhauled retaining as many original parts where possible. The starter motor, alternator, and wiper motor still retain their original date stamps. During the restoration process, the car was reconfigured to factory-specification right-hand drive. Accompanying documentation consists of a V5C Registration Certificate and MoT to March 2018.

The restoration of this rust- and accident-free car has been to highest possible standards, and it would surely be welcomed at the world's top concours competitions including Pebble Beach.

£80,000 - 100,000
€88,000 - 110,000

551

1931 LAGONDA 2-LITRE SUPERCHARGED LOW CHASSIS TOURER

Registration no. HX 9246

Chassis no. 0H9764

- One of the finest British sporting cars of its day
- 1930 model registered in 1931
- Known ownership history
- Restored between 2005 and 2013



Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, Lagonda concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s with the introduction of the 14/60. The latter abandoned the firm's traditional in-unit gearbox in favour of a midships-mounted transmission, but of greater technical interest was the engine. Designed by Arthur Davidson, the 2-litre 'four' featured twin camshafts, mounted high in the block, operating inclined valves in hemispherical combustion chambers. Power output of this advanced design was a highly respectable 60bhp.

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



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

For the 1931 season a deeper radiator was fitted for better cooling at sustained high speeds but the most obvious change was the up-to-the-minute styling of the T3 coachwork. The spare wheel was moved to the off-side front wing while the rear of the car was remodelled to incorporate a luggage boot with drop-down lid, thus furthering enhancing the 2-Litre's qualities as a superior sporting tourer.

This supercharged low-chassis tourer was supplied new by Dobson Bridge Garage, close to the Lagonda works in Staines. The car was first registered on 23rd September 1931, although Dobson stated it was September 1930. The chassis number 'OH 9764' is a 1930 one, and it is suspected that the car was Dobson's demonstrator, which he would not register until he sold it a year later. Dobson Bridge Garage was on the Middlesex side of Staines Bridge, hence the Middlesex registration number. The engine shows a casting date of 24/3/1930 and the bulkhead a casting date of 17/6/1930.

The Lagonda's first owner was Captain G Barlow of Kingsley Green, Surrey, who traded it in at Dobson's on 4th July 1934 for £47. Dobson spent £3 1s 3d on repairs and sold it for £250 on 10th July '34 to R W B Davies from R Davies & Co of 4 New Court, Lincoln. There is then the usual wartime gap before the car appears in the Lagonda club records with entry dated 3rd January 1949, the owner being recorded as W T Walker of Great Malvern, Worcestershire. It was next owned, in 1960, by Dr W Bardsley, also of Great Malvern, remaining in his possession until July 2005 when it was rediscovered at his Beacon Lodge home and bought by the previous owner. The Lagonda was then completely rebuilt over the next eight years. Accompanying documentation consists of an old-style buff logbook (1956), sundry restoration invoices, and a V5C Registration Certificate. A full set of side screens, new and unused, is included in the sale.

A rare survivor of this most desirable Lagonda model, 'HX 9246' represents a wonderful opportunity to acquire an example one of the finest British sporting cars of its day.

£120,000 - 150,000
£130,000 - 170,000

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

552

Formerly the property of Lord Riverdale

**C.1908 SHEFFIELD-SIMPLEX 45HP
MODEL LA2 TOURER**

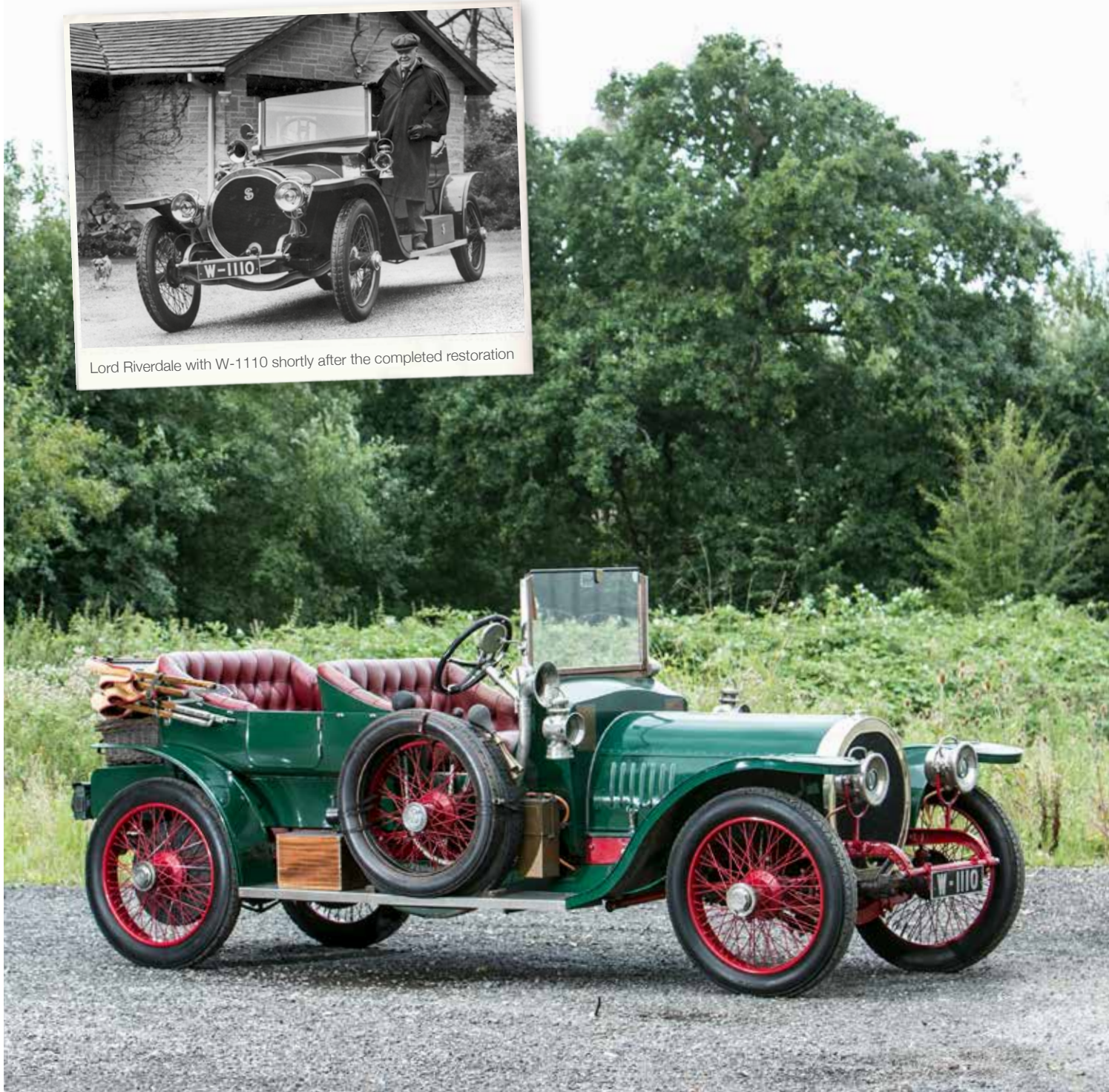
Registration no. W 1110

Chassis no. 548

- The oldest of only three Sheffield-Simplex cars surviving
- The only surviving 45hp model and the only surviving 'gearbox-less' LA2
- Exported to Australia and registered there in 1910
- Restored in the late 1970s/early 1980s
- Eligible for VSCC and VCC events



Lord Riverdale with W-1110 shortly after the completed restoration





'I have restored this Sheffield-Simplex as an act of faith. I regard it as my last tribute to Sheffield. It is a unique piece of the city's history because it is the only attempt Sheffield made to produce a quality motor car.' – Lord Riverdale.

The Sheffield-Simplex had its origins in the Brotherhood-Crocker motor car that had been made in London. It was manufactured in a new model factory at Tinsley, a suburb in the east of the city, which had been financed by the wealthy coal magnate, Lord Fitzwilliam. After a few cars had been completed, the Brotherhoods (Peter and Stanley) pulled out of the venture, and the firm had been re-titled as the 'Sheffield-Simplex Motor Works Ltd' by the time its first catalogue was published in November 1907.

Its first offering was the six-cylinder 45hp LA1 (designed by Percy Richardson, also responsible for the Brotherhood) which was powered by a 7.0-litre engine driving via a conventional three-speed gearbox. In 1908 it was joined by the LA2, intended for lighter open coachwork, which was advertised as sold 'without gear box'. In fact, there was a simple two-speeds-and-reverse transmission, with direct-drive top, located at the back of the torque tube immediately ahead of the rear axle. Its maker claimed that this arrangement effected a net saving of over 150 parts and over 300lbs in weight.

One of only three Sheffield-Simplex automobiles known to still exist, and the only 45hp 'gearbox-less' model, this example was registered with the factory trials car and press demonstrator's number ('W 1110') when it returned to the UK from Australia in the late 1970s. The original 'W 1110' featured in the company's illustrated catalogue for 1909 (copy on file). Published on 1st November 1908, the catalogue contains a detailed account and photographs of the 5,000-mile test around England and Scotland in 'W 1110', which involved ascents of all the famous test hills of the day, then merely dirt roads. It records that on hills steeper than 1 in 7 (including Amulree in Perthshire at 1 in 3.75) they used the low gear and ascended easily at 20mph including a stop and restart. The objective was achieved of proving that a large-engined car with a lightweight body and only two gears could cope on steep hills, and that the design of the LA2 chassis was well tested.

As well as quoting numerous testimonials from such luminaries as The Rt Hon The Earl of Mar and Kellie, and Sir Bache Cunard ('the nicest car I have ever driven'), the sales catalogue reproduced The Autocar's road test of 'W 1110' in full. This arduous test involved an 80-mile route around the hills of South Yorkshire and the Derbyshire Peak District: 'To our surprise the car took Mam Tor on the top gear without falter, and without the least suggestion of hammering or harshness, and of course without any attempt to slip the clutch.' 'W 1110' also dealt summarily with the steep ascent from Buxton to the Cat & Fiddle Inn, rushing to the summit on top gear.



Indeed, *Autocar's* tester remarked that the only time they used any gear other than top was when starting from rest, concluding: 'We need hardly say we were delighted with the performance of the car'. They even found the unusual sideways sliding-plate throttle easy to master. Other famous climbs successfully ascended by the Sheffield-Simplex - all on top gear - included Kirkstone Pass, Snake Pass, Bath Street (Frome), Alnwick Hill, and the forbidding 1-in-9 gradient Trinafour on the Scottish Trials circuit. It is not surprising, given its phenomenal on-the-road performance, that the 45hp Sheffield-Simplex was considered a worthy rival for the Rolls-Royce Silver Ghost. Supervised by the RAC, the 1911 Land's End to John o'Groats top-gear trial consisted of a 906-mile route, commencing on 28th August and taking six days to complete. Before setting off for Land's End, Sheffield-Simplex's already well-used test car had lapped Brooklands under RAC scrutiny at an average speed of 60.68mph, and then at an average speed of 3.67mph in the same direct top gear without clutch manipulation.

The RAC's record of the 1911 Land's End to John o'Groats top-gear trial by the 'gearbox-less' Sheffield-Simplex records that on Shatterford Hill they were baulked by 'four timber wagons and a coal cart ... in a hopeless tangle across a fair gradient beyond a curve' and had to roll back down the hill, wait until the hill was clear, and then climb it 'without hesitation' in top gear, which was permitted by the RAC scrutineer.

The Sheffield-Simplex completed the trial at an average speed of 19.8mph using 54.771 gallons of fuel. Unlike Rolls-Royce's later attempt using a Silver Ghost, Sheffield-Simplex did this without stopping the engine, and in a well-used car made in 1909. Reputedly, Sammy Davis was *The Autocar's* correspondent who witnessed and reported this run. Relatively few Sheffield-Simplex cars were sold after WWI, however, and production seems to have petered out during the early 1920s. Of the estimated circa 1,500 cars made, there are only three known survivors: the unique 50hp prototype of 1920, the 45hp model offered here, and a 30hp example of 1913 in the Powerhouse Museum in Sydney, Australia.

Its VCC Dating Application (dated 22nd July 1981) states that chassis number '548' was exported to Australia directly from the manufacturers and first owned by one Henry Dutton, a sheep farmer of Medende Station, north of Adelaide. Prior to its acquisition by Lord Riverdale in the late 1970s, the Sheffield-Simplex had been owned by one Wally Reeve of Adelaide. Original components listed on the VCC form are as follows: chassis, engine, clutch, cooling system, ignition system including radiator, lights (except tail), front axle, wheels, steering column and controls. The torque tube, gearbox, rear axle, carburettor, taillights and most of the instruments are listed as not original, the gearbox/rear axle assembly being described as 'replica'.



Following a five-year restoration, the rebuilt Sheffield-Simplex was unveiled by Lord Riverdale in 1983. The Sheffield Morning Telegraph carried a report on the car in its 28th November edition, revealing that the rebuild had been undertaken by John Cockayne of Coldwell Engineering, with replica coachwork by Phil Kneller. It was said that during its time 'down under' the Sheffield-Simplex had been driven across Australia from Adelaide to Sydney and back (a round trip of around 1,700 miles) and during WW2 had been used to deliver bricks to building sites. Before his family parted with the car, Lord Riverdale successfully completed a trip from Land's End to John o'Groats in it using only top gear.

The current vendor has owned '548' since 2002, and has undertaken numerous improvements to the car's mechanical workings to make it more reliable and easier to use (see detailed list on file). While in the present ownership, the Sheffield-Simplex has been used actively on many VCC events, five Gordon Bennett Rallies in Ireland, and two Ardennes Rallies, being driven there and back from the vendor's home in Pontefract. Running well, this unique Edwardian supercar is ready to continue participation in VSCC and VCC events.

£150,000 - 200,000

€170,000 - 220,000



553

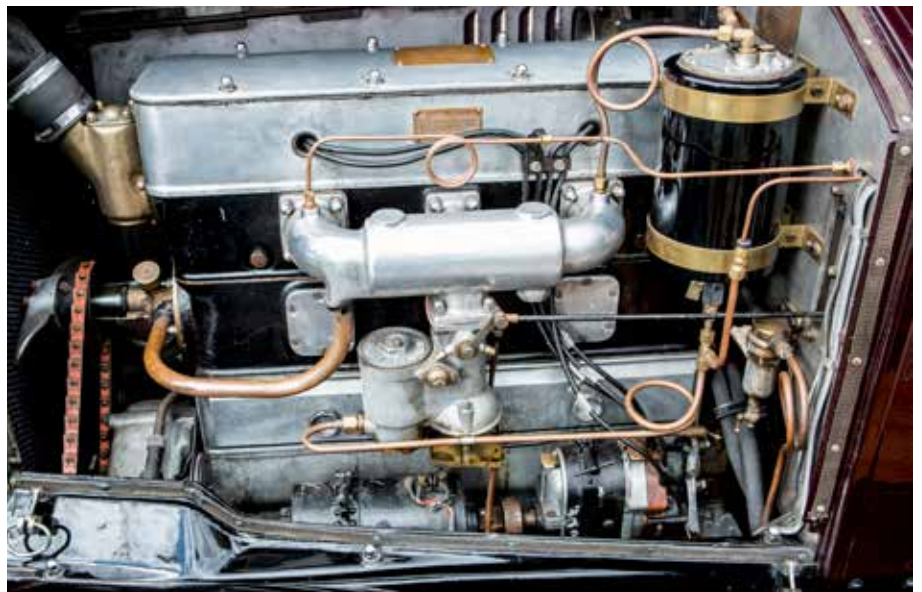
**1925 VAUXHALL 30-98HP
OE VELOX TOURER**

Coachwork by Vauxhall Motors

Registration no. BL 9381

Chassis no. OE195

- Imported from Australia
- Previously owned by ex-President of the VSCC, Barry Clarke
- First restored by Arthur Archer in the 1970s
- Most recent restoration by Blakeney Motorsport (2016/2017)
- Extensive history file





Offered here is a very well-known example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Vauxhall 30-98 adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before the Great War) had produced a car that could run rings around 3-Litre Bentleys on cross-country journeys.

The 'big engine/lightweight car' formula has been repeated to good effect many times throughout the history of the sporting motor car, and Vauxhall's famous 30-98 was one of its earliest successful applications. As has so often been the case, the spur behind this particular combination was the desire for competition success; the first 30-98 being constructed at the behest of car dealer and motor sport competitor, Joseph Higginson, in 1913. Higginson's first objective was victory in the Shelsley Walsh hill climb in June of that year, and the Laurence Pomeroy-designed 30-98 duly obliged, setting a hill record in the process which was to stand for 15 years.

Laurence Pomeroy's tenure as Vauxhall's Chief Engineer saw the Luton-based concern produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger version of the Prince Henry's four-cylinder side-valve engine was developed for its successor, the D-Type, which, with some 70bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork. Pomeroy's 30-98 was powered by a 4.5-litre, four-cylinder, side-valve engine - in effect a stretched version of the Prince Henry/D-Type's - mounted in a conventional but lightweight chassis; suspension being by beam axle at the front and live axle at the rear, with semi-elliptic springs all round.

Power was transmitted via a multi-plate clutch to a robust four-speed gearbox, and thence via a short prop-shaft to the straight-cut bevel rear axle. The braking system consisted of a foot-operated transmission brake and a handbrake operating on the two rear drums, the front wheels being un-braked.



At first glance this unremarkable specification seems an unlikely one for a performance car - even an Edwardian example - but the 30-98's 90bhp-plus power output, combined with a weight of only 24cwt (with the factory-built, four-seater 'Velox' tourer coachwork) gave it a formidable power-to-weight ratio for the time.

A fully road-equipped 30-98 was capable of around 85mph, and when stripped for racing, the company guaranteed a top-speed in excess of 100mph for the later overhead-valve models, a capability demonstrated at Brooklands on numerous occasions.

Only a handful of cars was sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-Type' - its Prince Henry predecessor having been the 'C' and the 25hp Tourer the 'D'. Manufacture of the E-type ceased in September 1922 after 287 cars had been constructed, there then being a slight hiatus in production before its successor, the overhead-valve 'OE', commenced delivery to customers in early 1923. Despite a reduction in capacity to 4.2-litres, the power of the OHV motor went up to 110bhp-plus, although this increase made little difference to the car's performance.



The OE was not to gain front-wheel brakes until late 1923, when a cable system was introduced. This was operated, along with the transmission brake, by the foot pedal, with the linkages and compensating mechanism - the inaccurately-termed 'kidney box' - mounted somewhat untidily in front of the radiator. Hydraulic actuation of the front-wheel and transmission brakes was adopted in 1926.

By the time the final batch of OE chassis had been completed in early 1927, there were few customers for the 30-98, the antiquity of the design telling against it when compared to the more refined competition from Bentley and Sunbeam. Total production of OEs numbered 312 cars.

This particular OE model was imported by Cameron Miller from Australia, where the big Vauxhall was deservedly popular, and sold to ex-President of the VSCC, Barry Clarke, the Vauxhall Motors Velox tourer 'long scuttle' body being fitted at that time. The car passed through the hands of three owners before being acquired in 1979 by Ted Watts for £19,500 (receipt on file). The extensive history file contains records of a complete restoration carried out in the 1970s by Arthur Archer, who restored the Vauxhall for a second time while it belonged to Ted Watts.

Purchased by the current vendor in 2012, 'OE195' by this time required a complete restoration once more, which on this occasion was carried out by Patrick Blakeney Edwards (Blakeney Motorsport) during 2016/2017 (see bills totalling over £50,000 on file). Works undertaken include a full rebuild of the engine and all ancillaries; overhauling the transmission with new clutch plates and new half-shafts; repainting the body; and overhauling the magneto, dynamo, and starter motor. Huke Trimmers had re-trimmed the interior to correct pattern in 2013. The only notified deviations from factory specification are coupled brakes (foot operated), flashing indicators, and later reed bezel instruments.

Delightful and ready to use, this fine example of Vauxhall's definitive sports car of the Vintage period is offered with a (reprint) instruction book, FIVA Identity Card, old/current V5/V5C registration documents, and the aforementioned history file of invoices and other documents.

£220,000 - 260,000
€240,000 - 290,000

554

C.1934 RILEY 1½-LITRE FALCON SALOON

Registration no. AAD 770

Chassis no. 22T475

- *Powerful PVT saloon*
- *Eligible for VSCC events*
- *Recently recommissioned*



First 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. This successful high-camshaft layout was retained for the new Hugh Rose-designed 1½-litre four introduced for 1935. The Falcon saloon debuted on this new 12hp chassis, which was also available with the familiar Kestrel saloon and Lynx tourer coachwork. This Riley 1½-Litre was first registered on 31st December 1934 and in 1948 was exported to Rhodesia (now Zimbabwe).

Ownership transferred to a Mr Sansom in 1960. In 1992 the car was brought back to the UK, and in 2016 was reregistered with its original number. Noteworthy features include a sunroof (working); opening windscreen; rear window blind (working); new radiator core; restored wheels (x5), trims, and spinners; new Blockley tyres; 'Ski Lady' radiator mascot and town cap; and a pair of leather suitcases with matching straps.

The blue/black paintwork is sun-lightened and polished, while the interior boasts its original blue leather upholstery (in sound condition) and new matching carpets.

The front suspension has been serviced and fitted with new bushes, while the engine has been updated with a modern oil filter. Accompanying documentation consists of a service logbook, Riley and Rotax instruction manuals, old-style buff logbook, sundry invoices, a V5C Registration certificate, and historical paperwork relating to the car's time in Rhodesia/Zimbabwe.

£12,000 - 14,000

€13,000 - 15,000

555

1939 HOTCHKISS 686 GS MODANE COUPÉ

Registration no. FUW 999

Chassis no. 81167

- Rare French sporting thoroughbred
- Believed 8th place finisher in the 1939 Monte Carlo Rally; Ladies' Cup winner
- First registered to Dudley Folland ('Tim Davies')
- Restored during the 1990s
- Restoration requires detail finishing



One of the great French makers of 'Grandes Routières', Hotchkiss of St Denis, Paris enjoyed a near-stranglehold on the Monte Carlo Rally in the period 1932-1950, with six outright victories from ten Rallies, plus several placings and class wins. The vendor believes that this is the car driven by Mmes Y Simon and S Largeot to 8th place overall in the 1939 Monte, winning the Ladies' Cup, having started the event from Athens. When its former owner, motor sports photographer Guy Griffiths, bought 'FUW 999' from the preceding owner, C L W Barker, he was told that it 'had been a successful Monte Carlo works car, possibly a winner...'

This fine example of the potent short-chassis GS (Grand Sport) was first registered in the UK in April 1939 to racing driver Dudley Folland, who raced under the pseudonym, 'Tim Davies'. The car incorporates many non-standard fittings such as a competition-modified cylinder head, cockpit-adjustable André shock absorbers, sump guard, heavy duty steel wheels, twin horns, additional lighting (not currently fitted), rev counter, under-bonnet and boot lights all of which supports the conclusion that it was prepared for rallying.

The Hotchkiss 686 GS stands in the front rank of 1930s sporting cars, with a 0-50mph acceleration time superior to that of contemporary Derby Bentleys and V12 Lagondas. Guy Griffiths used the Hotchkiss for frequent tours to the Continent, remarking: 'The performance is outstanding, better than a Bugatti T57... the Hotchkiss is capable of 100mph...'

Only a very select band of 3½-litre cars could match that in 1938; indeed, the Grand Sport typified its maker's proud slogan 'le Juste Milieu' ('the Golden Mean'), for it represented astounding value for money compared with the rest of Europe's best.

The 686 GS was launched in 1936 as a more potent derivative of the 'Paris-Nice' model on a shortened 9ft 2in wheelbase chassis and with an engine tuned to produce some 125bhp. With duo-servo Bendix brakes and semi-elliptic suspension fore and aft, its specification was deceptively simple yet effective.

The vendor's late father purchased 'FUW 999' at Brooks' auction at the Natural History Museum in December 1995 (Lot 765) at which time it was very original and solid but un-restored. The owner commissioned Belcher Engineering to restore the car, including rebuilding the engine around a new crankshaft. However, the interior trim remains original and un-restored (there is no headlining) and will need further work/conservation.

A rare example of a French thoroughbred with an impeccable sporting pedigree, this Grand Sport Hotchkiss is ideally suited to the popular long-distance rallies for pre-war cars such as the 'Flying Scotsman' and '1,000 Mile Trial'.

£25,000 - 30,000
€28,000 - 33,000

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

556

1927 ROLLS-ROYCE 40/50HP SILVER GHOST 'PICCADILLY' ROADSTER

Registration no. BF7023
Chassis no. S295PL

- Built by Rolls-Royce of America Incorporated
- Left-hand drive
- Re-bodied in 1932
- Formerly owned by Josef von Sternberg
- An older restoration



Although the 40/50hp model would have earned its 'The Best Car in the World' sobriquet in any event, Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, when it relocated to a new factory in Derby, the company founded by engineer Frederick Henry Royce and entrepreneur the Honourable Charles Stewart Rolls had manufactured a variety of models at its Manchester premises. Cars with two, three, four and six cylinders were made, and even an abortive V8, before Managing Director Claude Johnson's decision to concentrate on the range-topping 40/50hp. The latter had first appeared at the 1906 Motor Show and became known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker.

The heart of the Silver Ghost was its magnificent engine, a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf-spring arrangement at the rear, though the latter soon came in for revision.

The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort. Royce's uncompromising engineering standards demanded only excellence of his staff in Manchester and later Derby, and no chassis was delivered until it had been rigorously tested. The Silver Ghost remained in production in England until 1925 and at Rolls-Royce's Springfield plant in the USA until 1926, the longest production run of any model from that celebrated company. Cars were right-hand drive up to 1925 and left-hand drive thereafter.



Unlike its British-built counterpart, the American product could be ordered with 'factory' bodywork, usually by Brewster, which would be taken over by Rolls-Royce in December 1925. Before Brewster's acquisition, bodies supplied under the 'Rolls-Royce Custom Coach Works' programme were built by various independent coachbuilders, while from 1923 some bodies were built in the company's own coachbuilding facility in the old Knox Automobile Co factory; the latter, though, was mainly employed in finishing bodies built by outside contractors to Rolls-Royce Custom Coach Works' designs.

Like their British counterparts, the majority of US-made Silver Ghosts carried closed formal coachwork, making this example, with its lightweight sporting 'Piccadilly Roadster' body, rare indeed. Some 115 Piccadilly Roadsters were built on the Springfield Silver Ghost chassis, plus a further 45 on the successor New Phantom frame, this example being by the Massachusetts coachbuilder, Merrimac Body Co.

The Piccadilly was a popular choice among Rolls-Royce dealers and private owners wishing to spruce up a tired, and difficult to sell, Silver Ghost saloon or limousine, and the example offered here originally carried a Stratford Convertible Coupé body by Brewster. The car's first known owner was the Hollywood movie director, Josef von Sternberg, who acquired it on 5th May 1929. Its original owner is not known. Born in Austria, von Sternberg had emigrated to the USA in 1908 at the age of 14 and got his first Hollywood directing job around 1925. He is best remembered for discovering the legendary German actress Marlene Dietrich, then an unknown revue artist, whom he brought to the USA in 1930.

Following von Sternberg's ownership, the Silver Ghost was purchased by a Los Angeles motor dealer in 1932 and fitted with its Piccadilly Roadster body. Its next owner was another prominent Hollywood figure, screenwriter Oliver H P Garrett, who shared a 'Best Screenplay' Oscar with Joseph L Mankiewicz for 'Manhattan Melodrama' (1934). Garrett took delivery at his place of work, Paramount Pictures, where the Stylish Roadster would certainly have turned a few heads.



In the late 1960s, the Silver Ghost was sold by Benjamin H Duggin of Conroe, Texas, to prominent collector, Robert Atwell of Kerrville, Texas, an aficionado of Rolls-Royces with rare and unique coachwork. Robert Atwell also owned another ex-Duggin Rolls-Royce: the 'Pall Mall' tourer that famously once belonged to the wife of newspaper tycoon, Howard Hughes. New York's Reuter Coach Works, the USA's foremost restoration specialists of the era, then restored the 'Ghost', applying their signature Reuter Red finish that is still present today.

Mr Atwell kept the Piccadilly Roadster for several years before donating it in 1979 to the San Antonio Museum of Transportation where it was displayed until 1994. The car then changed hands, passing to an enthusiast in Pennsylvania, while more recently it was owned by Brussels-based collector, Andre Plasch.

During Mr Plasch's ownership, the Rolls-Royce was despatched to Wildae Restorations of Braunton, North Devon for an extensive mechanical overhaul (see receipts totalling almost £100,000 on file). The car has attended numerous events since then and been driven to many, one such trip being from Belgium to London.

Several decades after restoration, this Piccadilly Roadster has a delightfully mellowed patina, while the later Springfield Ghost's left-hand drive and central gear change make it ideal for use in the USA or in Continental Europe. Possessing an ownership history stretching back to its earliest days, and associations with two major Hollywood celebrities and several prominent collectors, this rare sporting Silver Ghost would enhance any prestigious private collection. Offered with a UK V5C registration document.

£220,000 - 260,000
€240,000 - 290,000



557

1921 NAPIER 'BLUE BIRD' HOMAGE

Registration no. F9232

Chassis no. 14097



'Blue Bird' leading the Campbell celebrations at Shelsley Walsh, July 2017 © Rhiannon CC Photography



'With the correct gearing and a brave pilot, this Blue Bird should be theoretically capable of exceeding the 196mph that Campbell reached in 1927.' – *Octane* magazine.

Created by its owner, Lorne Jacobs, this amazing car must be one of the most powerful Vintage racers ever offered for public sale. Constructed on a 1921 Napier chassis, it is powered by a 24-litre 12-cylinder Napier Lion aero engine, a power unit with the unique distinction of having held the air, land, and water speed records. The Lion engine had been bought directly from Napier by Jacobs' grandfather and a friend who worked in the company's drawing office. It is a 'marinised' version of the Lion engine and had been despatched to Vosper & Company in Portsmouth in 1930. The two friends had intended to install the Lion in a car but the project never bore fruit.



Founded as precision engineers in 1808, the Napier company diversified into motor car manufacture in 1900, encouraged by the pioneering Australian sporting motorist and entrepreneur, Selwyn Francis Edge. During WWI, the firm was contracted to build Sunbeam and Royal Aircraft Factory aero engines before moving on to produce its own: the Lion. The latter was designed by Arthur John Rowledge, later to contribute to the Merlin engine's gestation while at Roll-Royce, and first ran in 1917.

Eschewing the established inline and rotary/radial engine layouts, Rowledge opted for a so-called 'broad arrow' or 'W12' design, arranging the 12 cylinders in three banks of four on a common crankcase. Boasting twin overhead camshafts and four valves per cylinder, this state-of-the-art power unit produced 450bhp initially, making the Lion the most powerful aero engine of its day.

The first person to recognise the Lion's potential as the power unit for a land-speed record-breaker was Malcolm Campbell, who installed one in his 'Blue Bird' in 1927. Campbell was followed by Henry Segrave, who also used one to break the water speed record, and John Cobb. In 1947, Cobb took the world record in his twin-Lion-engined Railton Mobil Special at 394.19mph, becoming the first person to exceed 400mph on land in the process.

Lorne Jacobs had known about the family's Lion engine since childhood and had developed a fascination for the Napier-powered record breakers driven by Campbell, Cobb, and Segrave. He decided that the engine should be used to construct an 'homage' to the first such car: Campbell's 'Blue Bird' of 1927. This would be a colossal undertaking for the average mortal, but Lorne Jacobs already had 35 of working on Bentleys and Bugattis under his belt, as well as the construction of various big 'specials', so was undaunted by this new challenge.



'Blue Bird' leads the Napier Railton to celebrate the opening of the Finishing straight, Brooklands June 2017 © Rhiannon CC Photography





The Campbell family with 'Blue Bird' in front of the Campbell shed at Shelsley Walsh, July 2017

His first task was to un-seize the engine, which was then fully rebuilt with new lighter pistons (commissioned from the USA), new specially made con-rods, and new bearings throughout. With re-profiled camshafts and an increased compression ratio (from the original 5.8:1) the engine now achieves 3,200rpm, some 1,000 revs more than standard, and is estimated to produce getting on for 700 horsepower. Maximum torque is estimated at circa 1,800lb/ft (for comparison: the Bugatti Chiron has a mere 1,180lb/ft at its disposal). This proved too much for the first gearbox employed - from an Austin 20hp - so a Bentley D-type 'box is used now, suitably up-rated with a modern gear set. The rest of the running gear is Vintage-period, comprising a Delage front axle, Minerva front brakes, and a Bentley 6½-litre rear axle and brakes. The brakes are hydraulically operated and the car rolls on 19" wheels. There are two alternative exhaust systems: stub exhausts for racing and a 'Brooklands' system for the road.

The length of the Napier chassis dictated the size of the body, which is considerably shorter than that of Campbell's 'Blue Bird'. Using original 'Blue Bird' plans and contemporary photographs for guidance, Lorne hand-formed the seven-piece aluminium body using an English Wheel to achieve the compound curves. Contrasting with the Spartan cockpit of the original 'Blue Bird', the Jacobs car has a full complement of instruments and is a two-seater rather than a monoposto like the record-breaker. The Napier chassis frame has Invicta spring hangers to enable external mounted leaf springs.

In its article on the Jacobs Napier published in the August 2017 edition, Octane reported that the car could smoke its tyres at 80mph. The 0-60mph dash had been achieved in approximately 6 seconds (in 3rd gear!) 'resulting in the need for new tyres', while the owner reported that on the current gearing the car will 'accelerate in a relentlessly linear fashion to around 120mph'.

In 1924 at Pendine Sands, Malcolm Campbell, driving the 350hp V12 Sunbeam, broke the land speed record for the first time. To celebrate that achievement 90 years on, Lorne Jacobs took the Napier to the same Carmarthenshire beach in February earlier this year to drive in his hero's wheel tracks, fulfilling a childhood dream. Since then the Napier has taken part in the Brooklands Finishing Straight reopening celebration in June of this year and the Shelsley Walsh Classic Nostalgia meeting in July. It has also been photographed with the Campbell family.

Offered with VSCC Buff Form and V5C registration document, this unique Napier represents an unrepeatable opportunity to acquire one of the most formidable Vintage racing cars ever made.

£250,000 - 300,000
€280,000 - 330,000

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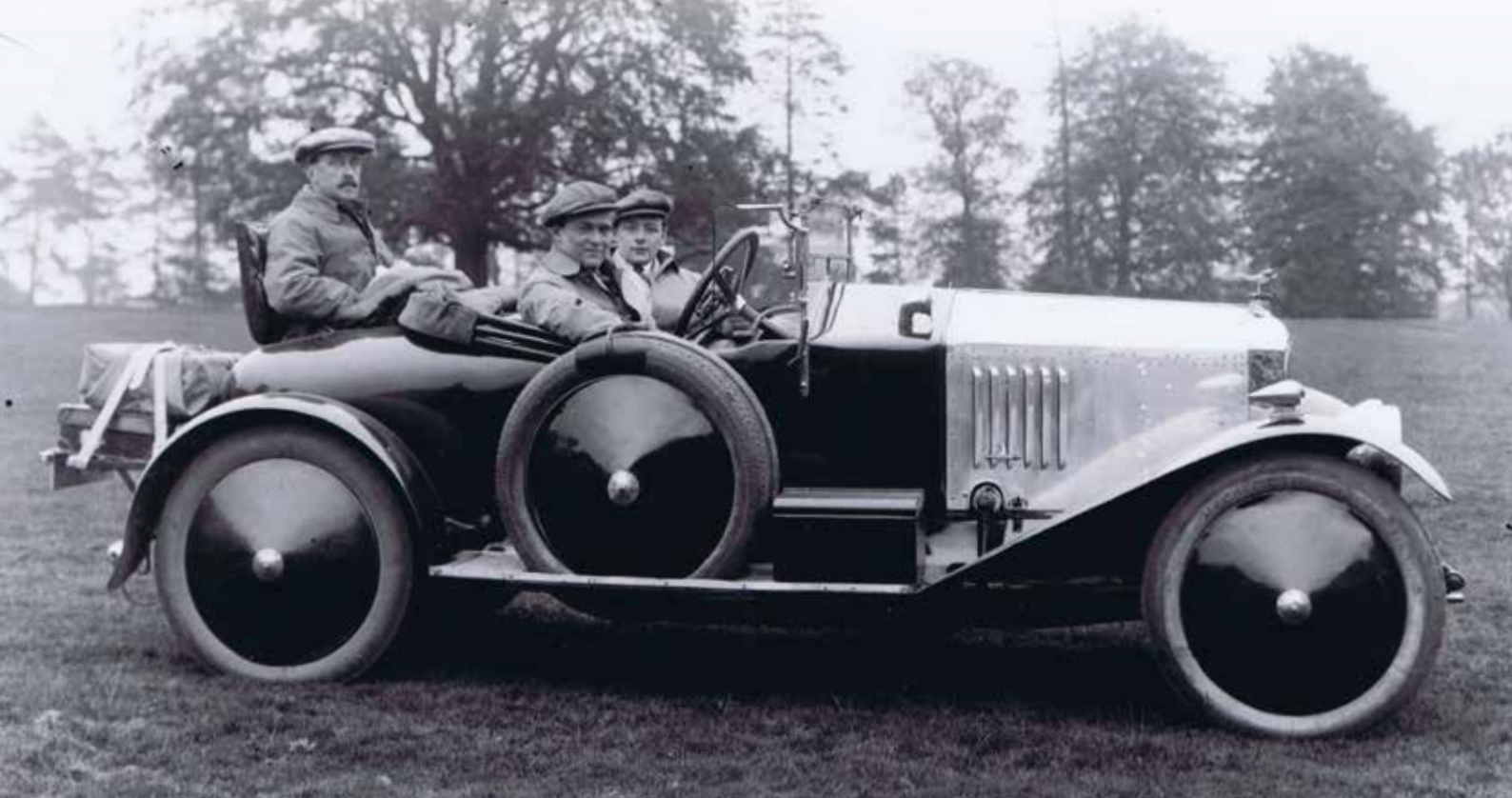
1920 VAUXHALL 30-98HP E-TYPE TWO-SEAT PLUS DICKEY TOURER

Coachwork by Grosvenor

Registration no. SK 517

Chassis no. E260

- *Only six owners from new*
- *One of only two survivors with this body style*
- *Highly original*
- *In-period competition history*
- *Extensively restored in the mid-1960s and early 2000s*



E260 with its first owner Captain Alexander 'Sachie' George McCorquodale and friends, 1921 © Nic Portway Collection



Offered here is an example of what is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Vauxhall 30-98 adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before the Great War) had produced a car that could run rings around 3-Litre Bentleys on cross-country journeys.

The 'big engine/lightweight car' formula has been repeated to good effect many times throughout the history of the sporting motor car, and Vauxhall's famous 30-98 was one of its earliest successful applications. As has so often been the case, the spur behind this particular combination was the desire for competition success; the first 30-98 being constructed at the behest of car dealer and motor sport competitor, Joseph Higginson, in 1913. Higginson's first objective was victory in the Shelsley Walsh hill climb in June of that year, and the Laurence Pomeroy-designed 30-98 duly obliged, setting a hill record in the process which was to stand for 15 years.



E260 in the paddock at Goodwood circuit, May 1963 © Nic Portway



E260 photographed during the 1920s © Nic Portway Collection

Laurence Pomeroy's tenure as Vauxhall's Chief Engineer saw the Luton-based concern produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910.

A larger version of the Prince Henry's four-cylinder side-valve engine was developed for its successor, the D-type, which, with some 70bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork. Pomeroy's 30-98 was powered by a 4.5-litre, four-cylinder, side-valve engine - in effect a stretched version of the Prince Henry/D-type's - mounted in a conventional but lightweight chassis; suspension being by beam axle at the front and live axle at the rear, with semi-elliptic springs all round. Power was transmitted via a multi-plate clutch to a robust four-speed gearbox, and thence via a short prop-shaft to the straight-cut bevel rear axle. The braking system consisted of a foot-operated transmission brake and a handbrake operating on the two rear drums, the front wheels being un-braked.

At first glance this unremarkable specification seems an unlikely one for a performance car - even an Edwardian example - but the 30-98's 90bhp-plus power output, combined with a weight of only 24cwt (with the factory-built, four-seater 'Velox' tourer coachwork) gave it a formidable power-to-weight ratio for the time. A fully road-equipped 30-98 was capable of around 85mph, and when stripped for racing, the company guaranteed a top-speed in excess of 100mph for the later overhead-valve models, a capability demonstrated at Brooklands on numerous occasions.

Only a handful of cars was sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-Type' - its Prince Henry predecessor having been the 'C' and the 25hp Tourer the 'D'. Manufacture of the E-type ceased in September 1922 after 287 cars had been constructed, there then being a slight hiatus in production before its successor, the overhead-valve 'OE', commenced delivery to customers in early 1923. Despite a reduction in capacity to 4.2 litres, the power of the OHV motor went up to 110bhp-plus, although this increase made little difference to the car's performance.



Chassis number 'E260' is one of the second batch of Vauxhall 30-98s produced after WWI. It was built to Vauxhall Works Order number '2503', erecting shop date 07/07/1920, and was bodied by Grosvenor of London in the sporting two-seat plus dickey style. The engine, gearbox, and rear axle numbers appear to be original to this chassis.

The car's first owner was Captain Alexander 'Sachie' George McCorquodale, a former RFC British Army officer from Scotland and heir to a printing fortune. He was married to novelist Barbara Cartland on 23rd April 1927 (they divorced in 1933). Their daughter, Raine McCorquodale, became Countess Spencer by marriage and was the mother of the late Princess Diana. The Captain was an enthusiastic participant in long-distance trials, entering the car in the MCC London-Edinburgh trials in 1921, '23, and '24.



In 1959/1960, the Vauxhall was rescued and restored by Edward Dames-Longworth, who toured France in it. The car was acquired by the current vendor at auction in 1996. Subsequently (in the early 2000s) the car underwent extensive mechanical refurbishment by renowned 30/98 specialist Arthur Archer to bring it to tip-top condition (see bills on file for circa £50,000). It has seen little use since, and the engine would benefit from further careful 'running in'.

In recent years 'SK 517' has participated in the Vauxhall Prince Henry and 30-98 Centenary events in 2010 and 2013, was invited to the Goodwood Festival of Speed Cartier Style et Luxe Concours D'Elegance in 2013 and was featured in *Classic & Sports Car* magazine in August 2013. The current owner is Mr Nick Reilly, CBE, former Chairman and MD of Vauxhall Motors, and President, General Motors Europe.

£220,000 - 260,000
€240,000 - 290,000



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1929 PACKARD 7TH SERIES STANDARD EIGHT CONVERTIBLE

Registration no. DS 7627

Vehicle no. 286451

Frame no. 286781

- Premier American make
- Present ownership since 1987
- Engine rebuilt in 2012
- Period-correct Motorola radio



Always built to the highest standards, the Packard was unquestionably one of the finest American cars of the pre-war era. Dissatisfaction with his Winton motor carriage is said to have spurred James Ward Packard to build a superior automobile. Aided by his brother and two defectors from the Winton company, Packard set up shop in his electrical engineering factory in Warren, Ohio, from which the first Packard car - the single-cylinder Model A runabout - emerged in November 1899. The Packard's innovative engineering and superior build quality were soon attracting the attention of wealthy clients, William D Rockefeller purchasing two at the New York Automobile Show in November 1900. 'Ask The Man Who Owns One,' was adopted as the company's advertising slogan.

Cars powered by two-, four- and six-cylinder engines quickly followed, before Packard became the first manufacturer to introduce a series production V12 with the launch of the Twin Six for 1916. An immense success for the company, the Twin Six lasted until the arrival of the new-for-'24 Packard Single Eight, the company's first car to employ four-wheel brakes. The nine-bearing sidevalve straight-eight engine developed 85bhp from 357.8cu in (5.9 litres) and the line-up initially comprised ten models on two wheelbase lengths. With the introduction of custom models in 1926 the Eight range increased dramatically. 'Original Creations by Master Designers' according to Packard, the custom offerings were bodied by Derham, Dietrich, Fleetwood, Holbrook, and Judkins among others.

Bijur chassis lubrication and hypoid final drive gears had arrived on the Eight by 1927, at which time the engine was enlarged to 6.3 litres. By now maximum power had risen to 105bhp, an output sufficient to propel the far from lightweight Eight to a top speed of 80mph. 1929 saw Packard building eight-cylinder cars only, and marked the introduction chrome-plated brightwork, parabolic headlamps, and a dashboard-mounted water temperature gauge in place of the preceding Motometer. Also new was the base-model 319.2ci (5.2-litre) Standard Eight, the larger engine continuing to power the Custom and DeLuxe Eights. Ten body styles were available on the 134½"-wheelbase Standard Eight chassis and one on the 127½" frame.

Built on the longer of the two Standard Eight chassis, this Convertible Golfers Coupé was purchased in 1987. Forming part of the owner's private collection, the Packard has been used mainly on high days and holidays, and for local shows. Regularly serviced and maintained, the car benefits from an engine rebuild carried out in 2012 with new pistons/rings, valves, etc. A photographic record of the rebuild is on file, and the car also comes with a V5 registration document, MoT to July 2018, parts manual, workshop manual, and an original owner's manual. A stylish 'classic American' soft-top from a premier make.

£40,000 - 50,000
£44,000 - 55,000

560

1925 SUNBEAM 14/40HP TWO-SEATER PLUS DICKEY

Coachwork by Sunbeam Motor Car Co Ltd

Registration no. OF 4554

Chassis no. 5177E

- High quality car from a premier British make
- Present family ownership since 1989
- Improved engine specification
- Eligible for VSCC events



John Marston Limited's first Sunbeam production car, a De Dion-engined voiturette, was sold in 1901, but it was not until 1907, two years after the Sunbeam Motor Car Company had been formed, that the firm produced its first all-British model, the 16/20. The arrival of designer Louis Coatalen in 1909 and the pursuit of an effective competitions programme enabled Sunbeam to establish a formidable reputation prior to WWI, its superbly made products enjoying a reputation rivalling that of the best from Alvis and Bentley thereafter. Sunbeam's post-WWI 14hp model was a new overhead-valve design displacing 1,954cc, which was soon revised as the enlarged 14/40hp with a more powerful 2,120cc engine. A top speed of around 60mph was achievable by these 14hp Sunbeams, which were also capable of good fuel economy by the standards of their day. It is estimated that around 80 14/40hp models survive.

This 14/40hp Sunbeam has been owned by the same family since March 1989, and has competed in the occasional VSCC rally over the years. The car has carried several different registration numbers, the current one dating from a period when it was with a motor trader near Market Harborough known as MotoSpot.

'OF 4554' number was previously on a Morris Minor and it is unknown why a transfer was made. Previous numbers are 'MN 7126' (Isle of Man), 'PMA 979', and 'HSV 957'.

The car has been maintained primarily by the vendor and his father. Works carried out over the years include regrinding the crankshaft and re-metalling the main and big-end bearings (in August 1998). Various new bearings were fitted to the gearbox at this time, the odometer reading then being 62,775 (currently 67,000). The engine has been improved by fitting a full-flow oil filter and hydraulic timing chain tensioners. The fan mounting is not original but there is a new un-machined casting with the car. There is also a substantial amount of paperwork including old MoTs, a V5C document, and a photocopy of the car's Sunbeam Register entry, etc together with photocopies of the owner's handbook and workshop manual.

£30,000 - 40,000

€33,000 - 44,000

561

Property of a deceased's estate

**1934 TRIUMPH GLORIA SIX 15.7HP
SPEED MODEL TOURER**

Registration no. ATR 470

Chassis no. G6293

- *Landmark Triumph sporting car*
- *Developed by Donald Healey*
- *Fully restored less than 100 miles ago*
- *Eligible for VSCC and Pre-1940 events*



Developed by the great Donald Healey, the Gloria, more than any other model, established Triumph's reputation as a builder of fine sporting cars; taking its name – it is said – from one of Selfridge's fashion models, who was photographed with the cars for publicity purposes. Standard-Triumph's managing director, Colonel Claude Holbrook, wanted to move the company away from the small cars that had underpinned its success in the 1920s, aiming to take a slice of the medium-size sporting-car market dominated by Riley. Indeed, ex-Riley employees would be instrumental in the Gloria project, designer Charles Ridley having been recruited from them, as was Donald Healey. Healey was quoted as saying; 'I was attracted by the Gloria project, which seemed better than Riley's own Nine... My first job was cleaning up the Gloria range, which was just about ready for production'.

Introduced in 1933, the Gloria employed a conventional cruciform-braced chassis, under-slung at the rear and equipped with all-round 12" hydraulic brakes, on which was mounted low, streamlined coachwork of an elegance not previously associated with the marque. According to Holbrook, the Gloria was 'built to an idea... modern in conception, revealing lines that never before been achieved'. And few would deny that, once it had been 'cleaned up' by Healey, the Gloria was indeed most handsome.



The four- and six-cylinder IOE engines were built by Triumph to designs by Coventry Climax, who supplied the raw castings, while the four-speed synchromesh gearbox and spiral bevel rear axle were supplied by ENV. As seen here, the 15.7hp (1,991cc) Gloria Six on Solex twin carburettors produced 55bhp, which was good enough for a top speed of around 70mph. Introduced in 1934 for the 1935 season, the 15.7hp Six was one of the Gloria's final variations, incorporating many additional refinements to the chassis and running gear.

Healey had won the 1931 Monte Carlo Rally for Invicta and had driven a Triumph Seven saloon in the 1930 event, so it can have surprised no one when this gruelling test of endurance was chosen to publicise the new car. Two Southern Cross-based works specials were prepared for the 1934 Monte while there were five other 'works' entries including the Gloria model, one of which finished 10th in class.

This Gloria Six Speed Model Tourer is one of a mere seven produced in this specification, of which only two survivors are known to the Pre-1940 Triumph Motor Club. It features Triumph's patented system of 'straight edge' or 'cut away' profile doors, whereby a hinged section could be swung down on the inside or erected for weather protection. The car also comes with full weather equipment in mohair (hood and side screens) and a matching tonneau cover.

With the penultimate owner for 34 years, the car benefits from a total 'last nut and bolt' restoration undertaken by a marque specialist less than 100 miles ago. The huge history file contains sundry restoration invoices, MoT to August 2018, a V5C Registration Certificate, an original owner's manual, and a selection of delightful period photographs of 'ATR 470'.

A wonderful opportunity to acquire a pre-war six-cylinder tourer in outstanding condition, eligible for a host of VSCC and Pre-1940 events.
£40,000 - 50,000
€44,000 - 56,000

562

1923 ROLLS-ROYCE 40/50HP SILVER GHOST PROJECT

Registration no. not UK registered

Chassis no. 398XM

- *Exciting restoration project*
- *Genuine Silver Ghost, engine, gearbox, chassis, and front axle*
- *Phantom I rear axle*
- *Engine and gearbox believed restored in the USA*
- *Modern Piccadilly Roadster body made in the USA*



Although its 40/50hp model would have earned its 'The Best Car in the World' sobriquet in any event, Rolls-Royce's decision to drop all other types only served to focus attention on what would become known as the 'Silver Ghost'. Prior to 1908, cars with two, three, four and six cylinders were built, and an abortive V8, before the decision was made to concentrate on the six-cylinder 40/50hp. The latter first appeared at the 1906 Motor Show, becoming known as the 'Silver Ghost' the following year when chassis number '60551' was exhibited wearing silver-painted tourer coachwork by Barker.

The heart of the Silver Ghost was its magnificent engine: a 7,036cc (later 7,428cc) sidevalve six equipped with seven-bearing crankshaft and pressure lubrication. A sturdy chassis comprised of channel-section side members and tubular cross members was suspended on semi-elliptic springs at the front and a 'platform' leaf-spring arrangement at the rear, though the latter soon came in for revision. The transmission too was soon changed, a three-speed gearbox with direct-drive top gear replacing the original four-speed/overdrive top unit in 1909. In the course of its 20-year production life there would be countless other improvements to the car, one of the most important being the adoption of servo-assisted four-wheel brakes towards the end of 1923.

After a successful 2,000-mile trial under RAC supervision, the factory demonstrator - chassis '60551', 'The Silver Ghost' - was entered in the Scottish Reliability Trial, completing the 15,000-mile run with flying colours to set a new World Record. From then on the car's reputation was assured, not the least in North America where the wide-open spaces placed a premium on reliability and comfort.

Imported from South America in 2016, this Lot consists of an original Silver Ghost chassis frame (number '398XM'); a Ghost engine and gearbox (numbered, both believed rebuilt in the USA); a Ghost front axle; Phantom I rear axle; and numerous other small parts: gauges, speedometer drive, etc. The new Piccadilly Roadster body was made in the USA. There are no documents with this Lot, which is sold strictly as viewed.

£40,000 - 45,000

€44,000 - 50,000

563

1906 ROVER 6HP TOURER

Registration no. AJ 498

Chassis no. 1524

- First owned by Sir Francis Samuelson
- Sympathetically restored
- Complete and superb provenance
- Eligible for VCC events



What would eventually become the Rover company began by manufacturing one of the landmark designs in the history of human transportation – John Kemp Starley's 'Safety Bicycle'. The firm's first venture into powered transportation, an electrically powered tricycle, came in 1888 but it would be another 16 years, by which time its founder had died, before the Rover Cycle Company began experimenting with the internal combustion engine. Designer Edmund Lewis was recruited from Daimler and drew up Rover's first series-production automobile, an 8hp single-cylinder car with aluminium backbone frame, an adventurous design that despite its shortcomings remained in production until 1912. Lewis followed up with a more conventional 6hp single-cylinder model, which earned itself the distinction of being Rover's first entered in any competition, in this case the Bexhill Speed Trials of 1902.

This 6hp Rover was purchased for Sir Francis Samuelson by his father as a Christmas present in 1906. In 1908 he set out on a tour of France in the Rover, recording the events in a diary that gives a fascinating insight into what motoring was like in those pioneering days. He replaced the car in 1909 with a similar model, and at that point began his successful motor racing career. Sir Francis raced at Le Mans, Spa, Nürburgring, etc over a lengthy period and in many different cars. A four-page article covering his career features in the April 1963 edition of *Motor Sport* magazine (copy on file).

Sir Francis lost track of the little Rover, but in 1950 saw an advertisement in *Autocar* magazine and wrote to the seller in Preston (reply on file). The reply suggested that it might have been Sir Francis' old car. He agreed to purchase the Rover, which was delivered to his house in Sussex.

The car had a few familiar features, which Sir Francis recognised, and he wrote to the local vehicle licensing office to enquire whom the original owner was (copies of letters on file). To his surprise it was confirmed that he had indeed bought back his Christmas present from 1906! He kept the car until his death in 1981 when it passed to his son, from whom the vendor bought it via Terrence Moreley. The vendor has since carried out a very sympathetic restoration.

The large history file contains numerous hand-written letters from former keepers; DVLA correspondence; material and newspaper cuttings relating to Sir Francis Samuelson's career; and the aforementioned 1908 motoring diary. A very original and unmolested car, this charming early Rover is ideal for Veteran Car Cub events, the popular 'Creepy Crawly' in particular.

£20,000 - 25,000

€22,000 - 28,000

564

1927 DODGE 'FAST FOUR' LANDAULETTE

Registration no. UO 7767

Chassis no. A983024

- *Exported new to the UK*
- *Right-hand drive*
- *British coachwork*
- *Restored in the 2000s*
- *Recent engine rebuild*



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.

This rare, right-hand drive Dodge 'Fast Four' was exported to the UK in chassis form and bodied here by H J Mulliner of Chiswick. The Dodge was originally supplied to Miller & Son, a garage and hire business in Exmouth, Devon, who hired it out for various uses up to 1955. Its subsequent history up to 1965 is not known, though the Dodge is believed to have been discovered in a Buckinghamshire field before its purchase by John Martin in February '65.

The car had one further owner before being purchased at auction in November 1971 by Albert Ward, who commissioned its long-term restoration. Specialist S E Lloyd of Wolverhampton had completed 90% of the work (at a cost of £21,000) when Mr Ward became ill. The Dodge was then sold to his friend, Professor Alan Richens. The 3½-litre engine was then rebuilt, receiving new pistons, con-rods, etc, and the restoration was completed in mid-2010.

'UO 7767' had seen little use subsequently (the engine had not been run in) when it was offered for sale at Bonhams' Oxford auction in March 2012 (Lot 331). Purchased there by the current vendor, the Dodge has benefited from considerable mechanical and cosmetic refurbishment since then (bills on file). Works carried out include stripping and rebuilding the engine, replacing the distributor, relining the rear brakes, overhauling the carburettor, balancing the flywheel and clutch assembly, re-coring the radiator, and a partial re-spray.

A delightful touring car with British coachwork, the Dodge is finished in black over blue with black leather upholstery to the front compartment and beige cloth to the rear. Accompanying documentation consists of two old-style continuation logbooks, a V5C registration document, and a large file documenting expenditure by the current and previous owners.
£20,000 - 25,000
€22,000 - 28,000

565

Two family owners from new – a time warp motor car

1927 MORRIS EMPIRE OXFORD 15.9HP FIVE SEAT TOURER

Registration no. HU 8230

Chassis no. EO 106

- Impeccable history
- Highly original
- Museum quality
- One of 12 surviving models



Morris Motors Ltd contribution to the export drive in 1927 was the 15.9hp Empire Oxford, of which some 1,740 examples were built from 1927 to 1929. The all new model was marketed as "specially suited to cope with overseas conditions and at the same time make an equal appeal to the motorist at home who requires a car, larger, more powerful and capable of accommodating still more roomy coachwork than that which is normally mounted on the 14/28 Oxford chassis". Many of the Empire Oxfords found their way to the 'Empire' market for which they were designed, although they were also available on the home market, a tourer version, like that offered, retailing at £325 at the start of the 1927 season.

Rarely does a car with such an impeccable and complete history as HU 8230 come to the market. This car was the sixth production Empire Oxford to leave the Morris Works and was first registered on 17th February 1927 to William Henry Marshall of Redland, Bristol. Marshall was proprietor of Imperial Motors on Whiteladies Road in Bristol, agents for Morris and MG cars. William Marshall kept detailed logs of most journeys in the car from 1927 to 1932, covering about 13,000 miles each year and reaching most corners of the UK mainland. The trusty steed recorded petrol consumption of 26-28 mpg. William Marshall clearly had an affection for this car, resisting the temptation to sell it in the showroom and update, and indeed he last licenced HU 8230 in 1939. On his death Imperial Motors passed to his son Morgan Marshall, as did HU 8230. Morgan Marshall was a keen owner and driver of several MG 18/80s in VSCC events and the Empire Oxford was moth-balled in retirement during his ownership. On his death in 1988 the family's Empire Oxford had been in their ownership for some 61 years. It passed briefly through the care of the estate's executor before acquisition by the present owner some 29 years ago.

Thankfully the new (and present) owner of HU 8230 recognised that here was a 'time warp' vehicle which deserved the most careful conservation – indeed could there be a more original Empire Oxford in existence? Retaining that originality was to be the keynote of the ensuing re-commissioning of the car which included an engine re-bore, new crankshaft bearings, clutch re-lining, new brake linings, wheel bearings, new radiator core and carburettor and magneto overhaul. This work was carried out over a 17 year period and William Henry Marshall's old car returned to the road in 2005, since when it has covered about 3,000 trouble free miles. The original paint and maroon hide upholstery have been carefully conserved.

This museum quality motor car now draws the largest crowds wherever it appears. Its impeccable history is supported by a history file which includes an original sales brochure and illustrated parts list, the 15.9hp Morris Car Manual, the original 1927 buff log book, tax discs from 1932 and 1933, two 'motor car log books' completed in detail by Marshall covering the period 1927 to 1932, original motor car insurance policies from 1927 to 1932, correspondence between Marshall and Morris Motors concerning the car and 13 original photographs showing HU 8230 with various family members between 1927 and 1932.

The car, well known in Morris circles and thought to be one of just 12 or so surviving Empire Oxfords, is currently registered and on a Swansea V5C document. An exceptional connoisseur's motor car now deserving of just a third owner and a sympathetic new home.

£14,000 - 18,000
£15,000 - 20,000

566

1913 VAUXHALL '30-98HP' 4½-LITRE TWO-SEATER SPORTS

Registration no. DK1045

Chassis no. A39

- Vauxhall 'special' modeled on the 'Mordecai' 30-98
- A-type chassis and running gear; enlarged D-type engine
- VSCC Edwardian Trophy winner 1996
- Highly competitive, sprint, hill climb, and trials car



The car offered here was built during 1990-1993 as a re-creation of one of 12 pre-WWI Vauxhall 30-98s, its body being modelled on that of the 30-98 raced at Brooklands by Wing Commander Mordecai.

The Vauxhall 30-98 is considered by many knowledgeable enthusiasts to be the finest British sporting car of the Vintage period. Its adherents will maintain that while Bentley generated greater publicity - thanks largely to their victories at Le Mans - the Vauxhall company (which raced at both Grand Prix and Tourist Trophy level before the Great War) had produced a car that could run rings around 3-Litre Bentleys on cross-country journeys.

The 'big engine/lightweight car' formula has been repeated to good effect many times throughout the history of the sporting motor car, and Vauxhall's famous 30-98 was one of its earliest successful applications. As has so often been the case, the spur behind this particular combination was the desire for competition success; the first 30-98 being constructed at the behest of car dealer and motor sport competitor, Joseph Higginson, in 1913. Higginson's first objective was victory in the Shelsley Walsh hill climb in June of that year, and the Laurence Pomeroy-designed 30-98 duly obliged, setting a hill record in the process which was to stand for 15 years.

Laurence Pomeroy's tenure as Vauxhall's Chief Engineer saw the Luton-based concern produce some of the truly outstanding designs of the Edwardian period, commencing with the 20hp Prince Henry in 1910. A larger version of the Prince Henry's four-cylinder side-valve engine was developed for its successor, the D-type, which, with some 70bhp on tap, was good for 70mph-plus when not overburdened by formal coachwork.

Pomeroy's 30-98 was powered by a 4½-litre, four-cylinder, side-valve engine - in effect a stretched version of the Prince Henry/D-type's - mounted in a conventional but lightweight chassis; suspension being by beam axle at the front and live axle at the rear, with semi-elliptic springs all round. Power was transmitted via a multi-plate clutch to a robust four-speed gearbox, and thence via a short prop-shaft to the straight-cut bevel rear axle. The braking system consisted of a foot-operated transmission brake and a handbrake operating on the two rear drums, the front wheels being un-braked.



At first glance this unremarkable specification seems an unlikely one for a performance car - even an 'Edwardian' example - but the 30-98's 90bhp-plus power output, combined with a weight of only 24cwt (with the factory-built, four-seater 'Velox' tourer coachwork) gave it a formidable power-to-weight ratio for the time. A fully road-equipped 30-98 was capable of around 85mph, and when stripped for racing, the company guaranteed a top-speed in excess of 100mph for the later overhead-valve models, a capability demonstrated at Brooklands on numerous occasions.

Only a handful of cars was sold before the outbreak of WWI interrupted production, and when manufacture resumed in 1919, the model was given the designation 'E-type' - its Prince Henry predecessor having been the 'C' and the 25hp Tourer the 'D'. Manufacture of the E-type ceased in September 1922 after 287 cars had been constructed, there then being a slight hiatus in production before its successor, the overhead-valve 'OE', commenced delivery to customers in early 1923. Despite a reduction in capacity to 4.2-litres, the power of the OHV motor went up to 110bhp-plus, although this increase made little difference to the car's performance.

Prior to designing the Prince Henry, Pomeroy had drawn up a new 20hp 3.0-litre model: the A-type, which was produced from around 1909 to 1914. Completed in 1993, 'DK 1045' uses an A-type chassis and running gear, while the D-type engine has been enlarged to 4.5-litres, just like Vauxhall did to create the 30-98. Previously owned by Vauxhall expert Julian Ghosh, this car is listed in the Vauxhall 30-98 Register in the section devoted to 'Other Prince Henry and Sporting Vauxhalls'.

Built by the enthusiast vendor - a professional engineer - the Vauxhall is a delight to drive having been setup correctly over many years of active use. Sharing a garage with two other 30-98 Vauxhalls this car is offered from a private collection due to a lack of use in recent years. Winner of the VSCC's Edwardian Trophy in 1996, 'DK 1045' is a formidable trials car as well as a highly competitive sprint and hill climb weapon, its best times for Prescott, Shelsley Walsh, and Curborough being 55, 52, and 50 seconds respectively. Offered with UK V5C registration, small history file and a pair of 21" wellbase wheels for trials use.

£150,000 - 180,000
£170,000 - 200,000

567

1952 BENTLEY MARK VI SPECIAL

Coachwork by Classic Restorations

Registration no. LDT 230

Chassis no. B239NY

- Recent build by Classic Restorations
- Completed circa 2012
- Restoration invoices available
- Overdrive transmission



In the absence of anything remotely resembling its Vintage-era touring models from the post-war Bentley range, enthusiasts with a yen for stripped-down, wind-in-the-hair excitement had little choice but to opt for a conversion. A number of specialist coachbuilders offered, and continue to offer, variations on the theme, and this particular Mark VI is presented freshly completed by noted 'specials' builders Classic Restorations of Alyth, Perthshire. This Bentley Mark VI Special was built at great expense over a three-year period (2010-2012); suffice to say it cost a very considerable amount of money in addition to the price of the donor car, and is only offered for sale because the owner's needs have now changed.

The coachwork takes the form of a very sporting open two-seater with twin aero screens. The paintwork is flawless deep blue, complemented by black leather seats (in new condition) and matching carpets.

Pleasingly, the original walnut dash has been retained together with the instruments. A useful luggage box is located ahead of the fuel tank and there is additional luggage space behind the front seats. A full tonneau cover provides protection for the cockpit when the driver is away from the Bentley, while a zip splits the tonneau allowing the passenger side to remain covered when driving solo.

'LDT 230' was treated to a thorough mechanical fettling during the build, with everything checked and replaced or rebuilt as necessary. An overdrive unit has been fitted, which automatically engages at around 70mph in top gear, making this Mark VI Special very long legged and relaxed at higher speeds.

Described as feather-light on the steering, the Bentley is said to be a joy to drive, with immense torque and no shortage of acceleration. Accompanying documentation consists of sundry restoration invoices and a V5C Registration certificate. An exciting opportunity to buy a new 'Bentley Special' without the long wait.

£40,000 - 50,000
€44,000 - 55,000

568 * N

1953 BENTLEY R-TYPE SALOON

Coachwork by James Young

Registration no. not UK registered

Chassis no. B372SR

- *Rare coachbuilt R-Type*
- *Resident in Jersey, Channel Islands since delivery*
- *Stored since the 1960s*
- *Circa 17,504 miles recorded*



'B372SR' on continental tour when new



Rolls-Royce commenced production post-war with the Silver Wraith and Bentley MkVI models. The traditional separate chassis was retained for the two newcomers, but for the first time there was standard coachwork. This new 'standard steel' body - produced by the Pressed Steel Company, of Oxford - was available at first only on the Bentley, the equivalent Rolls-Royce - the Silver Dawn - not appearing until 1949. The range featured a new design of independent front suspension, hydraulic front brakes and a new 4,257cc, six-cylinder, 'F-head' (inlet-over-exhaust) power unit destined for enlargement to 4,566cc in 1951.

A much-needed improvement to the standard bodywork arrived in mid-1952 in the shape of an enlarged boot together with associated changes to the rear wings and suspension, subsequent models being known as the R-Type Bentley and E-Series Silver Dawn. The two newcomers were the first Rolls-Royce products available with automatic transmission, the company having opted for General Motors' Hydra-Matic, a state-of-the-art four-speed unit permitting manual selection. The standard R-Type was a lively performer, achieving 106mph in silence and reaching 50mph from standstill in 10 seconds despite a kerb weight approaching two tons.

Although the Bentley R-Type's 'standard steel' saloon body accounted for the bulk of production, customers could still opt for a coachbuilt alternative such as the James Young-bodied example offered here. The Kent-based firm of James Young had established itself among the foremost coachbuilders for up-market chassis by the end of the 1930s but did not resume exhibiting at the London Motor Shows until 1948, its factory having been devastated by wartime bombing.

A manual transmission model, this coachbuilt R-Type comes with copy chassis cards revealing that it was ordered via G H Poole & Sons Ltd of Jersey, Channel Islands and first owned by Mrs Tottie Cooper of La Haute, Jersey. It has remained on Jersey ever since. There is a tax disc on file dated 1966 and a buff logbook showing that the car was only taxed in 1954 and 1965. The odometer reading is 17,504 miles, and the Bentley has clearly seen very little use. Dry stored since the 1960s, it appears fundamentally solid and quite likely could be got running relatively easily. The interior trim and woodwork are in very good order, and what rust there is appears superficial. The car comes with its original instruction book and fitted tools. Sold strictly as viewed.

Should the vehicle remain in the EU, local import taxes of 5% will be applied to the hammer price.

£12,000 - 15,000

£13,000 - 17,000

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

569 N

1900 GEORGES RICHARD 3½HP REAR ENTRANCE TONNEAU CAR

Registration no. 1900 KK32 (not UK registered)

Chassis no. F20

- Formerly displayed in the Raoul Mas Museum, Toulouse
- Recently re-commissioned and running
- Gearbox drive belts require replacement
- NOVA declaration made
- VCC dating in progress



The history of the Georges Richard marque is inextricably bound up with that of Brasier. Georges Richard founded the eponymous French make in 1893 in partnership with his brother, Maxime. 'Société des Anciens Établissements Georges Richard' occupied premises in the Parisian suburb of Ivry-Port, though the company did not actually make any cars until 1897. Already established as manufacturers of high-quality bicycles, the Richard brothers offered a Benz-like car at first, to which was added a smaller voiturette model licensed from the Belgian manufacturer, Vivinus.

In 1901, engineer Henri Brasier left Mors to join Georges Richard, the Vivinus derived model continuing in production at first while new designs were prepared. Brasier's new range of larger cars was constructed along Panhard lines, consisting of four chain-driven models with two and four-cylinder engines ranging in power from 10hp to 40hp. Pressed steel chassis frames were the norm by 1904, while chain drive survived on only the largest models, shaft drive having been adopted on the others. The cars were renamed 'Richard-Brasier' for 1904 and plain 'Brasier' after 1905 following Georges Richard's departure to found Unic.



It was in 1904 that Richard-Brasier gained the first of its two consecutive victories in the Gordon Bennett Cup. First run in 1900 in France, the latter took its name from founder James Gordon Bennett Jr, millionaire owner of the New York Herald newspaper and himself a keen sportsman. Contested by national teams, the races were hosted in the country of the previous year's winner until 1905, after which the Automobile Club de France organised the first motor racing Grand Prix at Le Mans. But prior to the coming of Grands Prix, the Gordon Bennett Cup was the most prized trophy of them all.

The 1903 race had been won by the Belgian driver Camille Jenatzy driving a German Mercedes, so the 1904 event was run in Germany around a circuit in the Taunus Mountains. Victory went to the 9.9-litre 80hp Richard-Brasier of Léon Théry, who retained the Cup the following year at the Circuit d'Auvergne, Clermont-Ferrand driving an 11.2-litre 90hp car. This was, arguably, the high point of Brasier's fortunes, for the company went into decline after The Great War and was acquired by the bicycle manufacturer Chaigneau in 1926, after which it continued to produce cars under the Chaigneau-Brasier name for a few more years.

This early single-cylinder Georges Richard was purchased at auction in France in 2016 (see paperwork on file) having been displayed in the Raoul Mas Museum in Toulouse for many years. Since purchase the car has been serviced and is now in running condition, although it should be noted that the leather drive belts to the gearbox require replacement. This Georges Richard is only being sold because the owner has acquired another car for the London-Brighton Veteran Car Run.

A delightful 'early starter' (VCC dating is in progress), it is compact and has four-seat accommodation, and is very nicely appointed with brass scuttle lamps. A wonderful opportunity to own a charismatic Veteran with time to learn about and prepare it for this year's LBVCR.

£45,000 - 65,000
€50,000 - 70,000

570

**1908 PANHARD ET LEVASSOR MODEL XI
TYPE TAF OPEN DRIVE LIMOUSINE**

Registration no. SV 9013

Chassis no. 17129

- Premier French make
- Sold new in 1911
- Formerly owned by Colin Crabbe
- Original coachwork



René Panhard was a qualified engineer whose business, based in Paris, made woodworking tools and built Deutz engines under license. With his partner, Émile Levassor, he experimented with horseless carriages using engines licensed from Daimler. In 1891, Panhard et Levassor offered for sale what was arguably the world's first production car, using a built-under-license Daimler engine. Both Daimler and Benz had made automobiles before Panhard but these had been individual 'prototypes' rather than models intended for series production. Above all, the firm was responsible for bequeathing the automobile world the *Système Panhard*, which embodied the now familiar layout of a front-mounted engine driving the rear axle via a clutch, gearbox and differential. The modern motor car had been born.

After Emile Levassor's death in 1897, René Panhard re-organised his company as a joint stock corporation to attract wealthy investors, while Commandant Arthur Constantin Krebs succeeded Levassor as technical and production manager. Krebs began work by designing a series of four-cylinder engines with nominal power outputs ranging from 8CV to 20CV. His Paris-Amsterdam racer of 1898 featured a tilted (as opposed to vertical) steering column and this innovation was soon carried over to the production cars.

Racing developments continued to influence the production Panhards, which soon featured front-mounted radiators, first seen on the Paris-Bordeaux racer of 1899. Battery/coil ignition and Krebs' own diaphragm carburettor were features of Panhard et Levassor engines by the end of 1901, and during that year he introduced the first power units, known as the Centaure family, to depart from the original Daimler design.

Krebs pressed ahead with developing his new Centaure engines, and in 1902 adopted individual cylinders instead of the previous cast-in-pairs arrangement. A five-bearing crankshaft and three valves per cylinder were advanced features of the Centaure Leger (Lightweight) unit. The Centaure range soon expanded to incorporate three-cylinder engines alongside the existing parallel twins and fours, an early example of modular construction. For 1903 Krebs introduced the Centaure S family of T-head fours with magneto ignition, which ranged in size from a 2.4-litre 10CV up to a 5.3-litre 23CV.



Panhard et Levassor swiftly established a reputation for fine engineering, excellent craftsmanship, superior reliability and outstanding performance, qualities that placed the company at the forefront in early motor sport, notably the great Continental city-to-city races of the time. Little wonder therefore that such notables and sportsmen as the Hon C S Rolls, René de Knyff, Maurice Farman, Léon Girardot and Fernand Charron were associated so closely with the marque.

As early as 1898 Charron had driven a Panhard et Levassor to victory in the Paris-Bordeaux race, covering the course at an average speed of 26.9mph, while in 1899 Girardot's 12hp car covered the 201 miles of the Ostend-Paris race to win at an average speed of 32.5mph. Significantly, it was with a Panhard et Levassor that Charles Rolls chose to commence his competitive career, driving one of the French manufacturer's cars on the 1,000 Miles Trial of 1900.

The Panhard et Levassor Model XI offered here is powered by a 4.0-litre four-cylinder 'T'-head sidevalve engine rated at 18CV by the French system, which drives the rear wheels via twin chains. The open drive limousine body is by Henri Labourdette of Paris, one of the oldest of French coachbuilders with a reputation for quality second to none. Restored at date unknown, it features include brass lamps, the correct oiler, and a Zenith carburettor.

On file is a copy of the Panhard et Levassor sales ledger, which shows that this car was sold in 1911, when three years old. Some 70 years later it was in Buenos Aires, Argentina, and was purchased there by the well-known collector, Colin Crabbe, who imported the car into the UK in 1997 (see his photograph and notes on file). Mr Crabbe sold the Panhard to the current owner in September 2003. Since then it has formed part of his private collection, and in 2004 was displayed at the Waddesdon Manor Concours. In recent years the car has seen little use, hence the decision to sell. Running well, this is a stunning Edwardian motor car from one of France's premier makes.

£60,000 - 70,000
€68,000 - 77,000



571

1934 AUSTIN SEVEN SALOON

Registration no. 679UXT

Chassis no. 198043

Despite, or perhaps because of, its simplicity, the Austin Seven was a huge success from the moment deliveries commenced in January 1923. Simply constructed, economical, and easily maintained by the home mechanic, the Seven brought motoring within the financial reach of the man in the street, who hitherto would probably have settled for a motorcycle combination. Its introduction helped save the ailing Austin concern, and by the mid-1920s the Seven dominated the light car market in Britain. In essence the Seven changed little in the course of its sixteen-year production life, retaining the 'A'-frame chassis, transverse front springing, rear quarter elliptic springs, and four-cylinder sidevalve engine to the end. There were, of course, numerous detail improvements along the way, a longer wheelbase, roomier bodies, coupled brakes, and a three-bearing crankshaft to name but four. The sole version available when production commenced was the 'Chummy' tourer. Saloon, fabric saloon, and coupé models, plus a roomier tourer were on offer by 1927, and with the introduction of re-styled, short-scuttle bodies in June 1930, the range lost its Vintage look. One of the final, much loved 'chrome rad' Seven saloons built prior to the Ruby's introduction in July 1934, this example - we are advised - benefits from considerable expenditure on its restoration to the current beautiful condition. Ready to enjoy, the car is offered with a V5C Registration Certificate.

£10,000 - 12,000

£11,000 - 13,000



572

1938 SUNBEAM-TALBOT 10HP DROP HEAD COUPÉ

Coachwork by E D Abbott Ltd

Registration no. DUR 181

Chassis no. 5216

A short-lived make created following Rootes' acquisition of both Sunbeam and Talbot, Sunbeam-Talbot's name first appeared on a car - the 10hp Sports Saloon - in 1938. The latter had been first introduced as the Talbot 10 at the 1935 Motor Show and was based on a lengthened version of the Hillman Aero Minx's under-slung chassis. Hailed by its makers as 'Britain's Most Exclusive Light Car', the new Sunbeam-Talbot Ten had been re-engineered by Chief Designer Georges Roesch, whose brief had been to extract more power from the engine and provide sufficient room for four passengers, objectives achieved by moving the engine and gearbox forward by 3½" and equipping the Minx motor with an aluminium-alloy cylinder head. The Talbot Ten's pillar-less, two-door, fastback body was inspired by that produced by coachbuilders Cresta for the Minx, and would be replaced in 1938 on its Sunbeam-Talbot successor by a revised four-door design with increased boot space. This rare coachbuilt Sunbeam-Talbot Drop Head Coupé is presented in generally good condition, though the rear boot will need a lick of paint. The car benefits from a recently renewed interior, and a new battery, while the hood is in good condition. Described by the vendor as 'driving well', it is offered with some old MoTs, sundry bills, a V5C document, and a Certificate of Vehicle Authenticity.

£12,000 - 15,000

£13,000 - 17,000



573

1937 AUSTIN 12/4 LOW-LOADER LONDON TAXICAB

Coachwork by Goode & Cooper

Registration no. ELK 639

Chassis no. R/2 81474

Austin used the dependable 12/4 as the basis of their first London taxicab of 1930, and the model would go on to dominate the market. Built to a mechanical specification dictated by the Metropolitan Police's demanding Conditions of Fitness, and expensive to produce because of the low volumes involved, most enjoyed lengthy careers in service. Indeed, pre-war Austin taxis could still be seen plying for hire at prime tourist locations in London in the early 1960s. Registered 'ELK 639', a London mark, this Austin 12/4 taxicab spent most of its life in a museum in Pennsylvania, USA. Owned by the current vendor since 1992, the cab was purchased from a company that used it solely for film and television work. It is believed to be the only one existing with this style of Goode & Cooper coachwork. The vendor has restored the vehicle - including the engine, gearbox, axles, brakes, dashboard, interior, and bodywork - and maintained it throughout his ownership. 'ELK 639' has won many 'Best in Show' awards at vintage/classic events, including the Kent Show. Although not advertised for such work, the Austin has also been used for several weddings. Photographs are available of the cab taken in the USA and at stages of the restoration process. We are advised that the engine and transmission were in good working order when last run approximately one year ago. Offered with a V5 registration document.

£18,000 - 24,000

€20,000 - 27,000



574

C.1934 CHRYSLER KEW 2.7-LITRE SALOON

Registration no. JG 4683

Chassis no. Q1435/2257834

The introduction of a lower-price line - Plymouth - to compete head-on with Ford and Chevrolet, helped Chrysler Corporation weather the Depression years. Launched in 1928, the four-cylinder Plymouth featured hydraulic braking, full-pressure lubrication, and aluminium pistons, a specification its rivals would not match for a decade. The car was an instant success and by 1933 Plymouth was the US auto industry's third biggest seller, just behind Ford. Together with DeSoto, another Chrysler Corporation marque, six-cylinder Plymouths were assembled in Mortlake Road, Kew from 1932 to 1939 and badged as Chryslers, being given the names of London suburbs such as Croydon, Richmond, Kew, and Wimbledon. One of a believed handful surviving, this Chrysler Kew was rescued from a garage where it had been fully dismantled for restoration, which never happened. We are advised that all items were present when the car was purchased in 2005 by the current vendor, who then undertook its restoration, including a professional bare-metal re-spray. The rebuild was completed in 2015 and the engine and transmission are said to be in good working order, though the car has not run for approximately one year. Photographs of the car 'as purchased' and throughout the restoration are available together with a large folder of receipts and a V5 registration document.

£10,000 - 15,000

€11,000 - 17,000





575

1956 ROLLS-ROYCE SILVER CLOUD SALOON PROJECT

Registration no. TGO 263
Chassis no. SBC68

Introduced early in 1955, the all-new Rolls-Royce Silver Cloud and Bentley S-Type were conceived as replacements for the ageing Rolls-Royce Silver Dawn and Bentley R-Type. Fast (100mph-plus) relatively economical and cheaper to maintain than the successor V8-engined versions, the Silver Cloud is arguably the most user-friendly of all post-war Rolls-Royces. Carrying Jack Barclay, London door plaques, this Silver Cloud was sold new via Rolls-Royce agents W Watson & Sons of Liverpool to a Dr Levick. After a brief spell with its second owner, 'TGO 263' was purchased by the lady vendors' late father from W Bowler & Son. The Rolls-Royce was then serviced regularly at the Crewe factory where its late owner struck up many friendships with the staff, some of whom were invited to his home for supper. The accompanying owner's handbook is signed by Doug Fox, one of the Crewe employees. In 1978, the vendors' father prepared the Silver Cloud for storage, even going so far as to raise it on jacks to preserve the tyres. The car remained in dry storage until its rediscovery following the owner's death in 2015. Accompanying paperwork consists of a (copy) old-style logbook, V5 registration document, and expired MoTs for the period 1969-1977. In need of full restoration, this potentially most rewarding project is sold strictly as viewed.

£10,000 - 15,000
€11,000 - 17,000



576

1973 VANDEN PLAS PRINCESS 1300 SALOON

Registration no. WRS 866L
Chassis no. VAS2-35878M

One of the most illustrious of Britain's coachbuilders, chiefly remembered for its sublime vintage Bentleys, the firm of Vanden Plas was acquired by BMC in 1946 and re-invented as a marque some years later. In the 1960s and '70s the name was applied to top-of-the-range versions of Austin-Morris models, most notably the 1100/1300. Vanden Plas in London re-equipped the car with the kind of luxurious interior long associated with the firm, using plentiful wood-veneer trim and leather upholstery, and fitted a distinctive grille and their own badging. The engine specified was the same twin-carburettor unit fitted to the MG 1100/1300, the 1.3-litre 65bhp version being good enough for a top speed of 90mph. Today the Vanden Plas is by far the most collectible of the 1100/1300 family and is highly sought after. Finished in Teal Blue with beige interior, this automatic transmission example has covered only some 16,000 miles from new. 'WRS 866L' was sold new in Scotland, forming part of a four-car collection that also included a Rolls-Royce and an MGB. Described by the private vendor as in excellent condition, it benefits from a recent brake overhaul and new tyres, and is offered with a current MoT certificate.

£8,000 - 10,000
€8,800 - 11,000



577

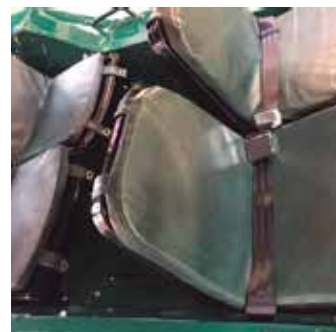
1967 AUSTIN MINI MOKE

Registration no. JOA 571E
Chassis no. M/ABI-921367

Conceived as a military vehicle but rejected by the Army, the Mini Moke was redeveloped for the civilian market, deliveries commencing in 1964. The car's open design meant that, even with the optional weather protection erected, it was not the ideal vehicle for the British climate, and the vast majority ended up abroad. Sold as a utility vehicle in overseas markets, but in Britain viewed more as a fashion accessory, the Moke captured the 1960s' spirit of freedom and self-expression more effectively than any other car. This British-built Moke was manufactured in February 1967, finding its way to Alderney, Channel Islands where it spent a few years on that tiny island. In 2007, the car was brought back to the mainland by a Mr Stillman (since deceased), who commenced a mechanical overhaul. Mr Stillman then became ill, and the Moke spent the next 10 years in a barn. It was discovered and re-commissioned by the previous owner using many period-correct new parts, and has the added bonus of a new hood, freshly powder-coated wheels, new battery, and a full service. Accompanying documentation consists of a V5C Registration Certificate, sundry bills, and a current MoT. This Moke would look equally good parked outside your holiday home in the South of France or at Goodwood.

£15,000 - 20,000

€17,000 - 22,000



578

Offered from the National Motor Museum

C.1934 BERTRAM HUTCHINGS 15FT WINCHESTER CARAVAN

Bertram Hutchings was one of the most respected names in caravanning circles in pre-war days. The company's Homeric motto - 'always to excel and be superior to others' - and its sales slogan - 'The Rolls-Royce of caravans' - eloquently explain why its products were the first choice for owners of high-quality motor cars between the wars and into the 1940s. Bertram Hutchings started out in 1912 as a maker of horse-drawn caravans, having been enchanted by a holiday spent in one with his new wife the previous summer. Within a few years he had completed a small fleet of horse-drawn vans for hire, only for the business to be curtailed by the outbreak of war. Fortunately, the military needed caravans and Hutchings managed to survive and prosper. In 1930 he introduced an influential new design for the trailer caravan market: the Winchester, some 1,500 of which would be manufactured over the years. The Winchester popularised the streamlined style that became favoured during the 1930s, superseding the box-like 'cottage' designs of the previous decade. Restored during the late 1990s and believed to date from circa 1933/1934, this particular Winchester, with non-lantern roof, is one of approximately seven of this type known to exist in private hands. We are advised that further restoration is required.

£4,000 - 7,000

€4,400 - 7,700



579

Offered from the National Motor Museum

1928 BAYLISS-THOMAS 12/27HP TWO-SEATER SPORTS

Registration no. UR 1291

Chassis no. 9006

- Short-lived British make
- Rare overhead-valve sports model
- One private owner from new
- Modified for trials
- Museum-owned since 1978



Founded in Coventry in 1874, Bayliss Thomas & Co took its name from those of its two founders, and made bicycles and motorcycles under the 'Excelsior' brand name. Reconstituted in 1920 as the Excelsior Motor Co Ltd, by which time it had relocated to Tyseley Green, Birmingham, the firm introduced its first motor car in 1922, choosing to market it as a 'Bayliss-Thomas' to avoid any confusion with Belgian Excelsior car.

Light and medium-sized models ranging from 8.9hp to 13hp were produced using Coventry-Simplex and Meadows engines, and Bayliss-Thomas's own three-speed gearbox. Early models used Wrigley worm-drive rear axles, later types employed Moss spiral-bevel axles, while the 13/30hp was the sole model to have a four-speed gearbox. Only Meadows engines were used from 1924 onwards, with front-wheel brakes standardised in 1927. Production is thought to have ended around 1930 after in excess of 1,000 cars of all types had been produced. The company's much more successful motorcycles lasted until the mid-1960s.

A rare 1½-Litre sports model fitted with a Henry Meadows overhead-valve engine, this particular Bayliss-Thomas was purchased new by Mr Walter Haward in 1928 and used regularly in trials events until 1956. It has been modified extensively over the years and incorporates a four-speed gearbox, shortened chassis, smaller wheels, and a lightweight aluminium body on an ash frame.

In April 1974, Mr Haward bequeathed the car to the National Motor Museum, Beaulieu, which has been its custodian for the last 43 years. Kept on static display, the car has benefited from various restoration works carried out between 1975 and 2002, while the Museum advises us that the engine has been turned over regularly but not started for some time. Careful re-commissioning and the customary safety checks will be required before the car returns to the road. A relatively affordable entry into VSCC events.

£8,000 - 12,000
€8,800 - 13,000

580

1938 LANCIA APRILIA SALOON

Registration no. HMV 700

Chassis no. 88-4034

- *Automotive design landmark*
- *Comprehensively restored*
- *Little used in recent years*



One of the most gifted automobile engineers of all time, Vincenzo Lancia did not live long enough to see his final creation enter production, although the exacting parameters he set out would shape what many consider to be the true ancestor of the modern motor car. Launched in 1937, two months after his death, the Aprilia set new standards in production car design. Vincenzo Lancia had specified that this new small saloon should weigh less than 900 kilograms, be less than 4 metres in length, seat five adults in comfort, possess independent suspension, be capable of attaining 130km/h (80mph), and consume fuel at a rate of 10 litres per 100 kilometres. Faced with these challenging demands, the design team had little option but to abandon conventional thinking.

Presaging post-war developments, the Aprilia saloon broke away from the traditional 'three-box' layout and incorporated Vincenzo's specified all-independent suspension and hydraulic braking, while the unitary construction bodyshell and overhead-camshaft narrow-angle V4 engine were advances Lancia devotees had enjoyed for many years. Allowed little space to work with, Lancia's designers concentrated on packaging the drive-train as effectively as possible; the differential, brakes, suspension and wheels being assembled separately for inclusion as a single unit.

Rather than being merely a styling device, the Aprilia's streamlined shape had been determined by wind tunnel experimentation, one of the very first instances of the science of aerodynamics being applied to a production car. This meant that despite having only 1,351cc (later 1,485cc) at its disposal the Aprilia was indeed capable of 130km/h, while the advanced running gear ensured that it stopped and handled better than anything in its class. 'Mirror-image' doors and pillar-less construction ensured that for ease of passenger access the Aprilia was unrivalled. The all round quality of these cars, is well illustrated by the fact that the worlds great racing drivers of the period such as Nuvolari, used them as there everyday transport.

Its late owner acquired this Aprilia after a lengthy search for a suitable candidate. The intention had been to use it as the donor car for another Aprilia undergoing restoration, but it turned out to be too good to be sacrificed and was restored instead. Carried out by Spencer Longland, the restoration was comprehensive, with all welding carried out on a rotating jig prior to a bare metal re-spray. The Aprilia has been little used since the owner's death in November 2003. Finished in green with red leather interior, the car is offered with sundry restoration invoices, a V5 registration document and a spare front suspension unit, believed to have overhauled by specialists Omicron.

£25,000 - 30,000

€28,000 - 33,000



THE COOPER COLLECTION

An active member of the Vetern Car Club of GB and the Bean Car Club, Chris Cooper passed away earlier this year. His collection we offer here are all well known and up to two years ago were in regular use.



581

2006 PRG TWIN AXLE SHUTTLE TRAILER

Chassis no. T1534

This purpose-built enclosed vehicle trailer is the work of Cheshire-based PRG, a company that has gained a reputation for producing premium quality products since its inception 25 years ago. The trailer was purchased by the vendor on 3rd March 2006 for £9248.42 including VAT. It is 15' 10" long, 6' 1" wide, and has a maximum gross weight of 2,600 kilograms (2½ tons). Finished in gel-coat red, it features an electric winch and a tilt bed with rear stands, and comes with two spare door keys for the side and rear doors.

£2,000 - 3,000

€2,200 - 3,300

No Reserve

582

1915 CALCOTT 10½HP TWO-SEATER PLUS DICKEY

Registration no. LC 4970

Chassis no. 617

- Rare early example of a short-lived make
- Purchased in 2011
- VCC dating certificate



Originally founded in 1886 as Calcott Bros & West, Calcott started out making bicycles and related components in the city of Coventry. When partner Enoch West left in 1891, the firm was reconstituted as Calcott Bros Ltd, and by 1905 had begun experimenting with motorcycles. Around 1910 Calcott introduced its first production motorcycle, which was powered by an engine supplied by another Coventry firm, White & Poppe. In 1912 a four-stroke lightweight powered by an engine of Calcott's own manufacture was introduced and this was joined by a slightly larger version the following year. By this time Calcott had begun making motor cars and within two years motorcycle production had ceased.

Introduced in 1913, Calcott's first four-wheeler was a 10½hp (1½-litre) four-cylinder light car designed by Arthur Alderson, formerly with Singer. It was made up to 1917 and revived after the war's end as the 1.6-litre 11.9hp, re-emerging in its original 10½hp form in 1922. Bodies were supplied by various independent coachbuilders, Calcott lacking body-making facilities of its own.

In 1923 the firm launched its biggest model to date - the 13.9hp - which was followed by its first six-cylinder design - the 16/50 Light Six - in 1925. The latter's development costs bankrupted Calcott, and in 1926 the firm was taken over by Singer. Although the company existed only briefly and is long gone, Calcott's imposing works still stands in Coventry and is now a listed building. It is believed that only three or four Calcott motorcycles still exist together with around 20 cars.

This rare survivor comes with a substantial file of history containing the following: an old-style buff logbook; correspondence with the previous owner; VCC dating certificate, correspondence, old newsletters, etc; two purchase receipts (1993 and 2011); miscellaneous press cuttings; guide booklet; copy pages from an instruction manual; and a copy of a Calcott brochure. The Calcott was purchased by the deceased vendor in 2011 and received general servicing works whilst in his care. A well-used and known car in Bean Club and Veteran Car Club of GB events. An older restored example LC 4970 was last used in 2015 and has been stored since and will require attention to the wiring loom plus some gentle recommissioning before returning to active use.

£15,000 - 20,000

€17,000 - 22,000

583

1914 CALCOTT 10½HP TWO-SEATER PLUS DICKEY

Registration no. AY 3676

Chassis no. 350

- Rare early example of a short-lived make
- Purchased in 2005
- ex-*Sharpe Collection*
- Well equipped



Originally founded in 1886 as Calcott Bros & West, Calcott started out making bicycles and related components in the city of Coventry. When partner Enoch West left in 1891, the firm was reconstituted as Calcott Bros Ltd, and by 1905 had begun experimenting with motorcycles. Around 1910 Calcott introduced its first production motorcycle, and in 1913 launched its first four-wheeler: a 10½hp (1½-litre) four-cylinder light car designed by Arthur Alderson, formerly with Singer. It was made up to 1917 and revived after the war's end as the 1.6-litre 11.9hp, re-emerging in its original 10½hp form in 1922. Bodies were supplied by various independent coachbuilders, Calcott lacking body-making facilities of its own.

In 1923 the firm launched its biggest model to date - the 13.9hp - which was followed by its first six-cylinder design - the 16/50 Light Six - in 1925. The latter's development costs bankrupted Calcott, and in 1926 the firm was taken over by Singer. Although the company existed only briefly and is long gone, Calcott's imposing works still stands in Coventry and is now a listed building. It is believed that only three or four Calcott motorcycles still exist together with around 20 cars.

Purchased at a UK auction in 2005 from the Sharpe Collection, having previously been museum stored, this 10½hp Calcott comes fully equipped with lamps and generator, oil sidelights, mirror, horn, spare wheel, and an effective windscreen and hood. It is offered with a file of history containing the following: a duplicate buff logbook; various old MoTs; printed digital photographs and copies of period photographs; copy original brochure; and copy of a period article entitled; 'Hill conquering in Kent, a weekend trial of the Calcott Light Car'. There are also miscellaneous bills for parts, including one for new crankshaft main bearings in 2010.

It should be noted that this car's date of first registration is recorded as 21st February 1921, this being shortly after the introduction of the Roads Act of 1920, which required local councils to register all vehicles at the time of licensing and to allocate a separate number to each. (Many vehicles, although in existence for several years in some cases, were only registered for the first time after the Act's passing). The Calcott is well known in Bean Club and Veteran Car Club of GB events. An older restored example AY 3676 was last used in 2015 and has been stored since and will require some gentle recommissioning before returning to active use.

£15,000 - 20,000

€17,000 - 22,000

584

1927 AUSTIN 'HEAVY' 12/4 WINDSOR SALOON

Registration no. VB476

Chassis no. 10969

- *Indestructible Vintage-era Austin*
- *Formerly owned by a member of the British High Commission in Nairobi*
- *Featured in the TV series 'The Flame Trees of Thika'*
- *Engine rebuilt in 2003*



Along with the Seven, the Twelve saved the ailing Austin concern, nearly 70,000 of the larger model being sold up to the end of 1930. Launched in late 1921, the Twelve owed its success to Austin's superior build quality and the soundness of the basic design. The model became a byword for indestructibility, a virtue that commended itself to the London taxi trade that used the 'Heavy' 12/4 extensively throughout the 1930s and '40s.

The Twelve engine was a five-bearing, magneto ignition-equipped, sidevalve four displacing 1,861cc, for which the factory claimed a maximum output of 27bhp at a lowly 2,000rpm, sufficient for 40-45mph cruising at which speed the Twelve returned around 26 miles per gallon. Effective four-wheel brakes meant that the Twelve coped with sudden emergencies better than many of its contemporary rivals. After the Light 12/4's arrival in 1933, the Heavy Twelve's days were numbered, the last example leaving the factory in 1935. Enduringly popular, the model remains a favourite with Austin enthusiasts.

This Austin Heavy Twelve was owned formerly by a member of the British High Commission in Nairobi, Kenya. There is a letter on file asking permission to use the car in the TV mini-series '*The Flame Trees of Thika*', together with documents relating to the car's export to Nairobi in 1979. Also on file is an invoice (dated 16/11/82) for repairs carried out after the Austin was damaged on the journey from Nairobi to UK, so it would seem that the car was brought back to this country prior to that date. There are also bills for sundry parts and work, including an engine rebuild in 2003: new pistons, valves, guides, valve springs, cylinders bored, etc.

Additional documentation consists of an old-style buff logbook, insurance paperwork, old V5s and tax discs, miscellaneous MoTs from mid 2000s, and a current V5C Registration Certificate. The car also comes with an original parts book and an original copy of '*The Book of the Austin 12*'. The Austin is well known in Bean Club events, an older restored example VB 476 was last used in 2015 and has been stored since and will require some gentle recommissioning before returning to active use.

£12,000 - 16,000

€13,000 - 18,000

585

1914 CALCOTT 10½HP TWO-SEATER WITH DETACHABLE VAN COMPARTMENT

Registration no. BF 5335

Chassis no. 1171

- Rare early example of a short-lived make
- Brought back from New Zealand
- Restored circa 2011
- Eligible for the London to Brighton Commercial Vehicle Run



Originally founded in 1886 as Calcott Bros & West, Calcott started out making bicycles and related components in the city of Coventry. When partner Enoch West left in 1891, the firm was reconstituted as Calcott Bros Ltd, and by 1905 had begun experimenting with motorcycles. Around 1910 Calcott introduced its first production motorcycle, which was powered by an engine supplied by another Coventry firm, White & Poppe. In 1912 a four-stroke lightweight powered by an engine of Calcott's own manufacture was introduced and this was joined by a slightly larger version the following year. By this time Calcott had begun making motor cars and within two years motorcycle production had ceased. Although initially successful in its new venture, Calcott was in severe financial difficulties by the mid-1920s and in 1926 was taken over by Singer. Although the company existed only briefly and is long gone, Calcott's imposing works still stands in Coventry and is now a listed building. It is believed that only three or four Calcott motorcycles still exist together with around 20 cars.

First registered on 1st January 1914, this Calcott was subsequently exported to New Zealand and, according to emails, was rediscovered in the South Island in the late 1960s/early 1970s. It is not known when the Calcott arrived in New Zealand, but it may have been exported soon after manufacture.

In poor condition when found, the car was owned by James Shields of Greymouth from 1972 to 1979, and was registered there on 20th January 1972. The related registration document is on file together with a New Zealand newspaper report and programme concerning a 1972 Vintage car rally in which it took part. From 1979 to 1986 the Calcott was owned by Deane Hill of Richmond, followed by Sarah Lourie of Wanganui (1986-2009). It was then shipped to the UK and restored (see correspondence). The restoration is detailed in a list of works carried out (in 2011) and a selection of photographs, but there are no bills; the car then completed that year's London to Brighton Commercial Vehicle Run.

In 2014 the engine was rebuilt, and there are bills for parts on file. It should be noted that this engine was not running well when last used in 2015, and a spare complete 10 1/2 hp engine is offered with the lot. Additional documentation consists of a VCC dating report, miscellaneous MoTs, and a current V5C Registration Certificate.

The Calcott is well known in Bean Club and HCVS events, last used in 2015 and has been stored since and will require some gentle recommissioning and engine works before returning to active use.

£15,000 - 20,000

€17,000 - 22,000

586

1911 CADILLAC 40/50HP MODEL 30 SIDE-ENTRANCE TONNEAU CAR

Registration no. BF 5294

Chassis no. 59483

- *Landmark Cadillac model*
- *Formerly resident in the State of Massachusetts, USA*
- *Imported in 1991*
- *Two registered UK keepers*



Founded by Henry Leland and Robert Faulconer, the Cadillac Automobile Company of Detroit, Michigan completed its first car in October 1902, and the firm's superior manufacturing technology - precision gear cutting was Leland and Faulconer's first speciality - soon established it as the foremost builder of quality cars in the USA. In 1901, Olds Motor Works had contracted for the supply of Leland-built engines and when unforeseen circumstances frustrated the plan, Leland and Faulconer formed their own company using funds supplied by two of Henry Ford's ex-backers, taking its name from the great French 17th Century explorer who had founded Detroit in 1701.

Cadillac's first automobile was simple runabout powered by single-cylinder engine - known as 'Little Hercules' - that was an exemplary performer by the standards of its day. From these humble beginnings Cadillac rapidly expanded its range, adding a large four-cylinder luxury car at the opposite end of the scale yet within a few years was heading for bankruptcy. Faced with decreasing demand for both its main products in the wake of a nationwide economic slump, the company responded with a new medium-priced car - the Model 30 - which was introduced in December 1908.

Offering luxury and performance at a relatively modest price, the 'Thirty' was produced within budget constraints that were as exacting as the engineering tolerances set down by company head Henry Leland, the 'Master of Precision', who dictated that it should be built to a tolerance of a mere thousandth of an inch, using a system of 'go' and 'not go' gauges that guaranteed absolute accuracy. This degree of manufacturing control - only possible since Cadillac made virtually every component of its cars in house - enabled Leland to cost the manufacturing process precisely. The profit margin had been set at just \$25 per car and the company was rewarded by record sales in the new model's first year.

Formerly resident in the State of Massachusetts, USA, this 30hp Cadillac was first registered in the UK 13th December 1991 to Mr Nicholas Cooke of Yateley, Hampshire, its previous keeper. The car is offered with a history file containing the following: copy instruction book 1912; copy instruction book 1909-1910; copy 1912 brochure in presentation pack; a quantity of expired MoTs; bills for miscellaneous parts; and a selection of photographs of it being used for a wedding. A much used powerful Edwardian touring car in its current ownership, the Cadillac is well known in Bean Club and Veteran Car Club of GB events. An older restored example showing a delightful patina, the Cadillac is well appointed with brass lamps, button back upholstery and full width windscreen. Last used in 2015, the Cadillac has been stored since and will require some gentle recommissioning before returning to active use.

£28,000 - 35,000
€31,000 - 39,000

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

FURTHER PROPERTIES

587 N

1935 MORGAN MX2 SUPER SPORTS ROADSTER

Registration no. not UK registered

Chassis no. D1368

- *Desirable Matchless-engined Super Sports model*
- *Matching numbers*
- *In Ireland since the 1960s*
- *Off the road for nearly 50 years*
- *Fully restored between 2014 and 2016*



H F S Morgan's first three-wheeler of 1910 coincided with an upsurge of interest in cyclecars. Of simple construction with front-mounted motorcycle engine and two-speed chain transmission, the Morgan was light, fast and economical to run. V-twin engines from a wide variety of manufacturers were employed, though those from J A Prestwich predominated. Competition from small sports cars forced the adoption of a three-speeds-and-reverse gearbox in 1931, the last two-speed model leaving the factory the following year. A more refined version - the F4, with 8hp Ford Model Y four-cylinder power unit - appeared soon after, later forming the basis of the first four-wheeled Morgan.

From the mid-1930s onwards, Morgan three-wheelers, like George Brough's superlative motorcycles, were fitted with Matchless v-twin engines in preference to those from JAP, and for the three-wheeler enthusiast for whom high performance remained top priority, the Matchless-powered Super Sports was the model of choice. Sadly, taxation changes and the arrival of the four-wheeled 4/4 in 1936 meant that the three-wheeled Morgan's days were numbered, annual sales dwindling to a mere handful by 1939. When production resumed after WW2, Ford-powered models were the only ones on offer. Today the late Super Sports model, with its distinctive 'barrel back' coachwork and spare wheel recessed in the tail, are among the most sought after of all Morgan three-wheelers.

This Matchless-engined example comes with a copy of the Morgan production records identifying it as a Super Sports model and confirming matching chassis, body, engine, and gearbox numbers. Chassis number 'D1368' was despatched to Waycock Bros on 13th April 1935 and registered in Bristol in September of that same year. One Anthony Mahood was the Morgan's registered owner in 1961, and then in 1963 it arrived in Ireland in the ownership of Alan Bruneau of Ballsbridge, Dublin.

Used until 1966, the Morgan was left, un-restored, on a farm in Wexford until 2014 when it was bought by the present owner and fully restored to its present condition. The restoration included a total engine rebuild; total gearbox overhaul (including new close-ratio gears); wheels rebuilt; new ash body frame; bare metal repaint; new tyres; rewired electrics (12-volt); re-upholstered interior; and a new mohair tonneau cover. Upgrades include a modern 12-volt starter motor, direction indicators, and brake lights, the brakes having already been converted to hydraulic operation (in 1940). Completed in 2016 and ready to enjoy, this beautiful Morgan Super Sports is offered with sundry restoration invoices and an old-style logbook.

£35,000 - 45,000

€39,000 - 50,000

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

588

1949 GMC SERIES 100 PICKUP TRUCK

Registration no. YVL 791
Chassis no. A228 256 560

- Popular American Pickup
- Powerful 6 cylinder engine
- Recent engine rebuild



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. From then onwards, GMC and Chevrolet pickup trucks were virtually identical except for their grilles and nameplates, though differences have varied over the years. Chevrolet trucks were marketed towards private ownership, while the GMC brand was focused towards commercial uses. Following World War Two, pickup trucks became even more popular with Americans than they had been during the 1930s. GMC trucks were typically sold by General Motors dealerships that offered Buick, Pontiac, or Oldsmobile automobiles, while the Chevrolet truck was sold by Chevy dealers. From 1939 to 1950, GMC trucks were assembled at the main GMC truck plant in Pontiac, Michigan, and thereafter at GM truck plants in Oakland, California and St Louis, Missouri.

This half-ton pickup truck is powered by a 3.7-litre six-cylinder engine. The vehicle was restored in 2011 by John Duber of Hudson, Ohio and exhibited in the Concours d'Elegance of the 16th Annual Glenmoor Gathering of Significant Automobiles.

It was acquired by the current owner in August 2011 and shipped to the UK in April 2013, clearing customs, and was then made ready for UK roads. It has covered around 1,400 miles since the original restoration, and in February 2017 was treated to an engine rebuild by an American truck specialist in Farnborough, Hampshire. The vendor is moving house and losing his garage, hence the decision to part with his much-loved truck. Presented in beautiful condition, this charismatic American pickup is offered with a V5C Registration Certificate.

£15,000 - 20,000

€17,000 - 22,000



589

C.1958 ALBATROSS SPORTS RUNABOUT MKIII

Hull no. 667

Length. 12ft 9ins

Albatross Marine Ltd was founded in 1949 by Archie Peace, an aircraft engineer formerly with the Bristol Aeroplane Company, at St Olaves, Great Yarmouth, Norfolk where he was soon joined by business partners Peter Hives and Bruce Campbell. By the start of 1951 the company was ready to introduce the prototype of its first product, the Albatross Sports Runabout, which was unveiled to the boating press at Ruislip Lido in Middlesex, home of the Ruislip Water Ski Club, in March of that year. A three-seater craft of 12' 9" in length, the first Albatross was powered by a marinised version of Ford's 1,172cc four-cylinder 100E sidevalve engine and had a maximum speed of 34mph, making it ideal for water skiing. Indeed, the Ruislip club was one of the first customers for the production version, which was designated Albatross MkII. Introduced in May 1956, the successor MkIII model retained the MkII's riveted aluminium, stepless planing hull with only minor changes, but was fitted with an improved and more powerful version of the ubiquitous Ford sidevalve engine. Towing it behind a Bentley MkVI, *The Motor* magazine had an Albatross on test in 1955 ('The Flying Boat', 8th June edition) finding it 'a ready starter and at all times delightfully easy to handle. The acceleration to maximum speed is of sports-car order and the waterproof leather upholstery and toughened glass vee screen add greatly to the general comfort. The Albatross at £550 is not a cheap boat, but in view of the extremely high standard of workmanship and outstandingly stable design there will be many who will consider so useful a craft a very sound investment.' Albatross Runabout owners included HRH Prince Philip, Stirling Moss, Bridget Bardot, Jon Pertwee, George Formby and Prince Rainier of Monaco, who owned six of them. This Albatross MkIII is one of 607 of its type produced between 1956 and 1959. A 1,600cc Ford Cortina GT cross-flow engine has been fitted to the craft, which is described as an older restoration in need of further re-commissioning before returning to the water.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



590

1953 ARMSTRONG SIDDELEY SAPPHIRE SALOON

Registration no. OLA 469

Chassis no. 341410

In 1952 Armstrong Siddeley launched the all-new '346 Sapphire' saloon, which had been developed with input from the great W O Bentley. A large, refined six-seater, the Sapphire was an instant success despite being considerably more expensive than its smaller stablemates, and set new standards of performance and quality for Armstrong Siddeley. It was powered by an advanced, 3.4-litre, six-cylinder engine of 'square' (90mm) bore/stroke dimensions, which featured inclined valves in hemispherical combustion chambers. Initially there was a choice of four-speed pre-selector or synchromesh gearboxes, with a Rolls-Royce-built GM automatic available for 1955 on the Mark 2. A separate chassis was retained, boasting independent suspension at the front by means of coil springs and wishbones, while power assisted steering could be ordered for the Mark 2. Manufacture of all Armstrong Siddeley cars ceased in 1960 when the company decided to concentrate on the aviation side of its business. Today survivors of these elegant models are both rare and highly sought after. This Sapphire saloon was purchased privately in Devon in January 2015 and driven to the vendor's home in Kent. The car was in complete and original condition at that time, and the vendor had planned to fully restore it, but no work has been carried out. We are advised that the engine and transmission were in good working order when the car was last run approximately one year ago. Offered with a V5 registration document.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



591

1971 CITROËN DYANE 6 SALOON

Registration no. JBY 743J
Chassis no. 7716439C1

Introduced in 1967, the Dyane was a revised, enlarged, and more streamlined version of the immortal 2CV, the latter ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era. The duo shared essentially the same engines and running gear, though the 435cc Dyane 4 was a one-year-only car in the UK, all others sold here after 1968 being the 602cc Dyane 6. The 2CV6's and Dyane 6's performance remained modest at around 70mph flat-out, not that that concerned the majority of their devotees for whom the roomy interior, full-length sunroof, and frugal fuel consumption were of far greater importance. This left-hand drive Citroën 6 Dyane saloon was imported from France and purchased at auction by AMS Vehicles, now at Stokesley, North Yorkshire. The car was in part-restored condition when the present owner purchased it from AMS in March 2016, since when he has completed the restoration, finishing it in April 2017. Works carried out include a complete re-spray, rewiring where required, and a complete interior renewal to better than new condition. The private vendor advises us that the chassis is solid, with no welding, and that the engine is in excellent running condition, clean and with no oil leaks. The car is offered with MoT to March 2018 and a V5C registration document.

£4,000 - 6,000

€4,400 - 6,600

No Reserve



592

1977 BENTLEY T2 SALOON

Registration no. UER625S
Chassis no. SBH32010

Outwardly distinguishable from the Silver Shadow only by virtue of its different radiator and winged 'B' mascot, the T-Series Bentley was introduced alongside its Rolls-Royce sibling in 1965. Mechanically identical, the duo represented a complete break with tradition, being the first of the Crewe factory's models to employ unitary construction of the chassis/body. Originally of 6,230cc, the pushrod V8 engine grew to 6,750cc in 1970 and provided identical power in either application. Nevertheless, *Autocar's* T2 proved the fastest of the Shadow family that the magazine had tested, accelerating to 60mph in under 10 seconds and achieving a maximum speed of 119mph. Introduced in 1977 alongside the Shadow II, the T2 gained split-level air-conditioning, rack and pinion steering, revised dashboard, and a chin spoiler. Although much less popular at the time than the equivalent Rolls-Royce (only 558 T2s were sold compared to 8,422 standard-wheelbase Shadow IIs) Bentley's resurgence has seen these arguably more attractive cars become increasingly sought after. This Bentley T2 was purchased by the previous owner to use on a rally in Spain/Portugal, only for their ill health to force the plan's cancellation. The present owner purchased the Bentley in 2014 but now finds that it is surplus to his needs, hence the decision to sell. Described by the private vendor as running well, the car is offered with sundry bills, SORN, and a V5C Registration Certificate.

£5,000 - 6,000

€5,500 - 6,600

No Reserve



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

593

1985 BMW 323i E30 C1 ALPINA AUTOMATIC COUPÉ

Registration no. B895 XYG

Chassis no. WBAAA810507543248

- Rare high performance derivative
- Iconic 1980s performance saloon
- Rare survivor of the type



Founded by Burkard Bovensiepen, the German firm of Alpina began producing tuned versions of BMW models in the 1960s. A close collaborator with BMW from its earliest days, Alpina enjoys motor manufacturer status in Germany and can take much of the credit for establishing BMW's high performance image.

Alpina's C1 was based on the BMW 323i, providing superior performance over the standard car. Dry-sump lubrication was an unusual feature of the tuned engine, which produced 170bhp, good enough for a top speed of around 132mph. Noteworthy features of this left-hand drive example include automatic transmission, power steering, central locking, a sunroof, and electric windows. Only 35 C1s were built, making it one of Alpina's rarer models.

Highly collectable, this rare Alpina C1 was built to European specification and first registered in Germany. It still carries the dashboard plaque: 'C1 BMW Alpina E30 W105'.

Imported from Hong Kong, the C1 has formed part of a private collection for the last two years, and during that time has received a new fuel tank, pump, and filter; it also benefits from new lower wishbones, various hoses and belts, and a full service. We are advised by the vendor that it is in remarkably original condition, retaining what is believed to be the original paintwork. Already a modern classic, the car is offered with a V5C document and MoT to May 2018 (no advisories).

£15,000 - 17,000

€17,000 - 19,000

594

1951 LAND ROVER 80" SERIES I 4X4 UTILITY

Registration no. KNP 688

Chassis no. 26102443

- *Desirable early model*
- *Single family ownership for 61 years*
- *Matching numbers*
- *Outstandingly original*
- *Restored by Ken Wheelright*



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.

Built between 1949 and 1958, the Series I Land Rover was available in no fewer than five different wheelbase lengths ranging from 80" to 109". The original 1.6-litre petrol engine was soon superseded by a 2.0-litre unit (for 1952) and the company set about developing its own diesel, which was first offered in 1956. In the course of more than 60 years in production the supremely versatile Land Rover would prove itself adaptable to innumerable civilian and military roles. Its replacement is keenly anticipated.

Manufactured in December 1951, this 2.0-litre model on the 80" wheelbase had been owned by the same family for 61 years before it underwent a full 'last nut and bolt' restoration by renowned marque specialist, Mr Ken Wheelright, which was completed in 2013. Ken's restorations are legendary within Land Rover circles and cannot be bettered for accuracy and attention to detail.

Effectively a 'one owner' vehicle, 'KNP 688' was an ideal candidate for restoration, boasting matching numbers and its original chassis and body panels (with the exception of the tailgate, which has been renewed). Series I Land Rovers as original as this one are rare indeed, making 'KNP 688' especially attractive to the vendor, who purchased it for his private collection of Series Is and military lightweights. Offered with a V5C document.

£30,000 - 40,000

€33,000 - 44,000

595 N

1967 MERCEDES-BENZ 250 SL CONVERTIBLE WITH HARDTOP

Registration no. not UK registered

Chassis no. 11304322002269

- *Rare one-year-only model*
- *Automatic transmission*
- *Present ownership for 20 years*
- *An older restoration*



'Every driver who has more than a purely utilitarian interest in automobiles should drive a Mercedes-Benz 250SL at least once in his life. The car is an almost perfect yardstick against which to measure any other car. There are cars with better acceleration, cars with better brakes, cars with better roadholding. But there is no car we can think of that has such a remarkable good balance of performance, safety and comfort, and has them in such an absolutely civilised structure.' - Car & Driver.

Introduced late in 1966, the 250 SL used the same bodyshell as the 230 SL that had founded this spectacularly successful sports car dynasty, and which it replaced. Minor improvements were made to the interior but the major differences were the new 2.5-litre six-cylinder engine - as fitted to the 250 SE - and disc brakes instead of drums at the rear. The new car's top speed of around 120mph remained the same, but the larger engine significantly improved flexibility and responsiveness.

The 250 SL was built for just one full production year before being superseded by the 280 SL and is thus one of the rarest of the family. Christened 'Pagoda' after their distinctive cabin shape, these SL models were amongst the best-loved sports-tourers of their era and are highly sought after today.

This automatic transmission 250 SL was bought by the current owner from Chelsea Cars in 1997, at which time it was registered in the UK as 'RPB 335E'. Compiled at time of purchase, an AA report on file concluded that the body had been extensively restored, receiving four replacement wings and a complete repaint, and that documentation showed that the engine had been replaced. Since then the car has been regularly used and appropriately maintained. Underneath the hardtop is a newly replaced softtop that folds up into the back sill. Described by the private vendor as in generally very good condition, this desirable 250 SL is offered with sundry service/maintenance invoices, and old-style logbook, and current MoT.

£50,000 - 60,000

€55,000 - 66,000

596 N

1980 PORSCHE 911 SC 3.0-LITRE GROUP 4 REPLICA COUPÉ

Registration no. not UK registered

Chassis no. 91A0133591

- Purchased from a Porsche collector in Sicily
- Built to FIA Group 4 specification
- Engine prepared by Balletti in Turin
- Targa Florio competitor
- Current FIA HTP papers



'Porsche is not one to make wholesale changes to a successful design although there have been numerous improvements in the 17 years since the 911's introduction. The wheelbase has been stretched, the fenders flared, the ventilation system and interior modernised. Yet the car still looks like its predecessors. But only the engine displacement has undergone a substantial increase: the flat-6 has grown from its original 1,991cc in 1963 to 2,994 now.' - *Road & Track*, May 1980.

A 'modern classic' if ever there was one, Porsche's long-running 911 arrived in 1964, replacing the 356, and is still in production today. The 356's rear-engined layout was retained but the 911 switched to unitary construction for the body/chassis and dropped the 356's VW-based suspension in favour of a more modern McPherson strut and trailing arm arrangement. In its first incarnation, Porsche's single-overhead-camshaft, air-cooled flat six-cylinder engine displaced 1,991cc and produced 130bhp; progressively enlarged and developed, it would eventually grow to more than 3.0 litres and, in turbo-charged form, put out over 300 horsepower. The first of countless up-grades came in 1966 with the introduction of the 911S, the latter easily distinguishable by its Fuchs five-spoked alloy wheels and featuring a heavily revised engine. A lengthened wheelbase introduced in 1969 improved the 911's sometimes-wayward handling and then in 1970 the motor underwent the first of many enlargements - to 2.2 litres.

In 1977, Porsche rationalised the 911 range, reducing it to just two models, SC and Turbo, the normally aspirated 3.0-litre 911SC having 180bhp at its disposal initially (204bhp from 1981), an output good enough for a top speed of 225km/h-plus.

This particular 911 was purchased from a Porsche collector in Catania, Sicily, who had prepared the car for racing but not used it in that role. Following acquisition, no expense was spared in the car's restoration; mechanical parts were renewed wherever necessary to make it 100% ready racing, while the body was sandblasted and repainted.

We are advised that the car is to FIA Group 4 specification, featuring Type 930 Turbo brakes, mechanical fuel injection, 50mm throttle bodies, twin-plug ignition, rally-ratio gearbox, 8:35 final drive, and a limited-slip (55%) differential. Fully overhauled and prepared by Porsche specialist Balletti in Turin. Since its acquisition by the current vendor, this 911 has competed in the Targa Florio (three times) and the Fioriopoli-Cerda and Cefalù Gibilmanna hill climbs, each on two occasions. Offered with current FIA HTP papers, Italian registration and sundry invoices, this Porsche is ready for competition use.

£40,000 - 50,000

€44,000 - 55,000

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

597

Property of a deceased's estate

**1962 JAGUAR E-TYPE 3.8-LITRE
'SERIES 1' ROADSTER**

Registration no. 453UYW

Chassis no. 850402

- *An original, UK-supplied, right-hand drive roadster*
- *Present ownership since the early/mid 1970s*
- *Last MoT'd/taxed in 2014*
- *Would benefit from restoration*





'If Les Vingt Quatre Heures du Mans has been responsible for the new E-Type Jaguar, then that Homeric contest on the Sarthe circuit will have been abundantly justified. Here we have one of the quietest and most flexible cars on the market, capable of whispering along in top gear at 10mph or leaping into its 150mph stride on the brief depression of a pedal. A practical touring car, this, with its wide doors and capacious luggage space, yet it has a sheer beauty of line which easily beats the Italians at their own particular game.' - John Bolster, *Autosport*.

Introduced in 3.8-litre form in 1961, the Jaguar E-Type caused a sensation when it appeared, with instantly classic lines and 140mph-plus top speed. Its design owed much to that of the racing D-Type: a monocoque tub forming the main structure, while a tubular spaceframe extended forwards to support the engine. The latter was the 3.8-litre, triple-carburettor, 'S' unit first offered as an option on the XK150. An optimistic 265bhp was claimed, but whatever the installed horsepower, the E-Type's performance did not disappoint; firstly, because it weighed around 500lb (227kg) less than the XK150 and secondly because aerodynamicist Malcolm Sayer used experience gained with the D-Type to create one of the most elegant and efficient shapes ever to grace a motor car.

Today, the E-Type's graceful lines live on in modern Jaguar sports cars, and there can be little doubt that William Lyons' sublime creation would feature in any knowledgeable enthusiast's 'Top Ten' of the world's most beautiful cars of all time.

An early Series 1, this E-Type roadster was delivered new via Henlys, London on 5th March 1962 and first owned by one H C Hunter. The accompanying Jaguar Heritage Trust certificate records the original colour scheme as Opalescent Silver Grey with red interior trim and Gunmetal hood. It is believed that its late owner purchased the E-Type in the early/mid 1970s. A new bonnet was fitted some years ago and the car is currently finished in red with black trim; the engine runs and the car appears in generally fair condition, though it would benefit from a sympathetic restoration before returning to the road. The last MoT/tax expired in 2014. Offered with a V5C Registration Certificate.

£60,000 - 70,000
€66,000 - 77,000



598

Property of a deceased's estate

1988 MERCEDES-BENZ 500 SE AUTOMATIC SALOON

Registration no. B18 ARD

Chassis no. WDB1260362A401537

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 re-styled 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 SEL's and superior to that of many out-and-out sports cars. Finished in light blue with matching cloth interior, this Mercedes-Benz 500 SE is presented in mostly original and generally good condition, running well. The car comes with a handbook, sundry insurance documents, a few bills, MoT to December 2017, a V5 Registration Certificate, and almost all MoTs dating back to 1998. It should be noted that hand controls for the throttle and brakes have been fitted for the benefit of the disabled owner, now deceased.

£3,000 - 5,000

€3,300 - 5,500

No Reserve



599

Property of a deceased's estate

1960 MORRIS MINOR 1000 SALOON PROJECT

Registration no. 791 UYP

Chassis no. MA2S3838041

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show, and by January 1961 had sold one million units to become the UK's most successful post-war car to date. The first new post-war Morris design, the unitary-construction Minor boasted torsion bar independent front suspension, rack-and-pinion steering, and a four-speed synchromesh gearbox. A pair of two-door models was offered initially: a saloon and a convertible, while a four-door saloon appeared in 1950, estates and commercials following later. In 1956, the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. A 'gold speedometer' model, this Minor 1000 saloon was purchased as a running 'project' car by the late owner in June 2016. When purchased it had been described as 'three former keepers, last on the road in 1985'. The underside shows evidence of recent welding and has been Waxoyled, while the wings have been removed for replacements to be fitted, and the interior stripped out. Running well, the Minor is offered in uncompleted form and is sold strictly as viewed. Accompanying documentation consists of a V5C Registration Certificate and a recently expired MoT (April 2017). It should be noted that the engine is different from that quoted on the V5C.

£500 - 1,000

€550 - 1,100

No Reserve



600

Property of a deceased's estate

1966 VOLVO 121 'AMAZON' AUTOMATIC SALOON

Registration no. GMR 220D

Chassis no. G218250

Introduced in 1956, the Volvo 120 Series lasted in production until 1970 - by which time around half a million had been built - its high build quality, toughness and longevity, plus some notable successes in international rallying, helping to establish the Swedish company's reputation world wide. Marketed in Sweden as the 'Amazon', the original 121 four-door saloon was joined by two-door (131) and estate (221) models in the 1960s. The overhead-valve four-cylinder engine, originally of 1.6-litres capacity, would grow first to 1.8 and, finally, 2-litres. The Volvo Amazon was also the first car to feature modern seatbelts as standard, a safety revolution at the time. This 1.8-litre, automatic transmission Amazon saloon comes with a most substantial file of history that includes a letter from the original owner, a 1966 tax disc, the original warranty card and instruction book, old V5 registration documents, expired MoTs, and numerous invoices and photographs. Re-sprayed in July 2013, and further benefiting from a Waxoyled underside, the car is MoT'd to April 2018 and is described as running and driving well. It should be noted that hand controls for the throttle and brakes have been fitted for the benefit of the disabled owner, now deceased.

£5,000 - 8,000

€5,500 - 8,800

No Reserve



601

Property of a deceased's estate

2011 FORD MONDEO ZETEC AUTOMATIC ESTATE

Registration no. 672 BHR

Chassis no. WF0GXXGBBGBU88424

Ford introduced its medium-size Mondeo saloon to markets worldwide in 1992 - the name is derived from the Latin for 'world' - its arrival marking Ford's first use of front-wheel drive for a car in this important market sector. The Mondeo was being built in its third (MkIV) generation by the time this example was sold in 2011. Electro-hydraulic power assisted steering was a new feature on the 'MkIV', which was face-lifted in 2010, these revised models going on sale in September of that year. The MkIV Mondeo garnered a host of 'Best Car' and 'Car of the Year' awards, while *Auto Express* voted it the 'Best Estate Car' in 2007 and 2008: '... the Ford Mondeo estate is still the star performer in the class. Amazingly, if there's one criticism some drivers have of the Mondeo hatchback, it's that it has grown too big. But the Ford's oversized dimensions pay dividends when it comes to the estate variant.' Running and driving well, this tidy, 2.0-litre, diesel-engined Mondeo estate was purchased new by the recently deceased owner and has covered only 32,100 miles to date. The front tyres were renewed in June 2016 and there is an invoice on file for a gearbox oil change in 2014 together with MoTs for the last three years, the current one expiring on 17th September 2017. Offered with a V5C Registration Certificate.

£3,000 - 4,000

€3,300 - 4,400

No Reserve



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602

Property of a deceased's estate

1985 MERCEDES-BENZ 380 SL AUTOMATIC CONVERTIBLE WITH HARDTOP

Registration no. B413 UKO

Chassis no. WDB 1070 452A 019681

Launched in 1980, the 380 SL convertible and 380 SLC coupé retained the Type 107 bodyshell first introduced in 1971/72 in virtually unchanged form apart from the addition of a front spoiler. These luxuriously equipped newcomers supplanted the outgoing '350' models and were produced alongside the outwardly similar 280 and 500 SL/SLCs. Their power unit was an enlarged (to 3,818cc) and improved version of the existing 3.5-litre overhead-cam V8. The running gear followed Mercedes-Benz's established pattern, comprising all-independent suspension and four-wheel disc brakes, while the new four-speed automatic transmission was standard equipment. Top speed was in excess of 130mph. After little more than a year the 380 SL was re-engined with a longer-stroke, 3,839cc V8 in the interests of better fuel economy and reduced emissions. Production of the model in this improved form continued until 1985. Running and driving well, this 380 SL convertible comes with a file containing newspaper articles, old V5 registration documents, expired MoTs dating back to 1991, and numerous invoices for parts and servicing. It should be noted that hand controls for the throttle and brakes have been fitted for the benefit of the disabled owner, now deceased.

£3,000 - 5,000

€3,300 - 5,500

No Reserve



603

Property of a deceased's estate

1979 FORD CAPRI MARK III 3000 GHIA AUTOMATIC COUPÉ

Registration no. TIW 1667

Chassis no. GAECWJ092480

Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval', but beneath the skin the car remained typically Ford, sharing engines, gearboxes, and many other components with the rest of the range. The first major revision arrived in 1974 in the form of the Capri Mark II, which benefited from a more practical hatchback body restyled along cleaner lines and devoid of the original's fussy detailing. Built from 1978 to 1987, the final (Mark III) Capri featured a new quad-headlight front end (with chin spoiler), wide rubbing strakes on the flanks, and black external 'brightwork'. By this time Ford had acquired control of the Italian automotive styling house, Carrozzeria Ghia, whose name was used to denote the top trim level on a wide range of models, such as the automatic transmission Capri 3000 offered here. Finished in silver with turquoise/grey velour interior, 'TIW 1667' is described as running and driving nicely. The accompanying history file contains sundry invoices, MoT certificates dating back to 1993, and old-style V5 registration documents. It should be noted that the car has hand controls for the throttle and brakes, which were installed for the benefit of the disabled owner, now deceased.

£5,000 - 8,000

€5,500 - 8,800

No Reserve



604

Property of a deceased's estate

1986 FORD CAPRI MARK III 2.8I AUTOMATIC COUPÉ

Registration no. D202 YLB

Chassis no. WF0CXXGAECGU04031

Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval', but beneath the skin the car remained typically Ford, sharing engines, gearboxes, and many other components with the rest of the range. The first major revision arrived in 1974 in the form of the Capri Mark II, which benefited from a more practical hatchback body restyled along cleaner lines and devoid of the original's fussy detailing. The old V4 engines were dropped, the Mark II options being 1.3- and 1.6-litre OHV fours, 1.6- and 2.0-litre OHC fours, and the 3.0-litre OHV V6. Built from 1979 to 1987, the final (Mark III) Capri featured a new quad-headlight front end (with chin spoiler), wide rubbing strakes on the flanks, and black external 'brightwork'. This Capri Mark III has the fuel-injected 2.8-litre V6 engine that replaced the old 3.0-litre unit in 1981, while other noteworthy features include Recaro seats and hand controls for the throttle and brakes, which were fitted for the benefit of the disabled owner, now deceased. Finished in Diamond White with grey part-leather/cloth interior, the car is offered with SORN paperwork, a few bills, a selection of photographs, an old V5 document, and a quantity of MoTs dating back to 1996.

£7,000 - 10,000

€7,700 - 11,000

No Reserve



605

Property of a deceased's estate

1998 DAIMLER V8 4.0-LITRE LWB AUTOMATIC SALOON

Registration no. S84 JGX

Chassis no. SAJDKAMD3CR852749

'The new aluminium V8 was smooth, quiet and powerful, and corresponded perfectly with low road noise, long a key feature of Jaguars.' – Eric Dymock, *'The Jaguar File'*. The new V8-powered Daimler saloons were introduced in 1997 as part of Jaguar's revised X300 range, a new and highly acclaimed ZF five-speed automatic gearbox arriving at the same time. This state-of-the-art, quad-cam, 32-valve engine was built in capacities of 3.2 and 4.0-litres to power three new Jaguars and two new Daimlers. The new Daimlers comprised the V8 and Super V8, the latter equipped with a 322bhp supercharged unit, both of which shared the same long-wheelbase four-door saloon body and were equipped to the customarily very high standard of luxury. This automatic transmission Daimler V8 saloon was supplied new by Doves Jaguar of Croydon and has been serviced by them, NM Jaguar of Bristol, and Fairview Vehicles of Henstridge, which carried out the last service in 2012 at circa 78,000 miles. Finished in Burgundy with biscuit leather upholstery, the car currently displays a total of 83,443 miles on the odometer and runs and drives well. Accompanying documentation consists of a file containing servicing/parts invoices, photographs, MoTs, a V5C Registration Certificate, and copies of Jaguar World magazine. It should be noted that hand controls for the throttle and brakes have been fitted for the benefit of the disabled owner, now deceased.

£1,000 - 2,000

€1,100 - 2,200

No Reserve



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606
Property of a deceased's estate
1955 MORRIS MINOR PICK-UP

Registration no. HSL 756
 Chassis no. 0FE21/34191

Arguably the fondest-regarded of all Britain's post-war saloons, the Alec Issigonis-designed Morris Minor was launched at the 1948 Motor Show and by January 1961 had sold 1,000,000 units to become the UK's most successful post-war car to date. Morris's first new post-war design, the unitary construction Minor boasted torsion-bar independent front suspension, rack-and-pinion steering, and a four-speed synchromesh gearbox. In 1956 the Minor 1000 with 948cc A-Series engine appeared, and the model received a further capacity boost (to 1,098cc) in 1962. The styling too was revised progressively: the headlamps moving from the radiator grille to the wings on the Series II; the split front screen being superseded by a curved one-piece windscreen on the Minor 1000; and flashing indicators replacing the original semaphore trafficators. This very rare 'split screen' pickup was purchased by its late owner in 2007, since when it has been restored by marque specialists Roy's Welding of Salisbury, and re-sprayed by Airborne Paint Services of Dorset. The restoration was carried out between 2008 and 2013, and there are numerous related bills for new parts on file. Noteworthy features include a later engine (believed 1,098cc) engine and servo assistance for the brakes. Winner of the 'Best Restoration' award at the Morris Minor Owners Club's Dorset Section Rally in 2013, the pickup has also been displayed on the MMOC's stand at the NEC's Classic Car Show. Accompanying documentation consists of expired MoTs dating back to 2001, and a V5C Registration Certificate.

£7,000 - 9,000
£7,700 - 10,000
No Reserve



607
Property of a deceased's estate
1972 FORD CAPRI 3000E AUTOMATIC COUPÉ

Registration no. JYA 220K
 Chassis no. BBECMB16785

Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968. The Capri's imaginative fastback styling was a relatively new departure for the 'Blue Oval', but beneath the skin the car remained typically Ford, sharing engines, gearboxes, and many other components with the rest of the range. Power units available from the start of production in January 1969 consisted of 1.3- and 1.6-litre inline fours, soon followed by a 2.0-litre V4 and then, from September '69, a 3.0-litre V6 for the Capri 3000 models, which were advertised as 'the fastest production line cars ever to be sold by Ford in Britain'. An automatic transmission model, this Mark I Capri 3000E was repainted in 2013 and is described as running and driving well. Noteworthy features include a (possibly factory fitted) Webasto sunroof, a tow bar, and hand controls for the throttle and brakes, which were installed for the benefit of the disabled owner, now deceased. Accompanying paperwork consists of the original service booklet and warranty card, sundry invoices for parts, MoT certificates dating back to 2006, and an old-style V5 registration document.

£5,000 - 8,000
£5,500 - 8,800
No Reserve



608

First used by Henry Ford II

1981 FORD CAPRI MARK III 2.8i AUTOMATIC COUPÉ

Registration no. AVW 109X

Chassis no. WFOCXXGAECBK58586

- Registered new by the Ford Motor Company, Basildon
- Unique specification
- Partially restored between 2008 and 2010
- Circa 68,804 miles recorded
- Offered from a deceased's estate



First registered by the Ford Motor Company of Basildon, this Capri 2.8i was specially prepared by the factory for the use of Henry Ford II, grandson of the American firm's founder. In 1981, Henry Ford II had decided to take his summer holiday in Scotland, and the company's UK operation was tasked with providing him and his wife with suitable transport in the form of this Capri 2.8i. Launched in July 1981, the 2.8i was a new high-performance model developed by Ford's Special Vehicle Engineering department. Needless to say, Henry's car was prepared with the utmost care, being stripped down and rebuilt immediately after it rolled off the production line. Compared with stock version, it had extra layers of paint, an interior upholstered in leather, and the convenience of automatic transmission.

When the Fords returned to the USA, 'their' Capri was bought by company CEO, Ron Mellor for his wife, and the car remained in the Mellors' ownership until 1988. That same year it was bought by another Ford employee, designer Al Jarman, who had seen it advertised for sale at the Ford Research Establishment in Dunton.

The Capri was still in Al Jarman's possession when it featured in an article in the Capri Club International magazine in 1993 (copy available) by which time it had covered some 62,000 miles from new. It was noted that the only addition had been a CD player, while the only refurbishment required had been a repaint of the bonnet, the original extra-thick paintwork having crazed.

Its late owner acquired the ex-Henry Ford Capri in April 2007. He then undertook a cosmetic restoration, which took from 2008 to 2010 to complete (photographs on file). In addition to a re-spray and fresh stripes, the Capri received many new parts including the exhaust system, fuel tank, brake callipers and hoses, etc. Being disabled, the owner also fitted hand controls for the throttle and brakes.

Finished in grey over silver with grey leather interior, this unique car is presented in generally very good condition, running and driving well. Accompanying documentation consists of sundry restoration invoices, a V5C Registration Certificate, recently expired MoT (April 2016), and a copy of the aforementioned magazine article.

£10,000 - 15,000

£11,000 - 17,000

No Reserve

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

609 * N

1961 JAGUAR MARK 2 2.4-LITRE AUTOMATIC SALOON

Registration no. not UK registered
Chassis no. 113326BW

- *Delivered new to Australia*
- *Matching numbers*
- *Recent engine and transmission overhaul*
- *Jaguar Heritage Certificate*



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 minor gauges grouped in the centre, established Jaguar's layout for years to come. Transmission options were either a four-speed manual or Borg-Warner automatic gearbox.

Although ultimately not as fast as its larger-engined 3.4- and 3.8-litre siblings, the 2.4-litre Mark 2 possesses all the style and refinement associated with Jaguar's classic saloon, while cruising comfortably in present-day traffic on motorways. Cheaper to insure, the '2.4' is also capable of delivering superior fuel consumption - an important consideration these days, even for classic cars.

This 2.4-litre Mark 2 was despatched from the factory on 8th August 1962 bound for Brysons, Australia. The accompanying Jaguar Heritage Trust certificate records the original colour scheme as Gunmetal with red interior. For many years this Mark 2 was owned in Melbourne by a member (now deceased) of the Jaguar Car Club of Victoria, who used it sparingly, mainly on Club events. The engine and transmission were overhauled recently (bills available) and the car is described by the vendor as in fine running condition, never having been rusty or damaged. Should the vehicle remain in the EU, local import taxes of 5% will be applied to the hammer price.

£15,000 - 25,000

€17,000 - 28,000

No Reserve

610 * N

1951 JAGUAR MARK VII SALOON

Registration no. not UK registered
Chassis no. 711931

- *Delivered new to Australia*
- *Matching numbers*
- *Manual transmission*
- *Rebuilt engine*



Work on Jaguar's advanced new saloon had been interrupted by the war, and in 1948 elements of the proposed newcomer made their first appearance in other models: the twin-overhead-camshaft engine in the XK120 sports car, and the chassis design in the interim Mark V saloon. It was not until 1950 that the two were combined in the Mark VII, which would be the first of a family of high-performance luxury saloons that would culminate with Mark IX.

A considerable improvement on what had gone before, the Mark VII's cruciform-braced chassis featured torsion-bar independent front suspension and all-round hydraulic brakes. The 3.4-litre 'six' had already demonstrated its prowess in the XK120 and proved capable of propelling the Mark VII's not inconsiderable bulk past 100mph. Priced at a mere 40% of its Bentley Mark VI rival, but available at first only for export, the Mark VII was a big hit in the USA, that market's demands prompting the introduction of an automatic transmission option in 1953. Two years later the model was revised as the Mark VIIM, with maximum power increased from 160 to 190bhp.

One of slightly more than 10,000 Mark VII saloons produced, this early example was despatched from the factory to Brylaw Motors, Australia on 8th January 1952, and for many years enjoyed a pampered life as a wedding car in Geelong, Victoria. The accompanying Jaguar Heritage Trust certificate records the original colour scheme as Gunmetal with red interior. Fitted with (working) air conditioning, the car has been upgraded over the years to resemble a Mark VIIM.

We are advised that it has never been rusty, and that the engine has only just been overhauled (professionally) for the first time in its life, including a re-bore, crankshaft regrind, and fully reconditioning the cylinder head with new valves, seats, and guides. An early example eligible for many historic events, this well preserved Mark VII is described by the vendor as running beautifully; indeed, there cannot be many left in the world in as good a condition as this one. Should the vehicle remain in the EU, local import taxes of 5% will be applied to the hammer price.

£20,000 - 30,000

€22,000 - 33,000

No Reserve

611

1970 VOLKSWAGEN CAMPER VAN

Registration no. UTT 385J

Chassis no. 2312083646

- *Classic 1970s motor caravan*
- *Left-hand drive*
- *Comprehensively documented*
- *Perfect for Goodwood and other historic motor sports venues*



As readily recognisable as the immortal 'Beetle' itself and a 'cult' vehicle in its own right, the Volkswagen Type 2 and its derivatives enjoyed an even longer period in production than their saloon progenitor. The original was conceived in the late 1940s by a Dutch Volkswagen agent, Ben Pon, who drew up plans for a van based on the Beetle floor pan and running gear. Known as the Volkswagen Type 2 (the Beetle saloon being Type 1) the result of Pon's efforts arrived in 1950 and almost immediately proliferated into a bewildering variety of models catering for an enormous range of commercial and domestic activities.

The original retained the Beetle's rear-mounted 1,200cc air-cooled engine and four-speed gearbox, the latter suitably re-ratioed to cope with the van's greater weight. Engines grew in size and power while both handling and comfort improved as development progressed. By 1968, when the first major revision of this outstandingly successful design occurred, almost two million had been sold worldwide. The replacement, also called 'Type 2', was an entirely new vehicle, larger and roomier than before but still rear-engined.

The most obvious difference was the newcomer's single-piece wraparound windscreen, giving this model its 'Bay' sobriquet, whereupon the original, with its two-piece split screen, became known to devotees as the 'Splittie'. Power units grew in size from 1.6 to 2.0-litres before production ceased in 1978 with the introduction of the third generation.

This highly desirable 'Bay' camper van comes with a detailed, hand-written record of its history, compiled by previous owners, which documents every service, spare part, fuel purchase, etc from when it was delivered new in December 1970 to 2006. Services were carried out at 6,000-mile intervals, while noteworthy additional refurbishment has included complete re-sprays in 2005 and 2016, and the redesigning and custom trimming of the interior by VWorks during 2015/2016. Accompanying paperwork consists of a current MoT certificate, V5 registration document, and the aforementioned history. There can be no better way in which to enjoy the Goodwood Members' Meeting and other historic motor sports events.

£25,000 - 30,000

£28,000 - 33,000

612

1952 MG MIDGET TD ROADSTER

Registration no. DCN 386

Chassis no. TD29560

- *The penultimate 'T'-series Midget*
- *First restored in the 1980s*
- *Extensive further restoration in 2012/2013*
- *Present ownership for five years*



The penultimate 'T'-series Midget - the TD - appeared in 1949. Its TC predecessor had proved an enormous success, particularly in the United States, but by 1948 it had become obvious that something more modern would be required to keep MG competitive.

A larger car than its predecessors, the TD owed much to the contemporary 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 and the well-tried 1,250cc XPAG four-cylinder engine. This 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. Thus the TD became the first MG sports car to benefit from these advances.

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. The latter's vulnerability to the cut and thrust of urban parking in the USA had demonstrated the desirability of sturdy bumpers, which duly graced the TD. Immensely successful, the TD was produced in greater numbers than any of the other T-Series Midgets, in excess of 29,000 leaving the factory between 1949 and 1953.

This delightful TD was built at the Abingdon Works in late 1952 and restored in the late 1980s. The current vendor purchased the car at Bonhams' Oxford sale in March 2012 (Lot 331A) and treated it to further extensive refurbishment later that same year. Works carried out include an engine rebuild (re-bore, new, pistons, valves, etc); replacing the floor; rebuilding the radiator; and fitting a new hood and tonneau. In addition, the chassis and body were restored; a re-spray carried out (in 2013); and the seats re-upholstered. Finished in red with maroon leather interior, this charming MG Midget is offered with sundry restoration invoices and a V5C registration document.

£20,000 - 25,000

€22,000 - 28,000

613

NO LOT

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C.1925 MORRIS/MG 11.9HP SUPER SPORTS TWO-SEATER WITH DICKEY

Registration no. not UK registered

Chassis no. 92829

- *Early MG-modified Morris*
- *Restored in New Zealand in the 1960s/1970s*
- *Brought back to the UK in 1982*
- *Same family ownership for the last 35 years*



General Manager of Oxford-based Morris Garages, Cecil Kimber brought sports car motoring within the financial reach of the man in the street with a succession of affordable MGs. These were, naturally enough, based on existing Morris models, arguably the most famous and certainly the most influential being the Midget, which first appeared at the 1928 London Motor Show. Before then, Kimber had been turning out modified 'bullnosed' Morris Cowleys fitted with his own more sporting bodies, the first of which was sold in 1922.

He followed that with a series of sporting two-seaters on the Morris 14/40hp chassis, which was fitted with bodies by the Oxford based coachbuilder, Raworth. These cars still carried the Morris badge, but for the first time also sported the stylised octagonal 'MG' lettering on the radiator grille. The first MG constructed specifically for sporting purposes - 'Old No.1' - was built on a 'bullnosed' chassis in 1925.

This early MG-modified Morris Cowley was built in or around 1925 and exported to New Zealand shortly thereafter. It suffered a very hard life 'down under' until finally being purchased by in Auckland as a collection of parts. The history file documents the wide-ranging search for parts, from UK specialists, to be used in the rebuild. There are many early-1960s invoices from Tonks, Terry & Barry Bone, Janes, etc. The rebuild was finally finished in 1980 and the car was advertised for sale in New Zealand's Veteran and Vintage motoring magazine, 'Beaded Wheels', incorrectly described as a '14/28'.

It was then purchased by a collector and shipped back to the UK in March 1982 (see shipping documents onfile). At that time it was put into storage and has not been registered for road use since its return to the UK, nor has it been driven in the UK since its total rebuild in New Zealand. The car has been in the same family ownership since its return to the UK 35 years ago. Re-commissioning will be required before it returns to the road.

£12,000 - 16,000

€13,000 - 18,000

615 N

1970 FIAT 500F SALOON & LEVANTE GRAZIELLA 300 CARAVAN

Registration no. not UK registered
Chassis no. 2548591

- *Ideal Goodwood Revival transport*
- *Restored example*
- *Ready to enjoy*



Apart from a Ferrari, no car is more recognisable as classically Italian than the FIAT Nuova 500. An immense success for FIAT, almost 3,000,000 of these adorable little cars had been sold when production ceased in 1975. The 500 remains as popular today as it ever was, and only a few years ago was voted 'Sexiest Car' by the readers of *Top Gear* magazine. Economical fun on four wheels, the Nuova 500 is well supported for spares by the owners' club and recognised specialists.

Offered with a twin-berth Levante Graziella 300 caravan dating from 1965, this FIAT 500F saloon affords the prospect of enjoyable weekends away in unsurpassed Italian style.

The car had had only two owners prior to the current vendor, who purchased it from his grandfather. It was restored in Italy earlier this year, when works carried out included a full re-spray, renewing the interior, rewiring the electrics, and overhauling the engine and gearbox.

Three metres (9.8') long and weighing a mere 400kg (182lb), the Graziella caravan was restored this year also, benefiting from a repaint, new electrics, new interior, new fridge, new gas stove, etc. Ideal for the forthcoming Goodwood Revival Meeting, this is a perfect holiday partnership that will turn heads everywhere. Offered with Italian libretto.

£15,000 - 20,000
€17,000 - 22,000



616

1955 LAND ROVER 'SERIES I' 107" 4X4 TOW TRUCK

Registration no. JSU 759

Chassis no. SABTVR03578230027

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 skepticism. 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. Built between 1949 and 1958, the Series I Land Rover was available in no fewer than five different wheelbase lengths ranging from 80" to 109". The original 1.6-litre petrol engine was soon superseded by a 2.0-litre unit (in 1952) and the company set about developing its own diesel, which was first offered in 1956. This Series I Land Rover was first registered in 1988 and is painted in 'Royal Navy' livery. Restored in circa 2010, the vehicle is fitted with a Harvey Frost towing crane and the optional Fairey overdrive unit, while servo assistance for the brakes was installed by the previous owner. With Series 1 land rovers now fetching premium prices, and refurbished cars from Jaguar Land Rover starting at £80,000, this restored example is undoubtedly an attractive proposition. Offered with a V5C document.

£12,000 - 16,000

€13,000 - 18,000



617

Single family ownership from new

1972 LOTUS ELAN S4 SPRINT COUPÉ

Registration no. LRP301P

Chassis no. 72100565E

Towards the end of Lotus Elan production a higher-performance version, the Sprint, was introduced featuring the Tony Rudd-developed 'Big Valve' engine producing 126bhp - some 20 horsepower more than the standard Elan's - and a suitably strengthened transmission. A duo-colour body, gold bumpers, and black wheels distinguished the new model. Adequately powerful, light in weight and endowed with exceptional roadholding and handling, the Elan proved an immense commercial success for Lotus, with almost 9,000 being produced by the time production ceased in 1973. This end-of-the-line Sprint was retained by a Lotus dealer for his son's 21st birthday but ended up being purchased by the current owner's husband in 1975. It is the last Elan Sprint to be registered: firstly in the purchaser's name and then, following his death in 1981, in his wife's. Always stored in a brick-built garage, 'LRP 301P' has covered only some 36,000 miles from new and was last driven in 2004 (when the lady vendor purchased another car) though the engine has been started regularly. Re-commissioning will, of course, be required (we are advised that the brake callipers and clutch cylinder are seized and the fuel pump is not working) though the engine has been started using an external pump and runs well, displaying good oil pressure. Sold strictly as viewed, the car is offered with the original handbook and service book, sundry bills, a V5 registration document, and an almost full set of MoT certificates dating from 1978 to 2004.

£15,000 - 20,000

€17,000 - 22,000



618 N

1987 MERCEDES-BENZ 560 SEC COUPÉ

Registration no. not UK registered
Chassis no. WDB1260451A332951

Compared with the superseded W116, the W126 was aerodynamically more efficient, a factor that enabled the range to meet the requirements of Mercedes-Benz's 'Energy Program', instigated to improve fuel efficiency. Many commented on the distinctly Italian flavour of the new styling which, combined with Mercedes-Benz's traditional exemplary build quality, made this new S-Class so appealing. Despite weighing almost 1¾ tons, the 560 SEC raced to 100km/h (62mph) in only 7.2 seconds, on its way to a top speed of 156mph, these figures being a considerable improvement over those of the 500 SEC. As befitting one of Mercedes-Benz's flagships, the 560 SEC came standard with a host of desirable features, while customers could choose from an equally lengthy list of options. Despite its elevated price, the 560 SEC would turn out to be the most popular of the W126 coupés. Surely destined to be classics of the future, 28,929 examples of this luxuriously equipped, limited edition model were made between 1985 and 1991. Delivered new in Milan, Italy on 9th October 1987, and thus one of the rarer European specification 300 horsepower models, this 500 SEC is finished in black metallic with grey leather interior, and is equipped with air conditioning and a sliding steel sunroof. The car has recently benefited from a new set of tyres, a new exhaust system, and new shock absorbers all round, while at the same time the alloy wheels were refurbished. Offered with Italian registration documents and an Italian language owner's manual.

£18,000 - 22,000

€20,000 - 24,000



619

1968 INTERSTYL 1,275CC HUSTLER 6

Registration no. BRO 536F
Chassis no. SABTVR03218199999

A kit-car designed by William Towns to accept Mini engines and running gear, the Hustler looked like an enlarged and more angular version of the Moke and was first seen in 1978. Around 300 Hustler kits would be sold over the next ten years as the concept expanded to include sports, pick-up, six-wheeled, amphibious, and 'wooden' versions. The fact that Hustlers were sold as kits for assembly by individual customers means that no two are exactly alike. Offered here is an example of the six-wheeled version, which was constructed from an Interstyl kit in 1984 using a 1968 Minivan as donor vehicle, plus an additional rear sub-frame. In 2012 this Hustler 6 was discovered in Keighley Bus Museum, covered in dust and partly dismantled; it had been used as a carnival float and sprayed in gold glitter. Since then it has been fully restored and up-rated with a 1,275cc HiF38 engine; LCB RC40 single-box 2" twin-exit stainless exhaust system; front disc brakes; four Minifin-braked rear hubs; original Weller wheels; LED lights; half-leather BMW seats; and additional gauges in a bespoke dashboard. All Mini parts were sourced from Mini Sport, Padiham. Completed earlier this year after a five-year rebuild, this unusual but useable eye-catching fun vehicle is offered with sundry restoration invoices, copy DVLA vehicle history, current MoT, and a V5C registration document. An ideal promotional vehicle for commercial use at classic car shows.

£8,000 - 12,000

€8,800 - 13,000

No Reserve





620

C.1935 AMILCAR N7 PÉGASE SALOON PROJECT

Registration no. YTL 949

Chassis no. 2100

Having forged its not inconsiderable reputation by building some of the fastest cyclecars, Amilcar changed tack in the 1930s, concentrating on the manufacture of touring models. Reorganised as Société Anonyme Française de l'Automobile, the firm introduced a short-lived straight-eight in 1929, and when that failed returned to making smaller models, the most successful of these being the Type C. For 1935 Amilcar introduced a larger car, the Pégase, which was powered by a 2,150cc four-cylinder engine supplied by Delahaye. Two- and four-door saloons plus a cabriolet were offered, and there was also a 2½-litre competition version. Despite its handsome styling, the Pégase failed to sell in a highly competitive marketplace, and by the time production ceased at the end of 1937 only some 200 had been made. This rare Amilcar was purchased by Freddie Cunninghame from Trevor Pask in 1974, and remained stored in a dry garage until the vendor purchased it from Mr Cunninghame's estate in 2011. A potentially most rewarding project, the car has remained garaged since then and is offered for restoration. We are advised that the engine is complete and that the chassis and body are basically sound, although one rear wing needs repair and there is a chipped tooth on one of the differential's planetary gears. Accompanying paperwork consists of an old-style logbook and a V5 registration document. Sold strictly as viewed.

£10,000 - 15,000

€11,000 - 17,000



621 N

1931 RILEY 9HP SPECIAL

Registration no. not UK registered

Chassis no. 6012701

Introduced in 1926, Percy Riley's 9hp, 1,087cc, twin-camshaft four was an outstanding engine design by any standards, and its twin-camshaft layout was retained for the new Hugh Rose-designed 1½-litre four introduced in 1935, various versions of which powered Rileys until 1957. Clothed in stylish bodywork by Stanley Riley, the Coventry manufacturer's pre-war offerings are among the finest small-capacity sporting cars of the period and commensurately prized by discerning collectors today. This car is a Riley 9hp 'special' in so far as it consists of a Plus Series chassis dating from 1931, and a later engine (number '38912'), and is fitted with a bespoke body. We are advised that the rolling chassis was sold by marque specialists Blue Diamond Services, who are believed to have carried out the restoration. The chassis frame has been blasted and powder coated; the axles, torque tube, and springs rebuilt; and all five wheels blasted, powder-coated and re-spoked. The boat-tail body has been built to a very high standard and is finished in Old English White. The private vendor advises us that 'VC 7560' has completed many rallies and is a joy to drive, with no steering or gearbox problems. It retains all its correct running gear: original wheels, original dashboard instruments, original headlamps and sidelights. Accompanying documentation consists of a continuation old-style buff logbook (issued 1953).

£18,000 - 22,000

€20,000 - 24,000



622

2000 MINI COOPER 1300 SPORT SALOON

Registration no. X100 PER
Chassis no. SAXXNPAZEYD186037

An example of the UK's top-of-the-range run-out model, this Mini Cooper Sport was purchased new from Seawood's Rover, Christchurch on 11th October 2000, one week after production of the Mini in its original form ceased, since when it has covered a mere 3,208 miles. This car has never been driven in the rain apart from the day it was collected from the dealership. Kept stored in the vendor's garage for most of its life, 'X100 PER' attended the Mini Day at Beaulieu's 50th Anniversary meeting, being displayed on the centre stand; it was the lowest-mileage Mini at the event. The only parts changed over the years have been both rear wheel cylinders, which had seized, and both track control arm gaiters, which had split with age, while the horn mechanism on the steering wheel was replaced because of a broken wire when the car was two years old. The Mini had been delivered with the tracking out of adjustment, resulting in both front tyres having to be changed. Finished in Tahiti Blue with silver/black interior, this fine example of the ultimate Mini is offered with sundry bills, fresh MoT, a V5C Registration Certificate, and MoT certificates dating back to three years from new. Bought from the DVLA for £495, the private plate 'X100 PER' is included in the sale.

£11,000 - 15,000
€12,000 - 17,000



623

1970 JAGUAR 420G SALOON

Registration no. BWP 827H
Chassis no. G1D56740BW

Jaguar's flagship saloon in its day, the luxurious 420G arrived in October 1966 as a – mainly cosmetic – update of the Mark X. Launched in October 1961, the Jaguar Mark X was technically more advanced than preceding Jaguar saloons, featuring independent rear suspension similar to that of the E-Type sports car and the tried-and-tested XK 3.8-litre six-cylinder engine. For a car weighing around two tons the 120mph Mk X was impressively quick and, like all Jaguar saloons, its interior was exceptionally well appointed and comfortable. The Mk X was being built with the 4.2-litre engine, an all-synchromesh gearbox and Marles Varamatic power-assisted steering among numerous other improvements by the time the face-lifted 420G (for 'Grand') version came along. Apart from a reshaped front grille and indicator repeater lights, there was little to differentiate the newcomer externally, while within the cabin there were improved seats and a revised dashboard. These alterations would be among the last made to the 420G, which was dropped in June 1970, its place as the forefront of Jaguar's saloon line-up having been taken by the newly introduced XJ6. This automatic-transmission 420G has had three owners, including the current vendor. In 2014 the car underwent a total restoration of the body and underside, including a re-spray, while the chrome, interior, carpets, and woodwork all received attention. The tyres were replaced and a stainless exhaust fitted at the same time. Restoration invoices are on file and the car also comes with a V5C document for its original registration, 'BWP 827H'.

£12,000 - 16,000
€13,000 - 18,000



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1938 AUSTIN SIX 20HP MAYFAIR LANDAULETTE

Registration no. FGO 809

Chassis no. 6979

- *Exceptionally rare survivor*
- *Subject to a painstaking restoration*
- *Beautifully presented*
- *Running and Driving sweetly*



Top of the 1938 Austin range shown at the 1937 Earls Court Motor Exhibition were the luxurious six cylinder, 20hp Mayfair Limousine and Landaulette models, retailing at £650, not far short of the price of a house in suburban London at the time. The Mayfair accommodated five passengers, with two occasional folding seats in the rear providing a further two seats. The rather traditional and very formal 20hp retained the 1936 body style, considered by some at the time to be a little dated, but nevertheless it appealed to Austin's more conservative and affluent clientele.

The 3.4-litre six-cylinder engine had already proved its credentials and the commodious coachwork was appointed to the highest standards, this example furnished throughout from new in best selected blue hide. A division with sliding glass panel provided privacy for the rear passengers when the car was chauffeur driven and other catalogued interior features included an adjustable rear seat with fold down centre arm rest, electric telephone communication system to the driver, interior lights, pile carpets, a roof fume excluder for the smoker, interior visor, window blinds and rope pulls for the rear passengers, while side wind deflectors protected the front seat passengers. The fold down hood of the Mayfair Landaulette provided for fine weather motoring and allowed for a more elegant and conspicuous arrival at the grand occasion.

Although the Austin Mayfair came from the mass production lines at Longbridge, make no mistake its general appointments and overall presentation were the equal of many of the bespoke coachbuilders who built bodies on significantly more expensive chassis. It is a matter of conjecture whether the Mayfair was a profitable exercise for Austin and in 1938 only 156 of the 'flagship' 20/6 model left the Longbridge production lines from a total production of 60,224 vehicles that year. Today surviving Mayfair Landaulettes are perhaps the rarest of all surviving Austins with only two or three others known to the vendor.

FGO 809 was first registered with London County Council in August 1938 and a continuation buff log book dating from 1948 records that at that time it belonged to F.Kidner & Son Ltd of Hampstead. By 1952 it was registered to Bertie George of Old's Garage, New Polzeath, North Cornwall. The old log book records continuing use in Cornwall until 1961, one imagines perhaps providing the local taxi service from Bertie George's garage.



It came from Cornwall into the present family ownership in 1993 and photographs on file show its then sorry condition. However the originality of every feature of the car had attracted its new owner who embarked upon a painstaking in-house restoration which has stood the test of time remarkably well. A photographic record of that restoration is on file.

The car is now beautifully presented, liveried in its original blue and black livery and with blue leather upholstery replaced to original pattern where necessary, although still retaining its original upholstery on the occasional seats and some door paneling. The engine runs sweetly and mechanical condition reflects careful maintenance and regular use. The car comes with a Swansea V5C registration document, the aforementioned old buff log book and a file of invoices relating to its restoration. This rarest of Austins will stand well on the concours d'elegance lawns or indeed would equally earn its keep in wedding service.

£18,000 - 25,000
€20,000 - 28,000





625
1967 MGB ROADSTER

Registration no. RUW 360E
 Chassis no. GHN3/119563

Conceived in the late 1950s and launched in 1962, the MGB would turn out to be one of the most successful sports cars of all time, enjoying an 18-year production life and sales totalling in excess of 500,000 units. The MGB was mechanically similar to the preceding MGA, though with a heavier, unitary construction bodyshell. To compensate for the newcomer's increased weight, the existing B-Series engine was stretched from 1,622 to 1,798cc, while the MGB's aerodynamically efficient lines made the most of the maximum available 95bhp to achieve a top speed which just bested the magic 'ton'. 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 service providers. This MGB roadster has had five owners (including the current vendor) and was restored in 2005 by the immediately preceding owner, Mr George Drewitt. Works carried out included a re-spray, engine reconditioning, and renewing the wheels and tyres. The related bills are on file and the car also comes with a current MoT and V5C document for its original registration, 'RUW 360E'.

£10,000 - 13,000
€11,000 - 14,000



626
Single family ownership from new
1988 JAGUAR XJ-S V12 HE COUPÉ

Registration no. E855 YKM
 Chassis no. SAJJNAEW3BA145002

One of the most important developments in the evolution of the V12-powered XJ-S was the introduction of the HE (High Efficiency) engine in 1981. Incorporating new 'Fireball' cylinder heads, this more fuel-efficient unit enabled the top-of-the-range XJ-S to meet tighter worldwide emissions legislation. Combined with a higher (2.88:1) final drive ratio, the result was an improvement in fuel consumption of up to 20% at some engine speeds, a figure of 27.1mpg being claimed at a constant 56mph and 22.5 at 75mph. It's worth noting that these figures applied to the automatic transmission version, which with a top speed of 155mph was world's the fastest 'slush pumper'. This automatic XJ-S V12 HE was sold new via Barretts Jaguar of Canterbury, Kent to the lady vendor's uncle, ownership passing via his wife to their niece. The service book has four Barretts stamps (1988-1991) and continued to be serviced regularly by them up to 1998 (bills on file). From 2000 until 2007, regular servicing (oil and filter) was undertaken by County Garage of Herne Bay, Kent. In 2015, prior to MoT, the car was checked and the brakes attended to. There is a V5C document on file together with most MoTs between 1994 and 2010 verifying the low mileage (current odometer reading is 32,015 miles). Most recent MoT on file expired in July 2016 (mileage then was 31,870 miles).

£4,000 - 5,000
€4,400 - 5,500
No Reserve



627

1989 MERCEDES-BENZ 500 SL ROADSTER WITH HARDTOP

Registration no. G25 LBD
Chassis no. WDB129 0662F001391

In 1989 Mercedes-Benz retired its classic Type 107 bodyshell that had been used for a succession of beautiful sports roadsters for almost the preceding 20 years, replacing it with an equally appealing, sleek new design in the modern idiom. This new Type 129 body style was used for three different engine types: 6.0-litre V12, 5.0-litre V8 and 3.0-litre straight six. As installed in the 500SL, the fuel-injected, 32-valve V8 produced 326bhp and delivered stupendous performance, delivering a 0-100km/h (62mph) time of 6.2 seconds and a top speed of 156mph. As one might expect, these new SL luxury sports cars were designed to be world leaders in their class and were lavishly equipped in the best Mercedes-Benz tradition. We are advised by the vendor that this 500 SL is the first of its kind registered in this country, pre-dating the UK press cars by over 800 in the production sequence. It was originally registered to Mercedes-Benz UK (1989-1991) and comes with the original service book, full tool roll, two keys, and a substantial file containing its entire history. Interestingly this car is a rare pre-catalytic converter model, which was only made from 1989 to 1991 in this shape. As such it is believed to be Europe's last non-catalysed V8 production car. Attractively finished in Pearl Grey metallic with matching leather interior, this beautiful modern soft-top Mercedes-Benz is offered with SORN, MoT to 11th November 2017, and a V5C Registration Certificate. The non-standard radio is the only notified deviation from factory specification.

£6,000 - 7,000

€6,500 - 7,500

No Reserve



628

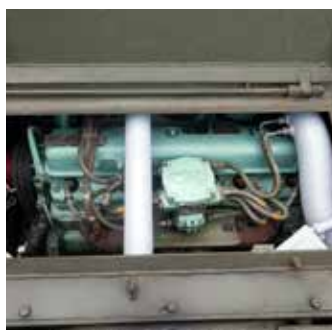
1953 DAIMLER FERRET MK 1 ARMoured SCOUT CAR

Registration no. SFF 339
Chassis no. 1206FV4267

The Daimler Ferret armoured car first entered service in 1952 and would remain in production in updated form until 1971. Today the Ferret is very popular with private collectors of military vehicles due to its compact size and relatively affordable price. This Ferret comes with a letter from the Curator of the Beverley Museum of Army Transport detailing its service history, which began in March 1954. In the 1960s the Ferret served with 16/5 and 15/19 Lancers, and in March 1972 was converted from Mk1 to Mk2 specification at Ludgershall Central Vehicle Depot, Wiltshire. It then went to Northern Ireland, serving first with 16/5 Lancers and from May 1973 with the Royal Tank Regiment. In October 1974, it returned to Ludgershall, and following a brief spell at 27 Command Workshop, REME where it was converted back to its original Mk 1 specification and fitted with the all new Clansman radio equipment, and then returned to MOD Ludgershall, which is where its service record ends. The Ferret was then placed in war reserve storage until its release and purchase by the previous owner in 1994. The current (second) owner purchased the vehicle in 2006. Noteworthy features include an operational Clansman radio with two helmets and intercom; original sand channels (very rare); all original tools and cases comprising the Complete Equipment Schedule; driver's and workshop manuals. Fully serviced by an AFV technician in the last 4 weeks and fitted with two new batteries, this vehicle has less than 2400 miles recorded and is ready to be used and enjoyed. Offered with a V5C document.

£18,000 - 22,000

€20,000 - 24,000



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

629

1966 LAND ROVER SERIES IIA 109" 4X4 RECOVERY TRUCK

Registration no. HFW 370D

Chassis no. 25109566C

- *Recovery truck from new*
- *Fully restored*
- *Driving well*
- *Ideal period race support vehicle*



Some ten years after the original's introduction it was felt that the time had come to update the Land Rover's somewhat primitive slab-sided styling. The result was the Series II, which featured the more rounded sides that would characterise the Land Rover from then onwards.

Introduced in 1958, the Series II was available with either the 2,286cc petrol engine or the newly developed 2,052cc diesel first seen in 1956 on what became known retrospectively as the 'Series I'. By this time the original permanent four-wheel drive freewheel transmission had been superseded by the more conventional selectable two- or four-wheel drive arrangement, with a set of low ratios available if required with the latter selected. For the Series IIA, the diesel engine was enlarged to 2,286cc and a new 12-seater model introduced on the longer (109") wheelbase chassis.

This Series IIA has the 2¼-litre petrol engine and has been a recovery truck from new. Fully restored over a number of years with no expense spared, as evidenced by the photographic record on file, it was completed late last year and is presented in superb condition.

Noteworthy features include a fully galvanised chassis, Harvey Frost 3cwt pickup crane, freewheel front hubs, and matching Goodyear 7.50x16" tyres on standard steel rims. Described by the private vendor as exceptionally strong and driving very well, the vehicle is offered with MoT to May 2018 and a V5C registration document.

£8,000 - 10,000

€8,800 - 11,000

No Reserve

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Important Collectors'
Motor Cars and Automobilia
Saturday 9 September 2017
Chichester, Sussex

Catalogue now online

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*The ex-Lieutenant-Commander
Christopher Tomkinson/Darell Berthon*
**1927 BENTLEY 3-LITRE SPEED
MODEL SPORTS TWO-SEATER**



1964 ASTON MARTIN DB5 SPORTS SALOON



*Constructed to the special order of Rolls-Royce
Exhibited at the 1951 Turin Motor Show*

1951 ROLLS-ROYCE SILVER DAWN COUPÉ
Coachwork by Pininfarina

Bonhams



THE CHANTILLY SALE

CATALOGUE NOW ONLINE

Exceptional Collectors' Motor Cars

Sunday 10 September 2017
Château de Chantilly, France

Bonhams is delighted to announce its return to the magnificent Château de Chantilly. Timed to tie in with the Chantilly Arts & Elegance Richard Mille Concours this will be an evening event for a limited number of very special collectors' motor cars. Held in the breathtaking grounds of the Château, this sale will prompt memories of some of the great black tie evening auctions of the past.

11th overall, 1st in class 1997 Carrera Panamericana
**1957 MERCEDES-BENZ 300 SLS EVOCATION
'ALLOY COMPETITION ROADSTER'**
Chassis no. 1980427500220

ENQUIRIES

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THE ZOUTE SALE®

Important Collectors' Motor Cars

Friday 6 October 2017
Knokke-Le Zoute, Belgium

FINAL CALL FOR ENTRIES

ALREADY CONSIGNED TO **THE ZOUTE SALE**

The Bonhams annual auction at Knokke-Le Zoute offers an unbeatable platform to sell your motor car. Entries for this year's auction are, as ever, strictly limited.



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Paul Gaucher
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Ex-Edouard Washer, delivered new to Belgium

1969 FERRARI 365 GTC COUPÉ

Chassis no. 12031

€730,000 - 870,000



Single Belgian family ownership from new
1976 PORSCHE 911 TYPE 930 3.0 TURBO
Chassis no. 9306700411
€180,000 - 240,000



*Brand new and offered by the factory,
one of only 99 built*
**2017 MERCEDES-BENZ G-CLASS
MAYBACH G650 V12 BITURBO LANDAULET**
Estimate on request



Only 1 Belgian owner and 26,000 kms from new
2000 BMW Z8 ROADSTER
€180,000 - 240,000

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**COLLECTORS MOTORCARS
& AUTOMOBILIA AT THE
SIMEONE FOUNDATION
AUTOMOTIVE MUSEUM**

October 2, 2017
Philadelphia, Pennsylvania

Consignments invited

*Formerly the property of the
Henry Ford Museum*
**1913 ROLLS-ROYCE 40/50HP
SILVER GHOST LONDON TO
EDINBURGH TOURER**

Coachwork in the style
of Barker by Reutters
Chassis No. 2380

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Over 30 years in present ownership
1924 BENTLEY 3 LITER SPEED MODEL
Believed to be period coachwork



From the Estate of David L. Van Schaick
1929 BENTLEY 4 1/2 LITER LE MANS REPLICIA TOURER
Chassis No. PL 3496

Bonhams

The **Padua** *Auction*
Important Collectors' Motor Cars

28 October 2017
Padova, Auto e Moto d'Epoca

Bonhams are pleased to announce their inaugural sale of important collector's cars at the "Auto e Moto D'Epoca" show in Padua, Italy's largest classic car fair, which can be easily reached via Venice airport.

Entries are limited to 60 exclusive automobiles.

**1962 LANCIA FLAMINIA SPORT 3C
'DOUBLE BUBBLE' COUPÉ**

Coachwork by *Carrozzeria Zagato*

Chassis No. 824.13.3388

€400,000 – 500,000

ENQUIRIES

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Italy

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THE BOTHWELL COLLECTION

Saturday November 11, 2017

Bonhams is proud to announce The Bothwell Collection Auction, to be held at the famed Bothwell Ranch in Woodland Hills, California.

The group is headlined by one of the most influential Grand Prix Cars of all time, the double overhead camshaft, 1913 Peugeot L45, which ran at Indianapolis in 1916 and is acknowledged as the best surviving example of these cars. Compiled by pioneering collector the late Lindley Bothwell, a name synonymous with the hobby since its earliest days, alongside this remarkable Peugeot are early examples of Prinz Heinrich Benz and Mercedes-Simplex, together with numerous pre-war competition and touring cars, automobilia, railwayana and ephemera.

ENQUIRIES

Malcolm Barber

+1 (323) 850 7500

malcolm.barber@bonhams.com

Rupert Banner

+1 (212) 461 6515

rupert.banner@bonhams.com



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bonhams.com/bothwell

LONDON TO BRIGHTON VETERAN CAR RUN SALE

Friday 3 November 2017
New Bond Street, London

FURTHER ENTRIES INVITED

*The ex-George Milligen Collection,
2017 LBVCR entered*
1896 SALVESON STEAM CART

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Including the Paul Murray Collection
Wednesday 29 November

Modern Sporting Guns
Thursday 30 November

ENQUIRIES

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Sporting Guns
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patrick.hawes@bonhams.com

Closing date for entries
Friday 6 October



**A FINE 20-BORE FLINTLOCK D.B. SPORTING GUN
BY JOHN MANTON & SON, DOVER STREET, LONDON,
NO. 6882 FOR 1817**
Sold for £11,250

**A FINE .470 SIDELOCK EJECTOR RIFLE
BY J. RIGBY & CO., No. 17777**
Sold for £41,250

Bonhams

[bonhams.com/arms_and_armour](https://www.bonhams.com/arms_and_armour)

Prices shown include buyer's premium. Details can be found at [bonhams.com](https://www.bonhams.com)

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‘Nic Portway’s stunning history of the breed’ *(Daily Telegraph)*

Reviews of the book when it was first published

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Motor Sport

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Classic Cars
*Star rated By Classic Cars from One To Five. ******

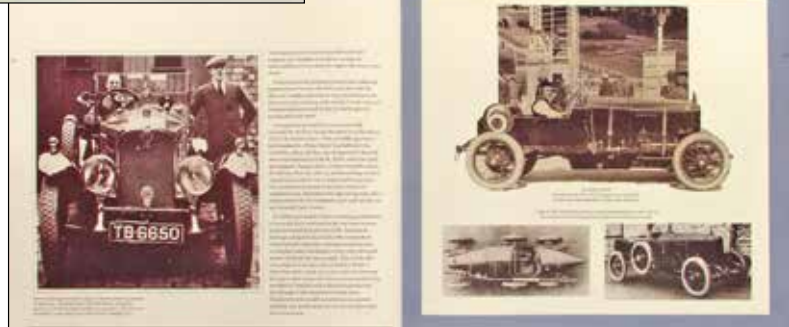
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Alistair Dray
New Zealand.

Amazon:
Average Customer Rating



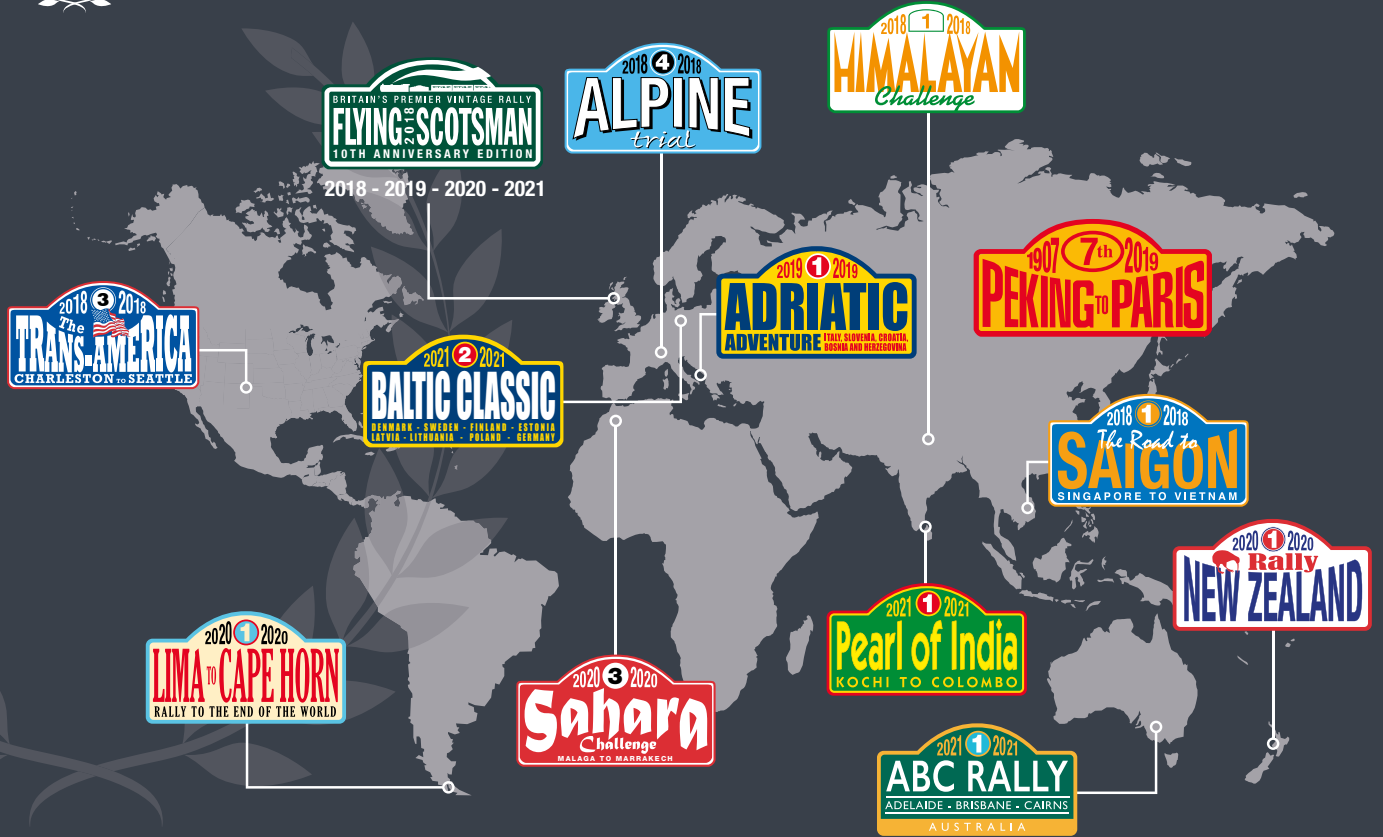
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252pages – 297 x 320mm



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Home of the Peking to Paris Rally



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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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Alterations

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

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

4. CONDUCT OF THE SALE

Our *Sales* are public auctions which persons may attend and you should take the opportunity to do so. We do reserve the right at our sole discretion to refuse admission to our premises or to any *Sale* 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 to refuse any bid, to nominate any bidding increment we consider appropriate, to divide any *Lot*, to combine two or more *Lots*, to withdraw any *Lot* from a *Sale* and, before the *Sale* has been closed, to put up any *Lot* for auction again. Auction speeds can exceed 100 *Lots* to the hour and bidding increments are generally about 10%. However these do vary from *Sale* to *Sale* and from *Auctioneer* to *Auctioneer*. Please check with the department organising the *Sale* for advice on this. Where a *Reserve* has been applied to a *Lot*, the *Auctioneer* may, in his absolute discretion, place bids (up to an amount not equalling or exceeding such *Reserve*) on behalf of the *Seller*. We are not responsible to you in respect of the presence or absence of any *Reserve* in respect of any *Lot*. If there is a *Reserve* it will normally 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

We do not accept bids from any person who has not completed and delivered to us one of our *Bidding Forms*, either our *Bidder* Registration Form, Absentee *Bidding Form* or Telephone *Bidding Form*. You will be asked for proof of identity, residence and references, which, when asked for, you must supply if your bids are to be accepted by us. Please bring your passport, driving licence (or similar photographic proof of identity) and proof of address. We may request a deposit from you before allowing you to bid. We may refuse entry to a *Sale* to any person even if that person has completed a *Bidding Form*.

Bidding in person

You should come to our *Bidder* registration desk at the Sale venue and fill out a *Bidder* Registration 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, please complete a Telephone *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 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. 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.

Bidding through an agent

Bids will be accepted as placed on behalf of the person named as the principal on the *Bidding Form* although we may refuse to accept bids from an agent on behalf of a principal and will require written confirmation from the principal confirming the agent's authority to bid. 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 or the identity of his principal) 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. Subject to the above, please let us know if you are acting on behalf of another person when bidding for *Lots* at the Sale.

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*. 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. You should be alert to this possibility of changes and ask if there have been any.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the *Buyer* in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and *Expenses* are also payable by the *Buyer* as set out in the *Buyer's Agreement*. All the sums payable to us by the *Buyer* are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by *Buyers* on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £50,000 of the *Hammer Price*
12% from £50,001 of the *Hammer Price*

(b) Automobilia
25% up to £100,000 of the *Hammer Price*
20% from £100,001 to £2,000,000 of the *Hammer Price*
12% from £2,000,001 of the *Hammer Price*

Storage and handling charges may also be payable by the *Buyer* as detailed on the specific Sale Information page at the front of the catalogue.

Payment by credit card, company debit cards and debit cards issued by a non-UK bank will be subject to a 2% surcharge on the total value of the invoice.

The *Buyer's Premium* and all other charges payable to us by the *Buyer* are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the *Lot*, where indicated by a symbol beside the *Lot* number. See paragraph 8 below for details.

On certain *Lots*, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of €1,000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed €12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols, shown beside the *Lot* number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α *Buyers* from within the EU: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). *Buyers* from outside the EU: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a *Buyer*, having registered under a non-EU address, decides that the item is not to be exported from the EU, then he should advise *Bonhams* immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and *Expenses* to us) in full before making a bid for the *Lot*. If you are a successful *Bidder*, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Unless agreed by us in advance payments made by anyone other than the registered *Buyer* will not be accepted. Payment will have to be by one of the following methods (all cheques should be made payable to *Bonhams* 1793 Limited). *Bonhams* reserves the right to vary the terms of payment at any time.

Cash: you may pay for *Lots* purchased by you at this Sale with notes, coins or travellers cheques 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, notes or travellers cheques;

Bank transfer: you may electronically transfer funds to our *Trust Account*. If you do so, please quote your paddle number and invoice number as the reference. Our *Trust Account* details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited Trust Account
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Debit cards: there is no additional charge for purchases made with personal debit cards, issued by a UK bank. Debit cards issued by an overseas bank, deferred and company debit cards and all credit cards will be subject to a 2% surcharge;

Credit cards: Visa and MasterCard only. Please note there is a 2% surcharge on the total invoice value when payments are made using credit cards. It may be advisable to notify your card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay. If you have any questions with regard to payment, please contact our Customer Services Department.

China UnionPay (CUP) debit cards: No surcharge for using CUP debit cards will apply on the first £100,000 invoiced to a Buyer in any Sale; a 2% surcharge will be made on the balance over £100,000.

10. COLLECTION AND STORAGE

The Buyer of a Lot will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the Buyer). For collection and removal of purchased Lots, please refer to Sale Information at the front of the Catalogue. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a Lot, the storage of a Lot and our Storage Contractor after the Sale are set out in the Catalogue.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums/cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the EU. These regulations may be found at <http://www.defra.gov.uk/ahvla-en/imports-exports/cites/> or may be requested from:

Animal Health and Veterinary Laboratories Agency (AHVLA) Wildlife Licencing
Floor 1, Zone 17, Temple Quay House
2 The Square, Temple Quay
BRISTOL BS1 6EB
Tel: +44 (0) 117 372 8774

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 10 of the Buyers Agreement. Please note that Lots comprising printed Books, unframed maps and bound manuscripts are not liable to VAT on the Buyer's Premium.

16. CLOCKS AND WATCHES

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

17. FIREARMS – PROOF, CONDITION AND CERTIFICATION

Proof of Firearms

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

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

Guns Sold as Parts

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

Condition of Firearms

Comment in this Catalogue is restricted, in general, to exceptional condition and to those defects that might affect the immediate safety of a firearm in normal use. An intending Bidder unable to make technical examinations and assessments is recommended to seek advice from a gunmaker or from a modern firearms specialist. All prospective Bidders are advised to consult the ° of bore and wall-thickness

measurements posted in the saleroom and available from the department. Bidders should note that guns are stripped only where there is a strong indication of a mechanical malfunction. Stripping is not, otherwise, undertaken. Guns intended for use should be stripped and cleaned beforehand. Hammer guns should have their rebound mechanisms checked before use. The safety mechanisms of all guns must be tested before use. All measurements are approximate.

Original Gun Specifications Derived from Gunmakers

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

Licensing Requirements Firearms Act 1968 as amended

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

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

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

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

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

Lots marked 'S5' and bearing specially marked red labels are Section 5 prohibited firearms and require a valid Section 5 Authority or import licence.

Lots marked with a 'S58' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held.

Unmarked Lots require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

As a Seller of these articles, Bonhams undertakes to comply fully with Cites and DEFRA regulations. Buyers are advised to inform themselves of all such regulations and should expect the exportation of items to take some time to arrange.

18. FURNITURE

Upholstered Furniture

Whilst we take every care in cataloguing furniture which has been upholstered we offer no Guarantee as to the originality of the wood covered by fabric or upholstery.

19. JEWELLERY

Gemstones

Historically many gemstones have been subjected to a variety of treatments to enhance their appearance. Sapphires and rubies are routinely heat treated to improve their colour and clarity, similarly emeralds are frequently treated with oils or resin for the same purpose. Other treatments such as staining, irradiation or coating may have been used on other gemstones. These treatments may be permanent, whilst others may need special care or re-treatment over the years to retain their appearance. *Bidders* should be aware that *Estimates* assume that gemstones may have been subjected to such treatments. A number of laboratories issue certificates that give more detailed *Descriptions* of gemstones. However there may not be consensus between different laboratories on the degrees, or types of treatment for any particular gemstone. In the event that *Bonhams* has been given or has obtained certificates for any *Lot* in the *Sale* these certificates will be disclosed in the *Catalogue*. Although, as a matter of policy, *Bonhams* endeavours to provide certificates from recognised laboratories for certain gemstones, it is not feasible to obtain certificates for each *Lot*. In the event that no certificate is published in the *Catalogue*, *Bidders* should assume that the gemstones may have been treated. Neither *Bonhams* nor the *Seller* accepts any liability for contradictions or differing certificates obtained by *Buyers* on any *Lots* subsequent to the *Sale*.

Estimated Weights

If a stone(s) weight appears within the body of the *Description* in capital letters, the stone(s) has been unmounted and weighed by *Bonhams*. If the weight of the stone(s) is stated to be approximate and does not appear in capital letters, the stone(s) has been assessed by us within its/their settings, and the stated weight is a statement of our opinion only. This information is given as a guide and *Bidders* should satisfy themselves with regard to this information as to its accuracy.

Signatures

1. A diamond brooch, by Kutchinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutchinsky

Has a signature that, in *Bonhams'* opinion, is authentic but may contain gemstones that are not original, or the piece may have been altered.

3. A diamond brooch, mounted by Kutchinsky

Has been created by the jeweller, in *Bonhams'* opinion, but using stones or designs supplied by the client.

20. PHOTOGRAPHS

Explanation of Catalogue Terms

- "Bill Brandt": in our opinion a work by the artist.
- "Attributed to Bill Brandt": in our opinion probably a work by the artist, but less certainty to authorship is expressed than in the preceding category.
- "Signed and/or titled and/or dated and/or inscribed": in our opinion the signature and/or title and/or date and/or inscription are in the artist's hand.
- "Signed and/or titled and/or dated and/or inscribed in another hand": in our opinion the signature and/or title and/or date and/or inscription have been added by another hand.
- The date given is that of the image (negative). Where no further date is given, this indicates that the photographic print is vintage (the term "vintage" may also be included in the *Lot Description*). A vintage photograph is one which was made within approximately 5-10 years of the negative. Where a second, later date appears, this refers to the date of printing. Where the exact printing date is not known, but understood to be later, "printed later" will appear in the *Lot Description*.
- Unless otherwise specified, dimensions given are those of the piece of paper on which the image is printed, including any margins. Some photographs may appear in the *Catalogue* without margins illustrated.
- All photographs are sold unframed unless stated in the *Lot Description*.

21. PICTURES

Explanation of Catalogue Terms

The following terms used in the *Catalogue* have the following meanings but are subject to the general provisions relating to *Descriptions* contained in the *Contract for Sale*:

- "Jacopo Bassano": in our opinion a work by the artist. When the artist's forename(s) is not known, a series of asterisks, followed by the surname of the artist, whether preceded by an initial or not, indicates that in our opinion the work is by the artist named;
- "Attributed to Jacopo Bassano": in our opinion probably a work by the artist but less certainty as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we detail, as far as practicable, recorded all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-Sale tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine. Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm
15 to 30 years old – top shoulder (ts) or up to 5cm
Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fail as a result of transporting the wine. We will only accept responsibility for *Descriptions* of condition at the time of publication of the *Catalogue* and cannot accept responsibility for any loss resulting from failure of corks either before or after this point.

Options to buy parcels

A parcel is a number of *Lots* of identical size of the same wine, bottle size and *Description*. The *Buyer* of any of these *Lots* has the option to accept some or all of the remaining *Lots* in the parcel at the same price, although such options will be at the *Auctioneer's* sole discretion. Absentee *Bidders* are, therefore, advised to bid on the first *Lot* in a parcel.

Wines in Bond

Wines lying in Bond are marked Δ. All *Lots* sold under Bond, and which the *Buyer* wishes to remain under Bond, will be invoiced without VAT or Duty on the *Hammer Price*. If the *Buyer* wishes to take the *Lot* as Duty paid, UK Excise Duty and VAT will be added to the *Hammer Price* on the invoice.

Buyers must notify *Bonhams* at the time of the *sale* whether they wish to take their wines under Bond or Duty paid. If a *Lot* is taken under Bond, the *Buyer* will be responsible for all VAT, Duty, clearance and other charges that may be payable thereon.

Buyers outside the UK must be aware that any forwarding agent appointed to export their purchases must have a movement certificate for *Lots* to be released under Bond.

Bottling Details and Case Terms

The following terms used in the *Catalogue* have the following meanings:

CB – Château bottled
DB – Domaine bottled
EstB – Estate bottled
BB – Bordeaux bottled
BE – Belgian bottled
FB – French bottled
GB – German bottled
OB – Oporto bottled
UK – United Kingdom bottled
owc – original wooden case
iwc – individual wooden case
oc – original carton

SYMBOLS

THE FOLLOWING SYMBOLS ARE USED TO DENOTE

- Y Subject to CITES regulations when exporting these items outside the EU, see clause 13.
- TP Objects displayed with a TP will be located at the Cadogan Tate warehouse and will only be available for collection from this location.
- W Objects displayed with a w will be located in the Bonhams Warehouse and will only be available for collection from this location.
- Δ Wines lying in Bond.
- AR An *Additional Premium* will be payable to us by the *Buyer* to cover our *Expenses* relating to payment of royalties under the Artists Resale Right Regulations 2006. See clause 7 for details.
- The *Seller* has been guaranteed a minimum price for the *Lot*, either by *Bonhams* or a third party. This may take the form of an irrevocable bid by a third party, who may make a financial gain on a successful *Sale* or a financial loss if unsuccessful.
- ▲ *Bonhams* owns the *Lot* either wholly or partially or may otherwise have an economic interest.
- Ⓞ 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 by oral announcements before and during the *Sale* at the *Sale* venue. You should be alert to this possibility of changes and ask in advance of bidding if there have been any.

Under this contract the *Seller's* liability in respect of the quality of the *Lot*, its fitness for any purpose and its conformity with any *Description* is limited. You are strongly advised to examine the *Lot* for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

- 1.1 These terms 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*, 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* and the contents of any *Condition Report* which has been provided to the *Buyer*.

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 that part of the *Entry* in the *Catalogue* which is not printed in bold letters, which 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 made by or on behalf of the *Seller* including by *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 when it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*. 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* after 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 the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to, and received in cleared funds by, *Bonhams*.

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 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 *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*.
- 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 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.
- 7.4 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*.
- 7.5 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.

<p>8 FAILURE TO PAY FOR THE LOT</p> <p>8.1 If the <i>Purchase Price</i> for a <i>Lot</i> is not paid to <i>Bonhams</i> in full in accordance with the <i>Contract for Sale</i> the <i>Seller</i> will be entitled, with the prior written agreement of <i>Bonhams</i> but without further notice to you, to exercise one or more of the following rights (whether through <i>Bonhams</i> or otherwise):</p> <p>8.1.1 to terminate immediately the <i>Contract for Sale</i> of the <i>Lot</i> for your breach of contract;</p> <p>8.1.2 to resell the <i>Lot</i> by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell;</p> <p>8.1.3 to retain possession of the <i>Lot</i>;</p> <p>8.1.4 to remove and store the <i>Lot</i> at your expense;</p> <p>8.1.5 to take legal proceedings against you for any sum due under the <i>Contract for Sale</i> and/or damages for breach of contract;</p> <p>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;</p> <p>8.1.7 to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless the <i>Buyer</i> buys the <i>Lot</i> as a <i>Consumer</i> from the <i>Seller</i> selling in the course of a <i>Business</i>) you hereby grant an irrevocable licence to the <i>Seller</i> by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal <i>Business</i> hours to take possession of the <i>Lot</i> or part thereof;</p> <p>8.1.8 to retain possession of any other property sold to you by the <i>Seller</i> at the <i>Sale</i> or any other auction or by private treaty until all sums due under the <i>Contract for Sale</i> shall have been paid in full in cleared funds;</p> <p>8.1.9 to retain possession of, and on seven days written notice to sell, <i>Without Reserve</i>, any of your other property in the possession of the <i>Seller</i> and/or of <i>Bonhams</i> (as bailee for the <i>Seller</i>) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such <i>Sale</i> in satisfaction or part satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i>; and</p> <p>8.1.10 so long as such goods remain in the possession of the <i>Seller</i> or <i>Bonhams</i> as its bailee, to rescind the contract for the <i>Sale</i> of any other goods sold to you by the <i>Seller</i> at the <i>Sale</i> or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the <i>Seller</i> or to <i>Bonhams</i> by you.</p> <p>8.2 You agree to indemnify the <i>Seller</i> against all legal and other costs of enforcement, all losses and other <i>Expenses</i> and costs (including any monies payable to <i>Bonhams</i> in order to obtain the release of the <i>Lot</i>) incurred by the <i>Seller</i> (whether or not court proceedings will have been issued) as a result of <i>Bonhams</i> taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the <i>Seller</i> becomes liable to pay the same until payment by you.</p> <p>8.3 On any resale of the <i>Lot</i> under paragraph 8.1.2, the <i>Seller</i> will account to you in respect of any balance remaining from any monies received by him or on his</p>	<p>behalf in respect of the <i>Lot</i>, after the payment of all sums due to the <i>Seller</i> and to <i>Bonhams</i>, within 28 days of receipt of such monies by him or on his behalf.</p> <p>9 THE SELLER'S LIABILITY</p> <p>9.1 The <i>Seller</i> will not be liable for any injury, loss or damage caused by the <i>Lot</i> after the fall of the <i>Auctioneer's</i> hammer in respect of the <i>Lot</i>.</p> <p>9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the <i>Seller</i> will not be liable for any breach of any term that the <i>Lot</i> will correspond with any <i>Description</i> applied to it by or on behalf of the <i>Seller</i>, whether implied by the Sale of Goods Act 1979 or otherwise.</p> <p>9.3 Unless the <i>Seller</i> sells the <i>Lot</i> in the course of a <i>Business</i> and the <i>Buyer</i> buys it as a <i>Consumer</i>,</p> <p>9.3.1 the <i>Seller</i> will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in relation to the <i>Lot</i> made by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i>, or on the <i>Website</i>, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i>;</p> <p>9.3.2 the <i>Seller</i> will not be liable for any loss of <i>Business</i>, <i>Business</i> profits or revenue or income or for loss of reputation or for disruption to <i>Business</i> or wasted time on the part of the <i>Buyer</i> or of the <i>Buyer's</i> management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;</p> <p>9.3.3 in any circumstances where the <i>Seller</i> is liable to you in respect of the <i>Lot</i>, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the <i>Seller's</i> liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the <i>Purchase Price</i> of the <i>Lot</i> irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.</p> <p>9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the <i>Seller's</i> negligence (or any person under the <i>Seller's</i> control or for whom the <i>Seller</i> is legally responsible), or (iii) acts or omissions for which the <i>Seller</i> is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law.</p> <p>10 MISCELLANEOUS</p> <p>10.1 You may not assign either the benefit or burden of the <i>Contract for Sale</i>.</p>	<p>10.2 The <i>Seller's</i> failure or delay in enforcing or exercising any power or right under the <i>Contract for Sale</i> will not operate or be deemed to operate as a waiver of his rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the <i>Seller's</i> ability subsequently to enforce any right arising under the <i>Contract for Sale</i>.</p> <p>10.3 If either party to the <i>Contract for Sale</i> is prevented from performing that party's respective obligations under the <i>Contract for Sale</i> by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.</p> <p>10.4 Any notice or other communication to be given under the <i>Contract for Sale</i> must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the <i>Seller</i>, addressed c/o <i>Bonhams</i> at its address or fax number in the <i>Catalogue</i> (marked for the attention of the Company Secretary), and if to you to the address or fax number of the <i>Buyer</i> given in the <i>Bidding Form</i> (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.</p> <p>10.5 If any term or any part of any term of the <i>Contract for Sale</i> is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.</p> <p>10.6 References in the <i>Contract for Sale</i> to <i>Bonhams</i> will, where appropriate, include reference to <i>Bonhams'</i> officers, employees and agents.</p> <p>10.7 The headings used in the <i>Contract for Sale</i> are for convenience only and will not affect its interpretation.</p> <p>10.8 In the <i>Contract for Sale</i> "including" means "including, without limitation".</p> <p>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.</p> <p>10.10 Reference to a numbered paragraph is to a paragraph of the <i>Contract for Sale</i>.</p> <p>10.11 Save as expressly provided in paragraph 10.12 nothing in the <i>Contract for Sale</i> confers (or purports to confer) on any person who is not a party to the <i>Contract for Sale</i> any benefit conferred by, or the right to enforce any term of, the <i>Contract for Sale</i>.</p> <p>10.12 Where the <i>Contract for Sale</i> confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the <i>Seller</i>, it will also operate in favour and for the benefit of <i>Bonhams</i>, <i>Bonhams'</i> holding company and the subsidiaries of such holding company and the successors and assigns of <i>Bonhams</i> and of such companies and of any officer, employee and agent of <i>Bonhams</i> and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.</p>
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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

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*;
 - 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

- 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 *Bidder* unless the *Bidder* 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.
- 3.4 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 *Buyer's Premium*, the *Commission* payable by the *Seller* in respect of the *Lot*, any *Expenses* and VAT and any interest earned and/or incurred until payment to the *Seller*.
- 3.6 Time will be of the essence in relation to any payment payable to us. If you do not pay the *Purchase Price*, or any other sum due to us in accordance with this paragraph 3, we will have the rights set out in paragraph 7 below.
- 3.7 Where a number of *Lots* have been knocked down to you, any monies we receive from you will be applied firstly pro-rata to pay the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.

4 COLLECTION OF THE LOT

- 4.1 Subject to any power of the *Seller* or us to refuse to release the *Lot* to you, once you have paid to us, in cleared funds, everything due to the *Seller* and to us, we will release the *Lot* to you or as you may direct us in writing. The *Lot* will only be released on production of a buyer collection document, obtained from our cashier's office.

- 4.2 You must collect and remove the *Lot* at your own expense by the date and time specified in the *Notice to Bidders*, or if no date is specified, by 4.30pm on the seventh day after the *Sale*.
 - 4.3 For the period referred to in paragraph 4.2, the *Lot* can be collected from the address referred to in the *Notice to Bidders* for collection on the days and times specified in the *Notice to Bidders*. Thereafter, the *Lot* 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 *Notice to Bidders*.
 - 4.4 If you have not collected the *Lot* by the date specified in the *Notice to Bidders*, you authorise us, acting as your agent and on your behalf, to enter into a contract (the "*Storage Contract*") with the *Storage Contractor* for the storage of the *Lot* on the then current standard terms and conditions agreed between *Bonhams* and the *Storage Contractor* (copies of which are available on request). If the *Lot* is stored at our premises storage fees at our current daily rates (currently a minimum of £3 plus VAT per *Lot* per day) will be payable from the expiry of the period referred to in paragraph 4.2. These storage fees form part of our *Expenses*.
 - 4.5 Until you have paid the *Purchase Price* and any *Expenses* in full the *Lot* will either be held by us as agent on behalf of the *Seller* or held by the *Storage Contractor* as agent on behalf of the *Seller* and ourselves on the terms contained in the *Storage Contract*.
 - 4.6 You undertake to comply with the terms of any *Storage Contract* and in particular to pay the charges (and all costs of moving the *Lot* into storage) due under any *Storage Contract*. You acknowledge and agree that you will not be able to collect the *Lot* from the *Storage Contractor's* premises until you have paid the *Purchase Price*, any *Expenses* and all charges due under the *Storage Contract*.
 - 4.7 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*.
 - 4.8 You will be wholly responsible for any removal, storage, or other charges for any *Lot* not removed in accordance with paragraph 4.2, payable at our current rates, and any *Expenses* we incur (including any charges due under the *Storage Contract*), all of which must be paid by you on demand and in any event before any collection of the *Lot* by you or on your behalf.
- ### 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 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	7.2	You agree to indemnify us against all legal and other costs, all losses and all other <i>Expenses</i> (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.	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
6.1	Only on the payment of the <i>Purchase Price</i> to us will title in the <i>Lot</i> pass to you. However under the <i>Contract for Sale</i> , the risk in the <i>Lot</i> passed to you when it was knocked down to you.			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> .
6.2	You are advised to obtain insurance in respect of the <i>Lot</i> as soon as possible after the <i>Sale</i> .				
7	FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS	7.3	If you pay us only part of the sums due to us such payment shall be applied firstly to the <i>Purchase Price</i> of the <i>Lot</i> (or where you have purchased more than one <i>Lot</i> pro-rata towards the <i>Purchase Price</i> of each <i>Lot</i>) and secondly to the <i>Buyer's Premium</i> (or where you have purchased more than one <i>Lot</i> pro-rata to the <i>Buyer's Premium</i> on each <i>Lot</i>) and thirdly to any other sums due to us.	9.3	Paragraph 9 will not apply in respect of a <i>Forgery</i> if:
7.1	If all sums payable to us are not so paid in full at the time they are due and/or the <i>Lot</i> is not removed in accordance with this agreement, we will without further notice to you be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the <i>Seller</i>):			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
7.1.1	to terminate this agreement immediately for your breach of contract;	7.4	We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any <i>Sale</i> of the <i>Lot</i> under our rights under this paragraph 7 after the payment of all sums due to us and/or the <i>Seller</i> within 28 days of receipt by us of all such sums paid to us.	9.3.2	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.
7.1.2	to retain possession of the <i>Lot</i> ;				
7.1.3	to remove, and/or store the <i>Lot</i> at your expense;				
7.1.4	to take legal proceedings against you for payment of any sums payable to us by you (including the <i>Purchase Price</i>) and/or damages for breach of contract;	8	CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT		
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;	8.1	Whenever it becomes apparent to us that the <i>Lot</i> is the subject of a claim by someone other than you and other than the <i>Seller</i> (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the <i>Lot</i> in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:	9.4	You authorise us to carry out such processes and tests on the <i>Lot</i> as we in our absolute discretion consider necessary to satisfy ourselves that the <i>Lot</i> is or is not a <i>Forgery</i> .
7.1.6	to repossess the <i>Lot</i> (or any part thereof) which has not become your property, and for this purpose (unless you buy the <i>Lot</i> as a <i>Consumer</i>) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any <i>Lot</i> or part thereof;	8.1.1	retain the <i>Lot</i> to investigate any question raised or reasonably expected by us to be raised in relation to the <i>Lot</i> ; and/or	9.5	If we are satisfied that a <i>Lot</i> is a <i>Forgery</i> we will (as principal) purchase the <i>Lot</i> from you and you will transfer the title to the <i>Lot</i> in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, in accordance with the provisions of Sections 12(1) and 12(2) of the Sale of Goods Act 1979 and we will pay to you an amount equal to the sum of the <i>Purchase Price</i> , <i>Buyer's Premium</i> , <i>VAT</i> and <i>Expenses</i> paid by you in respect of the <i>Lot</i> .
7.1.7	to sell the <i>Lot Without Reserve</i> by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;	8.1.2	deliver the <i>Lot</i> to a person other than you; and/or	9.6	The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
7.1.8	to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for <i>Sale</i>) until all sums due to us have been paid in full;	8.1.3	commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or	9.7	If you sell or otherwise dispose of your interest in the <i>Lot</i> , all rights and benefits under this paragraph will cease.
7.1.9	to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;	8.1.4	require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.	9.8	Paragraph 9 does not apply to a <i>Lot</i> made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a <i>Stamp</i> or <i>Stamps</i> or a <i>Book</i> or <i>Books</i> .
7.1.10	on three months' written notice to sell, <i>Without Reserve</i> , any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for <i>Sale</i>) and to apply any monies due to you as a result of such <i>Sale</i> in payment or part payment of any amounts owed to us;	8.2	The discretion referred to in paragraph 8.1:		
7.1.11	refuse to allow you to register for a future <i>Sale</i> or to reject a bid from you at any future <i>Sale</i> or to require you to pay a deposit before any bid is accepted by us at any future <i>Sale</i> in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the <i>Purchase Price</i> of any <i>Lot</i> of which you are the <i>Buyer</i> .	8.2.1	may be exercised at any time during which we have actual or constructive possession of the <i>Lot</i> , or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and	10	OUR LIABILITY
		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.	10.1	We will not be liable whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967 or in any other way for lack of conformity with or any inaccuracy, error, misdescription or omission in any <i>Description</i> of the <i>Lot</i> or any <i>Entry</i> or <i>Estimate</i> in respect of it, made by us or on our behalf or by or on behalf of the <i>Seller</i> (whether made in writing, including in the <i>Catalogue</i> , or on the <i>Bonhams' Website</i> , or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the <i>Sale</i> .
		9	FORGERIES	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:
		9.1	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:		
		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		

- 10.2.2 changes in atmospheric pressure; nor will we be liable for:
- 10.2.3 damage to tension stringed musical instruments; or
- 10.2.4 damage to gilded picture frames, plaster picture frames or picture frame glass; and if the *Lot* 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.
- 10.3.1 We will not be liable to you for any loss of *Business*, *Business* profits, revenue or income or for loss of *Business* reputation or for disruption to *Business* or wasted time on the part of the *Buyer's* management or staff or, if you are buying the *Lot* in the course of a *Business*, 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.
- 10.3.2 Unless you buy the *Lot* as a *Consumer*, in any circumstances where we are liable to you in respect of a *Lot*, or any act, omission, statement, representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, our liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* plus *Buyer's Premium* (less any sum you may be entitled to recover from the *Seller*) irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from negligence, other tort, breach of contract, statutory duty, bailee's duty, a restitutionary claim or otherwise.
- You may wish to protect yourself against loss by obtaining insurance.
- 10.4 Nothing set out above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by our negligence (or any person under our control or for whom we are legally responsible), or (iii) acts or omissions for which we are liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a matter of law, or (v) under our undertaking in paragraph 9 of these conditions.

11 MISCELLANEOUS

- 11.1 You may not assign either the benefit or burden of this agreement.
- 11.2 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.
- 11.3 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.

- 11.4 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.
- 11.5 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.
- 11.6 References in this agreement to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents.
- 11.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 11.8 In this agreement "including" means "including, without limitation".
- 11.9 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.
- 11.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 11.11 Save as expressly provided in paragraph 11.12 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.
- 11.12 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.

12 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

"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" a person who has 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 for 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.

"Trust Account" the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid, such account to be a distinct and separate account to *Bonhams'* normal business bank account.

"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."

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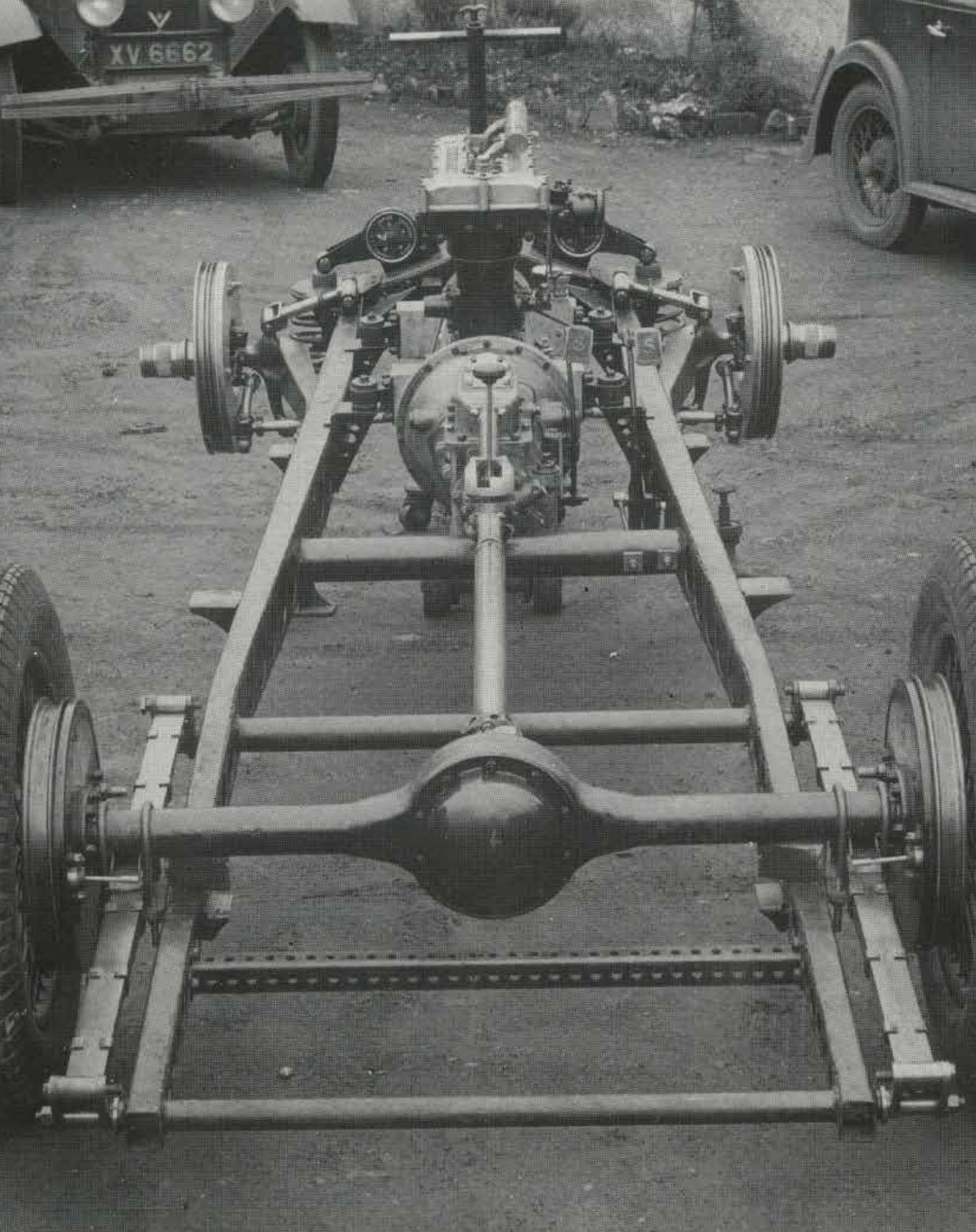
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MOTORCYCLE INDEX

Lot	Year	Model	Lot	Year	Model
404	1931	Argson 174cc Invalid Tricycle	401	1926	Raleigh 2½hp Project
410	1960	BMW 247cc R26	402	c.1916	Triumph 3½hp Model H
411	1952	BSA 249cc C11 Motorcycle Combination	408	c.1942	Triumph 343cc 3HW Project
413	c.1952	BSA 349cc Gold Star/B32 Competition Special	406	1953	Triumph 499cc Trophy & Trials Sidecar
418	c.2015	Daimler Reitwagen Replica	409	c.1956	Triumph 499cc Trophy
416	1988	Hopper-Armstrong 350cc Formula 2 Racing Sidecar Outfit	407	c.1930	Triumph/Brough Superior 981cc SS80 'Special'
403	1914	J.E.S. 116cc Ultra-lightweight	405	1930	Velocette 249cc GTP
417	2003	Kawasaki VN1500 Vulcan Trike and Trailer	412	1951	Vincent 998cc Black Shadow Series-C
415	1956	MV Agusta 175cc CSS 'Disco Volante'	414	c.1954	Vincent 998cc Black Shadow Series-C

MOTOR CAR INDEX

Lot	Year	Model	Lot	Year	Model
526	1936	AC 16/70hp Drophead Coupé Project	533	1953	Jowett Javelin Saloon
589	c.1958	Albatross Sports Runabout MkIII	551	1931	Lagonda 2-Litre Supercharged Low Chassis Tourer
548	1967	Alfa Romeo Duetto Spider	580	1938	Lancia Aprilia Saloon
522	1932	Alvis Firefly 1½-litre Tourer	594	1951	Land Rover 80" Series I 4x4 Utility
620	c.1935	Amilcar N7 Pégase Saloon Project	616	1955	Land Rover 'Series I' 107" 4x4 Tow Truck
590	1953	Armstrong Siddeley Sapphire Saloon	629	1966	Land Rover Series IIA 109" 4x4 Recovery Truck
542	1926	Aston Martin 1½-Litre 'Cloverleaf' Sports Special	505	1969	Land Rover 'Series IIA' 4x4 Utility
537	1967	Aston Martin DB6 Sports Saloon Project	617	1972	Lotus Elan S4 Sprint Coupé
584	1927	Austin 'Heavy' 12/4 Windsor Saloon	595	1967	Mercedes 250 SL Convertible
571	1934	Austin Seven Saloon	539	1961	Mercedes-Benz 220 SEB Coupé
527	1935	Austin 12/4 Taxicab	516	1962	Mercedes-Benz 190SL Convertible
573	1937	Austin 12/4 Low-loader London Taxicab	602	1985	Mercedes-Benz 380 SL Automatic Convertible
624	1938	Austin Six 20hp Mayfair Landaulette	618	1987	Mercedes-Benz 560 SEC Coupé
502	1959	Austin Mini Seven Saloon Project	598	1988	Mercedes-Benz 500 SE Automatic Saloon
577	1967	Austin Mini Moke	627	1989	Mercedes-Benz 500 SL Roadster
579	1928	Bayliss-Thomas 12/27hp Two-Seater Sports	512	2005	Mercedes-Benz SL 350 Convertible Coupé
535	1935	Bentley 3½-Litre Sports Saloon Project	525	1933	MG Midget J2 Roadster
567	1952	Bentley Mark VI Special	521	1934	MG Midget PA Tourer
568	1953	Bentley R-Type Saloon	612	1952	MG Midget TD Roadster
518	1960	Bentley S2 Saloon	514	1957	MG A 1500 Roadster
592	1977	Bentley T2 Saloon	625	1967	MGB Roadster
508	1992	Bentley Eight Saloon	509	1969	MGB Roadster Project
578	c.1934	Bertram Hutchings 15ft Winchester Caravan	622	2000	Mini Cooper 1300 Sport Saloon
593	1985	BMW 323i E30 C1 Alpina Automatic Coupé	614	c.1925	Morris/MG 11.9hp Super Sports Two-seater with Dickey
586	1911	Cadillac 40/50hp Model 30 Side-entrance Tonneau	587	1935	Morgan MX2 Super Sports Roadster
583	1914	Calcott 10½hp Two-seater plus Dickey	503	c.1939	Morris 10hp 'Hillclimb Special'
585	1914	Calcott 10½hp Two-seater with van compartment	532	1952	Morgan Plus 4 Roadster
582	1915	Calcott 10½hp Two-seater plus Dickey	565	1927	Morris Empire Oxford 15.9hp Five Seat Tourer
574	1934	Chrysler Kew 2.7-Litre Saloon	606	1955	Morris Minor Pick-up
591	1971	Citroën Dyane 6 Saloon	599	1960	Morris Minor 1000 Saloon Project
546	1923	Daimler TS 6.30 Tourer	534	1969	Morris Minor 1000 Traveller Estate
501	1952	Daimler DB18 Special Sports Drophead Coupé	557	1921	Napier 'Blue Bird' Homage
628	1953	Daimler Ferret Mk 1 Armoured Scout Car	523	c.1921	Oldsmobile 4.0-Litre Model 37 Speedster
605	1998	Daimler V8 4.0-Litre LWB Automatic Saloon	559	1929	Packard 7th Series Standard Eight Convertible
564	1927	Dodge 'Fast Four' Landaulette	570	1908	Panhard et Levasor Model XI Type TAF Limousine
541	1971	Ferrari Dino 246 GT Berlinetta	549	1974	Porsche 914 2.0-Litre CanAm Targa Coupé
545	1925	Fiat 510 De Luxe Berlina	596	1980	Porsche 911 SC 3.0-Litre Group 4 Replica Coupé
507	1927	Fiat 503 Torpedo Tourer Project	581	2006	PRG Twin Axle Shuttle Trailer
615	1970	Fiat 500F Saloon & Levante Graziella 300 Caravan	621	1931	Riley 9HP Speacial
519	1936	Ford V8 22hp Model 62 'Woodie' Station Wagon	554	c.1934	Riley 1½-Litre Falcon Saloon
547	1956	Ford Estate	562	1923	Rolls Royce 40/50hp Silver Ghost Project
515	1957	Ford Thunderbird Convertible with Hardtop	544	1925	Rolls Royce 20hp Sedanca Coupé
607	1972	Ford Capri 3000E Automatic Coupé	556	1927	Rolls Royce 40/50HP Silver Ghost 'Piccadilly' Roadster
603	1979	Ford Capri Mark III 3000 Ghia Automatic Coupé	520	1929	Rolls Royce 20/25hp Weymann Saloon
608	1981	Ford Capri Mark III 2.8i Automatic Coupé	530	1931	Rolls-Royce Phantom II Continental Touring Saloon
604	1986	Ford Capri Mark III 2.8i Automatic Coupé	575	1956	Rolls-Royce Silver Cloud Saloon Project
601	2011	Ford Mondeo Zetec Automatic Estate	511	1985	Rolls Royce Silver Spirit Saloon
588	1949	GMC Series 100 Pickup Truck	563	1906	Rover 6hp Tourer
569	1900	Gregors Richard 3½hp Rear Entrance Tonneau Car	552	c.1908	Sheffield Simplex 45hp Model LA2 Tourer
528	1936	Hermon 1½-Litre Sports	560	1925	Sunbeam 14/40hp Two-seater plus Dickey
543	1933	Hispano-Suiza H6B Cabriolet	504	1957	Sunbeam MkIII Sports Saloon
555	1939	Hotchkiss 686 GS Modane Coupé	572	1938	Sunbeam-Talbot 10hp Drop Head Coupé
531	1907	Humber 15hp Two-seater	561	1934	Triumph Gloria Six 15.7hp Speed Model Tourer
619	1968	Interstyl 1275cc Hustler 6	510	1963	Triumph Spitfire Roadster
517	1951	Invicta Black Prince Shooting Brake	506	1967	Triumph Vitesse 2-Litre Convertible Conversion
610	1951	Jaguar Mark VII Saloon	576	1973	Vanden Plas Princess 1300 Saloon
536	1959	Jaguar XK150 3.4-Litre Coupé	566	1913	Vauxhall '30-98hp' 4½-Litre Two-seater Sports
609	1961	Jaguar Mark II 2.4-Litre Automatic Saloon	558	1920	Vauxhall 30-98hp E-type Two-seat plus Dickey Tourer
538	1962	Jaguar E-Type 'Series 1' 3.8-Litre Roadster	553	1925	Vauxhall 30/98hp OE Velox Tourer
597	1962	Jaguar E-Type 3.8-Litre 'Series 1' Roadster	529	1926	Vauxhall 14/40 Princetown Tourer
550	1968	Jaguar E-Type 4.2-Litre 'Series 1½' Roadster	524	1913	Vermorel 12/16hp Model L Torpedo Tourer
623	1970	Jaguar 420G Saloon	611	1970	Volkswagen Camper Van
540	1972	Jaguar E-Type Series III V12 Coupé	600	1966	Volvo 121 'Amazon' Automatic Saloon
626	1988	Jaguar XJ-S V12 HE Coupé			



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