

Bonhams



The Beaulieu Sale

Collectors' Motor Cars and Automobilia

The National Motor Museum, Beaulieu, Hampshire | 9 & 10 September 2022



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Collectors' Motor Cars and Automobilia

The National Motor Museum, Beaulieu, Hampshire | 9 & 10 September 2022

VIEWING

Friday 9 September
10:00 to 17:00
Saturday 10 September
09:00 event exhibitors
10:00 general admission

SALE TIMES

Friday 9 September, 14:30
Automobilia (Lots 1 - 234c)

Saturday 10 September, 11:00
Automobilia (Lots 235 - 405)
Motor Cars 14:00

SALE NUMBER

27659

CATALOGUE

£25.00 + p&p
(admits two)

REGISTRATION IMPORTANT NOTICE

Please note that all customers, irrespective of any previous activity with Bonhams, are required to complete the Bidder Registration Form in advance of the sale. The form can be found at the back of every catalogue and on our website at www.bonhams.com and should be returned by email or post to the bids department at bids@bonhams.com

To bid live online and / or leave internet bids please go to www.bonhams.com/auctions/27659 and click on the Register to bid link at the top left of the page.

Bonhams 1793 Limited

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

+44 (0) 20 7393 3900

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

Live online bidding is available for this sale

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

Please note that bids should be submitted no later than 16:00 on Friday 9 September. Thereafter bids should be sent directly to the Bonhams office at the sale venue. 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.

ENQUIRIES

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

Automobilia
+44 (0) 1483 445 494
+44 (0) 1483 445 495
+44 (0) 1483 445 496
automobilia@bonhams.com

SPECIALISTS

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ADMINISTRATION

Katie Barnett
+44 (0) 20 3 988 6306
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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 555
Back cover: Lot 532

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.



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 no later than 12 noon on the day after the Sale. Attention is specifically drawn to Condition 6 of the Buyers' Agreement as printed in this Catalogue.

Bidder Registration

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

Premium

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

For Automobilia the Buyer's Premium is 27.5% on the first £20,000 of the hammer price; 26% of the hammer price of amounts in excess of £20,001 up to and including £700,000; 20% of the hammer price of amounts in excess of £700,001 up to and including £4,000,000 and 13.9% of the hammer price of any amounts in excess of £4,000,001. (subject to VAT)

For Motor Cars the Buyer's Premium will be 15% on the first £500,000 of the Hammer Price of each Lot, and 12% on the balance thereafter.

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

Damage

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

Methods of Payment

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

The name and address in which you register will be the name and address on your invoice, if successful. We cannot amend the details on your invoice, once issued. Furthermore, when making payment, the account from which the payment is sent must match the buyer's details as per on the bidder registration form and the issued invoice.

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

Purchases can only be released when full settlement (inclusive of all charges) of all invoices issued to the buyer is received in cleared funds. Before bidding, you should ensure that you have the necessary funds available and be able to pay according to one of the methods set out below. All cheques should be made payable to Bonhams 1793 Limited.

Bonhams preferred payment method is by bank transfer.

- **Bank Transfer:** You may electronically transfer funds to our Trust Account. Please quote your paddle number and Invoice number as the reference. Our Trust Account details are as follows. Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Sort Code: 56-00-27
Account Name: Bonhams 1793 Limited Client Bank Account
Account Number: 25563009
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice. Payment may also be made by one of the following methods:

- **Card:** Debit issued by Visa and MasterCard only. There is no limit on payment value if payment is made in person using Chip & Pin verification.

Credit cards issued by Visa and MasterCard only. There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification. It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures, although this facility is not available for first time buyers. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

- **Cheque:** You may pay by sterling cheque drawn on a UK bank or building society but all cheques must be cleared before you can collect your purchases, unless you have a cheque facility with Bonhams or we have received an assurance directly from your bank prior to the sale. Cheques generally take up to 10 working days to clear.

NOVA (Notification of Vehicle Arrivals) Title & Registration Documents

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

Whilst the responsibility of submitting the NOVA rests with the Buyer to do so, Bonhams will facilitate the process by engaging an agent (CARS) to undertake the NOVA on the Buyer's behalf. A fee of £350 + VAT to do so will be added to the Buyer's invoice. If you are planning to export your purchased vehicle, please let the department know as early as possible.

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

For general registration documents enquiries

Please contact katie.barnet@bonhams.com

VAT

The following symbols are used to denote that VAT is due on the hammer price and buyer's premium:
† VAT at 20% on hammer price and buyer's premium
Ω VAT on imported items at 20% on hammer price.
* VAT on imported items at 5% on hammer price.
● Zero rated for VAT, no VAT will be added to the hammer price or the buyer's premium.

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

Important Notice: Exporting from the UK

Further costs, duties and VAT may be applicable. The responsibility to meet these charges rest with the buyer.

Keys and Documents

Vehicles are offered with and without keys and documents. It is the buyers responsibility to inspect the lot at the sale to satisfy oneself as to the completeness, integrity and presence of keys, spares and documentation. The catalogue will not necessarily list such said items.

Guide for Buyers

How do I bid at the sale?

In order to bid at the sale you will be required to complete a bidder registration form, and provide identification, photographic (passport or driving licence) and proof of address (utility bill/bank statement). In addition for a company registration please provide a copy of the Certificate of Incorporation plus proof of address.

You can bid in person, online, on the telephone and via absentee. 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 post it back to our offices. Should you email/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 email/post to us no later than the morning of the sale day.

How fast will the auctioneer go?

The auctioneer will aim to sell circa 50/60 lots of Automobilia and 30 Vehicles per hour.

Can I view the files that accompany the vehicles?

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

Are there any warranties offered with the vehicles?

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

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

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

V5C Registration Document procedures

Please note that Bonhams retain and update all registration documents, therefore please make sure if you are a successful bidder to notify the Sale Administrator on the day of the sale, with the name and address for which the vehicle is to be registered to.

In order to comply with the Driver and Vehicle Licensing Authority's (DVLA) procedures for updating a change of keeper for a motor vehicle.

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

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

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

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

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

All registration document enquiries should be directed to Katie Barnett

When can I clear my purchases?

Automobilia can be cleared immediately following the sale, once payment has been received, see details in the Collections page.

Motor cars may be cleared once full payment has been received, immediately after the auction if possible. Generally, vehicles remain at the Sale venue until 12 noon on Monday 12 September.

Any vehicle not collected by this time will go to storage at the buyer's expense. Details of these charges are laid out in the Collections page.

Cars under customs cannot be collected from the venue and can only be released once customs is cleared.

Can someone deliver the vehicle for me?

Bonhams do not transport vehicles. However, representatives from our preferred carriers - Straight Eight Logistics - are present at every sale and can quote a price to deliver the vehicle to you. Their contact details are listed in the sale catalogue.

Where can I read your conditions of Sale?

Our conditions of Sale are printed towards the back of the auction catalogue. It is important you read and understand these conditions, and by registering to bid, you acknowledge to be bound these conditions.

Bonhams International Motoring Team

UNITED KINGDOM



Tim Schofield



Sholto Gilbertson



Guy Newton



Richard Stafford



Louis Frankel



James Knight



Malcolm Barber



Maarten ten Holder
International
Managing Director



Katie Barnet



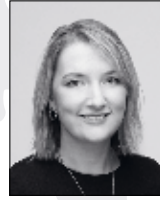
Katherine Broad



Mark Gold



Lauren Wear



Poppy Squire



Lynnie Farrant



Roger Bell-Ogilby
Global Business Director

EUROPE



Paul Darvill



Gregory Tuytens



Paul Gaucher



Gregor Wenner



Loïc Maschi



Daniele Turrisi



Philip Kantor
International
Chairman Motoring



Valerie Simonet



Tara Lawrence

WEST COAST



Jakob Greisen



Gordan Mandich



Mathieu Guyot-Sionnest



Adrien Durban



Mark Osborne



Aleksandra Krypciak



Catherine Tejada

EAST COAST



Rupert Banner



Eric Minoff



Evan Ide



Tim Parker



Jennifer Burns



Whitney Maxwell

THE MARKET UK



David Hayhow



Fraser Smith



Paul Hegarty



Ainsley Pierce



John Hunt



Mark Livesey



Oliver Hughes



Jo Tomlin



Kayleigh Ramsay



Sam Shupac

THE MARKET EUROPE



David Toledano



Pierre Tirone



Carlotta Manchini



Caroline Cassini



Stephen Mancuso



Brett Halverson



Matthew Groner



Steve Gregg

THE MARKET USA

MOTORCYCLES



James Stensel



Bill To



Andrew Barrett



Caz Sullivan



Ben Walker

AUTOMOBILIA



Toby Wilson



Adrian Pipiros



James Garguilo



Estelle Perry

UK Motor Cars
101 New Bond Street
London, W1S 1SR
+44 (0) 20 7468 5801
ukcars@bonhams.com

UK Motorcycles
The Guard House
Bicester Heritage
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+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

UK Automobilia
4 Millmead, Guildford
GU2 4BE
+44 (0) 1483 445 494
automobilia@bonhams.com

**European Motor Cars
and Automobilia**
4 rue de la Paix, 75002 Paris
+33 (1) 42 61 10 11
+33 (6) 63 20 76 74 (Automobilia)
eurocars@bonhams.com

West Coast Motorcars
7601 W Sunset Blvd
Los Angeles, CA 90046
+1 (415) 391 4000
usacars@bonhams.com

**East Coast Motorcars
and Automobilia**
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New York, NY 10022
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THE MARKET by Bonhams
38A Innovation Drive
Milton Park, Abingdon
Oxfordshire, OX14 4RT

www.themarket.bonhams.com

Collections

Automobilia

All purchased lots must be collected from the sale venue by noon on the 11 September 2022.

All un-collected purchased lots shall then be removed to Bonhams Guildford office at the buyers expense.

Bonhams Guildford office located at:
4 Millmead Guildford, GU2 4BE

Uncollected lots will be available for collection **by appointment only** from Wednesday 21 September.

To arrange an appointment for collection please contact the Automobilia Department on +44 (0) 1483 445496 or automobilia@bonhams.com

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

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

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

All lots marked with a ◊◊◊ will require specific shipping and storage arrangements, as they are either extremely large or heavy objects, they will be removed by Autofreight Ltd, who provide independent uplift and storage services for larger lots. There are charges for this service and for storage in their warehouse in Guildford, Surrey, at the buyers expense. Please contact John Wood, Autofreight Ltd, by phone 01483-222 256, or email sales@autofreight.co.uk for further information, details of costs and charges or to arrange collection from GU3 3HD.

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

Removal and Storage of Vehicles

Cars cannot be removed on Saturday 10 or Sunday 11 September.

Cars may be removed on Monday 12 September up until midday once full payment has been received / entry fees having been settled and by liaising with the Motor Car Department directly in good time.

If you are unable to collect your vehicle by the given time, Lots shall be removed by Straight Eight Logistics 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.

Cars under customs cannot be collected from the venue and can only be released once customs is cleared.

Vehicle Removal charges

£325 + VAT per vehicle

Vehicle Storage charges

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

Thereafter

£40 + VAT per motor car per week

Transport and Shipping

A representative of Straight Eight Logistics, will be at the Sale and can arrange national and international transportation as agent for the Buyer or the Seller (as the case may be).

Straight Eight Logistics

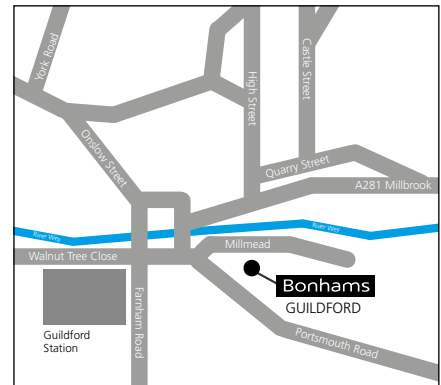
+44 (0) 20 3540 4929
transport@straighteightlogistics.com
www.straighteightlogistics.com

Motor Car Presentation

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

Photography

Simon Clay
Tom Wood
Tom Gidden
Regijus Simkevicius
Sian Loyson
Roger Dixon (Automobilia)



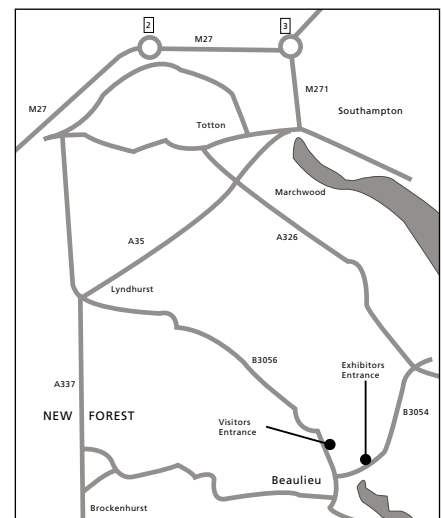
Directions to the National Motor Museum

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 Session I

Friday 9 September 14:30

Lots 1 - 234C

Further images of each lot can be found at:
bonhams.com/27659





1

Lots 1-48 are properties from the Estate of a British Automobilia, Car and Motorcycle collector.

1◇

A MOBILGAS ENAMEL SIGN,
single-sided, in three colours, 61 x 92cm
£150 - 250
€180 - 300

2

A KERVOLINE ENAMEL SIGN,
by Japy Beator of Neuhaus, Paris, French,
flange mounted, double-sided, in three colours,
39 x 60cm
£120 - 180
€140 - 210

3◇◇

FIVE ADVERTISING SIGNS,
comprising modern enamel Rudge Whitworth,
55 x 41cm; Castrol Motorcycle Service,
printed tin, in wooden frame, 41 x 65cm
overall; Pennzoil, printed tin, weathered with
surface rusting, 58 x 147cm; Radiomobile
Dealer; printed alloy, faded, 46 x 61cm; and
a Charringtons 'Prince of Wales' painted pub
sign, 116 x 85cm.

(5)

£150 - 250
€180 - 300

4◇

**A SHAMROCK CLOUD MASTER ENAMEL
SIGN,**
American, 1950s, single-sided, 32 x 27cm;
together with a plastic Leyland Triumph sign
(from an illuminated light box), 35 x 122cm; and
a Yellow Cab 5c Cigar sign, modern, single-
sided, 15 x 46cm.

(3)

£100 - 150
€120 - 180



2

5◇

**A WALL-MOUNTED CIGARETTE
DISPENSER BY NATIONAL AUTOMATIC
MACHINES OF LONDON,**
painted red metal with display window, for W D
& H O Wills 'Wild Woodbine', 2 shillings for 10
cigarettes.
£100 - 150
€120 - 180

6◇

**A FLASH WIN WALL MOUNTED ARCADE
AMUSEMENT MACHINE,**
wooden casing, 83 x 46 x 19cm, requires
mechanical and electrical overhaul, takes old 1d
coins only.
£100 - 150
€120 - 180

7◇

NINE TWO-GALLON PETROL CANS,
majority overpainted, including Esso, Shell,
Pratts, Redline, all with brass caps (some
matching).
(9)
£100 - 150
€120 - 180

8◇◇◇

**A FLAT-TWIN ENGINE MOUNTED AS
MILITARY GENERATOR (POSSIBLY
DOUGLAS),**
with petrol tank, starter handle and cooling fan,
(incomplete)
£100 - 150
€120 - 180

9◇◇

**TWO SMALL BSA MOTORCYCLE
ENGINES,**
comprising BSA 'round tank' type circa 1925,
stamped B.14963 on stand (incomplete); BSA
Bantam Super numbered FD7826 and two
finned cylinder heads
£100 - 200
€120 - 240



4 (part)

10◇◇

**A NEW IMPERIAL MODEL 80
MOTORCYCLE ENGINE,**
1930s, 500cc side-valve type, stamped
124/34677/80, with kick start, chain case, unit
construction.
£150 - 300
€180 - 360

11◇◇◇

**A FAIRGROUND MOTORCYCLE RIDE-ON
BY LENAERTS,**
Belgian, 1950s, metal construction, chromed
brightwork, painted in red, blue and gold,
headlamp and printed instrument on tank, 82 x
150cm, weathered with some surface rusting,
tyres perished.
£200 - 300
€240 - 360

12◇◇

A ROLLS-ROYCE RADIATOR,
with red enamel badge, surround shutters and
core, together with a replica 'Spirit of Ecstasy',
the rear of the header tank numbered E77644,
with a soldered service tag, 101cm overall.
£300 - 400
€360 - 480

13

FOUR TAXI METERS,
together with a 'For Hire' illuminated taxi sign,
15 x 9cm.
(5)
£100 - 150
€120 - 180



11



12



17

14♦♦

A WALL-MOUNTED PETROL PUMP, believed by Watts Fincham & Co of Acton, (incomplete), twin gazed reservoirs, painted red, with pump handle to front, 67 x 31 x 33cm, together with a 'Dunlop' air compressor by Luchard of Paris, used.

(2)

£100 - 150
€120 - 180

15
FIVE AMERICAN CAR AND TRUCK MASCOTS,

comprising Ford Quail on integral cap, two Mack bulldogs, a stylised jet-age aircraft on display base, and a Cadillac symbol, together with a 25th Anniversary Corvette badge.

(6)

£100 - 150
€120 - 180

16
THREE ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOTS,

comprising a kneeling type, 9cm high on wooden display base; a post 1977 standing type, 9.5cm high, on an Onyx ashtray base, and a miniature standing mascot, 7cm on an ashtray.

(3)

£100 - 150
€120 - 180

17
A ROLLS-ROYCE PHANTOM I 'SPIRIT OF ECSTASY' MASCOT,

1922-1929, solid nickel, 13.5cm high on a wooden display base.

£180 - 240
€210 - 290

18
FOUR CAR AND TRUCK MASCOTS,

comprising a Vulcan blacksmith, solid nickel, 13.5cm high; a winged calorimeter, wingspan 28cm, on heavy marble base; a Mercedes-Benz three-pointed star, 9.5cm high, on a marble base and an American fire engine eagle mascot, formerly mounted on the fire bell.

(4)

£100 - 150
€120 - 180

19
A 'CHIEFTAIN' MASCOT,

after Carl Kauba, 1930s, bronze on a plain base, 16.6cm overall.

£100 - 150
€120 - 180

20
A PAIR OF MODEL 481 ELECTRIC HEADLAMPS BY BLERIOT-PHI,

1930s, each brass body for stirrup mounting, polished reflector, two bulbs, 9¾ inch lens, some wear and dents to cases.

(2)

£100 - 150
€120 - 180

21
A PAIR OF A-L ACETYLENE HEADLAMPS, circa 1920, each cast alloy, for stirrup mounting, with 6¼ inch lens (one cracked).

(2)

£100 - 150
€120 - 180



26



27



28



29



30

22

A PAIR OF MODEL 492 ELECTRIC HEADLAMPS BY BLERIOT-PHI,

1930s, each brass body for stirrup mounting with tall brackets, polished reflector, sockets for two bulbs, 8½ inch bevelled lens, some wear and dents to cases.

(2)

£100 - 150

€120 - 180

23

A PAIR OF PARABEAM ELECTRIC HEADLAMPS,

American, painted black cases, pillar mounted, with ribbed 8 ½ inch lens, together with assorted drum-type electric headlamp spares, cases, reflectors, and rims.

(Qty)

£120 - 180

€140 - 210

24

FIVE PAIRS OF ELECTRIC SIDELIGHTS, including Butlers 4¾ inch lens; Dietz 5½ inch lenses; Gray & Davis, 4½ inch lenses; and two unmarked pairs.

(Qty)

£100 - 150

€120 - 180

25

TWO HAND-HELD WARNING LANTERNS, with red X lenses, together with two Stadium electric lanterns, japanned black cases and plastic lenses; a hand held candle lantern case and a Farzo Patented electric tail-light.

(6)

£100 - 150

€120 - 180

26♦♦♦

A DURSLEY PEDERSEN GENTLEMAN'S BICYCLE,

cantilever frame with drop handlebars, hammock saddle, mudguards, front and rear lever brakes, rear wheel gears, leather tool pouch and bell, pneumatic tyres (perished), 33 inch frame, from bottom bracket to saddle, used and worn.

£400 - 600

€480 - 710

27♦♦♦

A 50 INCH ORDINARY BICYCLE,

circa 1880, with tapered backbone, replacement leather saddle on sprung mount, drop handlebars with turned wooden grips, lacking brake, block white rubber pedals, crescent wheels shod in white rubber solid tyres, 16 inch diameter trailing wheel.

£800 - 1,200

€950 - 1,400

28♦♦♦

A DELIVERY TRICYCLE,

19 inch frame with lowered crossbar, the wheels fitted with 26 x 1¼ Avon Cushion solid tyres, the rear mounted with metal frame to hold delivery basket.

£100 - 150

€120 - 180

29♦♦♦

A VOLVO ITERA 'PLASTIC' BICYCLE, SWEDISH,

Swedish, 1980s, 22 inch injection moulded frame, with saddle, rear rack, headlight, bell and Sturmey Archer gears, plastic wheels with pneumatic tyres.

£150 - 200

€180 - 240

30♦♦♦

A HAND-CRANKED PETROL PUMP,

Avery-Hardoll model CH1, painted green, weathered, with hose and nozzle, 180cm high.

£150 - 250

€180 - 300



31

31♦♦♦

A BOWSER SENTRY TYPE HAND-CRANKED PETROL PUMP,

painted in red and black with 15 gallon dial, 204cm high overall, shade loose, with hose and nozzle

£250 - 350
€300 - 420



32

32♦♦♦

A 20 GALLON HAND CRANKED PETROL PUMP,

circa 1930, with counter balanced sliding body panel opening to reveal delivery gauge instrument and handle, weathered and rusted after long period of outdoor storage, 252cm overall, with later hose and nozzle.

£100 - 200
€120 - 240



36

33♦♦♦

A RUDER RENNER TOY BY STEIF,

German, 1930s, model 2587 ride on "Flying Hollander" with strap pulley and spring drive (replaced strap), simple wooden body on metal and wooden framework, 82cm long; together with a Flexible Flyer wood and metal toboggan, 130cm long.

(2)

£100 - 150
€120 - 180

Flexible Flyer toboggans have been made to the same American patent since 1889.

34♦♦♦

A CYCLO ETOILE HAND-POWERED TRICYCLE,

French, 1950s, foot steering, 118cm long, together with a pedal 'go-cart' 80cm

(2)

£100 - 150
€120 - 180

35♦♦♦

A HAND-POWERED TRICYCLE,

painted cream with brown seat, 116cm long; together with a similar machine, painted light blue with dark blue lining, handles with grips, 96cm long.

(2)

£120 - 200
€140 - 240

36♦♦♦

A RARE PEDAL 'SPEEDBOAT',

repainted metal body in yellow and black, tricycle wheels with solid tyres, 105cm long.

£100 - 150
€120 - 180



42♦♦♦

A STEEL BODIED MERCEDES PEDAL CAR, finished blue with painted silver brightwork 135cm long.

£150 - 250
€180 - 300

43♦♦♦

A STEEL BODIED PEDAL CAR BY ABAC, painted red, with moulded plastic details, 115cm long.

£100 - 140
€120 - 170

37



37♦♦♦

THREE SMALL STEEL BODIED PEDAL CARS,

comprising blue 'Royal Prince' by Tri-ang, 80cm long; light blue 'Riverside' by Baghera, 80cm long and a green painted car with black wings, faux windscreen, and metal steering wheel, 84cm long.

(3)
£120 - 160
€140 - 190

38♦♦♦

TWO STEEL BODIED PEDAL CARS,

comprising 'Thunderbolt' by Tri-ang in red and cream, 90cm long; and a red painted car with 'horse-shoe' steering wheel, 84cm.

(2)
£100 - 150
€120 - 180

40



39♦♦♦

THREE CHILDREN'S RIDE-ON VEHICLES,

comprising a battery powered motorcycle, moulded plastic, 108cm long; a metal bodied Mercedes 500SEC, 93cm long; and an infant's pull along ride-on, metal framework and body panels in blue and cream with wooden coloured balls and handle, 70cm long, on castor wheels.

(3)
£120 - 160
€140 - 190

42



40♦♦♦

TWO PEDAL RACING CARS,

comprising 1970s 'Rear Engine'd' single-seater in blue and cream, number 7 with period sponsors stickers, 123cm long; and narrow-bodied red single-seater, plastic bodied on metal chassis, number 1, 110cm long.

(2)
£100 - 150
€120 - 180

43



41♦♦♦

THREE MOULDED PLASTIC BODIED PEDAL CARS,

comprising BMW 328 by Toys Toys of Italy, 120cm long; Rolls-Royce, cream body, sun-faded, 130cm long; Mercedes 300SL by Toys Toys of Italy, 120cm long, (lacking steering wheel).

(3)
£100 - 150
€120 - 180

44♦♦♦

A STEEL BODIED CITROEN DS 75 PEDAL CAR,

painted blue, 130cm long.

£100 - 150
€120 - 180

45♦♦♦

TWO STEEL BODIED PEDAL CARS,

one in blue over white with wire-frame windscreen and chrome brightwork, 103cm long; the other over-painted lime green, 103cm long.

(2)
£150 - 200
€180 - 240

46♦♦♦

TWO STEEL BODIED SINGLE-SEATER PEDAL 'RACING' CARS,

makers unknown: one in red with black louvers, 130cm long, the other in white and red (faded) number 21, 130cm long.

(2)
£150 - 200
€180 - 240

47♦♦♦

TWO STEEL BODIED PEDAL CARS,

comprising Tri-ang in white with chrome brightwork and external hand brake, 130cm long; the other red with cream lining, 106cm long.

(2)
£100 - 150
€120 - 180

48♦♦♦

A 15HP LISTER DIESEL STATIONARY ENGINE,

number 8633LR118, 750RPM, remains of yellow paint, mechanical condition unknown.

£100 - 150
€120 - 180



49

44



50



51



52



53

Other properties.

49♦♦♦

A VETERAN CHILD'S PEDAL CAR FOR RESTORATION,

steel frame chassis with coachwork body painted red and running boards, in weathered and distressed condition with surface rust and loss to paint, lacking seat squab and windscreen, solid rubber tyred wheels requiring attention, 132cm long.

£150 - 200

€180 - 240

50♦♦♦

A SCARCE ROLLS-ROYCE CORNICHE CHILDS CAR BY SHARNA TRI-ANG LIMITED, 1985,

battery powered, lacking motor, needs electrical overhaul and repair, steel frame, original moulded plastic body now repainted in silver over metallic blue, a plastic 'Spirit Of Ecstasy' car mascot on the radiator cap, opening boot lid, black painted dashboard with decals of gauges, electric lights, Sharna 235/70HR15 wheels, 123cm overall.

£400 - 600

€480 - 710

51♦♦♦

A VETERAN ERA CHILD'S PEDAL CAR BY LINES BROTHERS LTD,

stamped 'G & J.L.Ltd' to steering arm, two seat sports type, wooden body and chassis, spoked wheels, cart sprung front axle, coach painted in blue with yellow coachlining, fitted with a Powell & Hanmer cycle lamp, 112cm long.

£1,000 - 1,500

€1,200 - 1,800

52♦♦♦

AN AUSTIN J40 CHILD'S PEDAL CAR FOR RESTORATION, 1971,

chassis number obscured but with accompanying 1987 hand-written letter from the Austin J40 Car Club stating the number to be 31992, dating from 17th May 1971 and further provenance, bodywork painted blue, treadle pedals, turquoise upholstery, opening bonnet to dummy engine with spark plugs, chromed brightwork, radiator, headlights, bumpers, with steering wheel and dummy dashboard instrument panel, wheels with discs fitted with Michelin pneumatic tyres (deflated and distressed), 150cm long, offered together with spare boxed Michelin inner tube, and related ephemera.

(Qty)

£2,000 - 3,000

€2,400 - 3,600

53♦♦♦

AN AUSTIN PATHFINDER CHILD'S PEDAL CAR FOR RESTORATION, CIRCA 1950,

pressed steel bodywork painted green with bonnet badge, red vinyl upholstery, brown leather straps to bonnet cover, treadle pedal action to rear, steering wheel (centre cracked), red painted dashboard with dummy instruments, radiator and steel wheels fitted with Dunlop Cord tyres (deflated), lacking rear bumper and exhaust, playworn, lacking windscreen, 156cm long, offered together with four spare wheel hubs, other sundry parts, spare upholstery material, and other ephemera.

£2,500 - 3,500

€3,000 - 4,200

54

A BAKELITE ART DECO STYLE MODEL OF A STREAMLINE 2-SEAT OPEN TOURER CAR, BY CODEG, BRITISH, 1930S,

mottled brown Bakelite body with simple moulded black plastic rolling wheels, believed inspired by Armstrong Siddeley with Art Deco styling, with moulded 'Codeg' manufacturers mark to rear number plate and 'Made in England' to underside, 34.5cm long, minor damage to front left bumper and front right wing lamp, lacking windscreen.

£150 - 250

€180 - 300

55♦♦

A GOOD QUANTITY OF MAINLY FERRARI BOXED DIE-CAST MODELS,

mainly 1:43 and 1:18 scales, majority depicting Ferrari road, sports racing and Grand Prix cars, various manufacturers including Elite, Hot Wheels, and others including Brumm, Solido and Onyx, some limited edition, together with a quantity of unboxed mainly die-cast models including Burago, various conditions.

(Qty)

£300 - 500

€360 - 590



THE STUART WALKER SCALE MODEL COLLECTION (PART I)
 THE FOLLOWING LOTS 56-130 ARE OFFERED FROM THE ESTATE
 OF THE LATE STUART WALKER (1945-2021).

Stuart Walker, a qualified lawyer, later set up and developed a successful property business, and branched out into the leisure industry adding a leisure park in the Lake District to his portfolio. His varied business interests allowed him to pursue his model-collecting hobby with great vigour and enthusiasm, resulting in an extensive collection of fine scale motorcar, aircraft and figural scale models, Part I of which is offered for sale in this auction.

Part II of this collection will be offered for sale at the Goodwood Revival Auction on 17th September 2022.



56

57

58

56

A 1:18 SCALE MODEL OF A 1991 LAMBORGHINI 291 F1, BY LOOKSMART MODELS,

resin model, finished in dark blue metallic race livery with race number 34 and sponsors' logos, finely detailed, 23.5cm long, mounted on a display base with plaque, under a Perspex case.

£150 - 200

€180 - 240

57

A 1:18 SCALE MODEL OF THE 1953 LE MANS LANCIA D20 COUPE CORSA, BY TECNOMODEL,

from the Mythos Collection, resin model, limited edition numbered 17/80, finished in dark blue/beige livery and wearing race number 63, 23cm long (slight lifting to rear screen), mounted to display base with plaque, under a plastic case.

£100 - 150

€120 - 180

58

A 1:18 SCALE MODEL OF A FERRARI TIPO 156 F1 'SHARKNOSE' BY EXOTO MODELS,

released 2008 from the Grand Prix Classics range, metal and resin parts, finely detailed with hinged rear section revealing engine, rubber tyres, finished in Rosso Corsa and black race livery and race number 4, 23cm long, on a display base under a plastic case.

£150 - 250

€180 - 300

59

THREE BOXED 1:18 SCALE MODELS OF BENTLEY, PORSCHE AND MCLAREN ENDURANCE RACING CARS, BY TRUESCALE MINIATURES,

detailed resin models, comprising 2003 Sebring 12-Hour 3rd place Bentley Speed 8 (No.8), 1980 Insterscope Racing Porsche 935 K4 (No.00), and 2012 Goodwood Festival of Speed McLaren MP4-12C GT3, each boxed with packing.

(3)

£300 - 400

€360 - 480



61



62

62

63

63



64



66



65

60
FOUR BOXED 1:18 SCALE LIMITED EDITION DIE-CAST PORSCHE 917 K RACING MODELS, BY NOREV OF FRANCE, each limited edition of 1,000, in various racing guises comprising 1970 Le Mans 24-Hour, 1970 GP Magny Cours, 1971 200-Mile Nurburgring, and 1971 Kyalami 9-Hours, each mounted on display base and in original boxes.

(4)
£150 - 250
€180 - 300

61
TWO BOXED 1:18 SCALE LIMITED EDITION GRAND PRIX WINNING COOPER-CLIMAX RACE CAR MODELS, BY SCHUCO OF GERMANY,

detailed die-cast models from the 'Exclusiv' range, comprising Stirling Moss's 1959 Italian GP winning Cooper-Climax T51, limited edition of 1500, in dark blue race livery and race number 14, and Jack Brabham's 1960 British GP winning Cooper-Climax T53, limited edition of 2000, in British Racing Green livery and race number 1, each with removable nose-cone and hinged rear section revealing engine detail, in original boxes with packaging and pamphlets.

(2)
£150 - 250
€180 - 300

62
TWO 1:18 SCALE LIMITED EDITION PAGANI MODELS, BY BBR MODELS, resin body models, comprising Pagani Zonda HP Barchetta in red/blue iridescent livery, numbered 19/32, and Pagani Huayra, in dark purple livery, numbered 033/149, each 24cm long and mounted on leather-covered display base under Perspex case, each 32 x 17 x 14cm overall.

(2)
£200 - 300
€240 - 360

63
TWO 1:18 SCALE LIMITED EDITION LE MANS SERIES FERRARI 458 ITALIA GT MODELS, BY BBR MODELS, resin body models, comprising the 2012 Le Mans Kauffman/Aguas/Vickers 458 Italia GT2 in Rosso Corsa race livery and race number 61, 25cm long, with tag numbered 19/80, and the 2013 Asian Le Mans Wyatt/Bertolini/Rugolo 458 Italia GT3, in Rosso Corsa race livery and race number 77 livery, (some lifting to windscreen), 26cm long, numbered 019/100, each mounted on leather-covered display base and with Perspex cover.

(2)
£200 - 300
€240 - 360



69

64
TWO 1:18 SCALE LIMITED EDITION MODELS OF NIKI LAUDA'S 1975 AND 1977 WORLD CHAMPIONSHIP WINNING FERRARI 312 FORMULA 1 RACE CARS, BY GP REPLICAS,

each a limited edition of 100, finely detailed resin bodied models of Lauda's 1975 Ferrari 312 T number 12 car and 1977 Ferrari 312 T2 number 11 car, finished in Rosso Corsa race livery, each 24cm long, mounted together on black leather display base with maker's plaques, measuring 53 x 28 x 10cm overall, with two plastic covers.

(3)
£200 - 300
€240 - 360

65
A MODEL OF A RIVA AQUARAMA SPEEDBOAT, modern, varnished wood veneer finish, 92cm long, on display stand.

£250 - 350
€300 - 420

66
TWO 1:18 SCALE MODELS OF FERRARI 312 T4/T5 AND RENAULT RE-20 TURBO F1 CARS BY EXOTO,

from the Grand Prix Classics range, finely detailed die-cast models of the 1979 Jody Scheckter Ferrari T4/T5, 50th Anniversary Limited Edition of believed 1500, with unpainted 'Pure Line' polished aluminium finish, 25cm long, and the 1980 Rene Arnoux Renault RE-20, in white and yellow race livery and race number 16, 26cm long, each with rubber tyres and removable body panel showing engine and other details, on wooden display bases with Perspex cases, each 32 x 16 x 12cm overall.

(2)
£300 - 500
€360 - 590

67
TWO BOXED LIMITED EDITION 1:43 SCALE JPS TEAM LOTUS SET MODELS, BY TSM MODELS,

from the Signature Series, each of a limited edition of 999, each containing three car model set of the JPS Team Lotus Type 77, 78 & 79 cars, both boxed and in unopened condition.

(2)
£200 - 300
€240 - 360

68
THREE BOXED 1:18 SCALE JPS LOTUS TYPE 78 DIE-CAST MODELS, BY TSM MODELS,

comprising two of Ronnie Peterson's 1978 South African GP winning Lotus Type 78 No.6 car, and one of Mario Andretti's 1977 Launch Version No.5 car, each in JPS black and gold race livery and in seemingly unopened condition.

(3)
£300 - 500
€360 - 590

69
FIVE BOXED AYRTON SENNA MODELS, BY MINICHAMPS,

comprising three identical 1:18 scale metal models of Senna's 1986 Lotus Renault 98T, another 1:18 scale metal model of the 1991 Senna/Mansell British GP Williams Renault FW14, and a 1:2 scale miniature Ayrton Senna helmet, each boxed and in seemingly unused condition.

(5)
£250 - 350
€300 - 420



74

70
THREE BOXED 1:18 SCALE FERRARI 500 F2 MODELS, BY EXOTO MOTORBOX, comprising 1953 No.8 car (GPC97191), No.10 car (GPC97193), and 1952 No.18 car (GPC97196), each boxed with packaging and outer carton box, in seemingly unopened condition.

(3)
£200 - 300
€240 - 360

71
FOUR BOXED 1:18 SCALE RACING CAR MODELS BY SPARK MODELS,

each resin body, comprising Jim Clark's 1962 Snetterton Lombank Trophy winning Lotus-Climax 24, with driver figure, Denny Hulme's 1969 Mexican GP winning McLaren M7A, the Chapman/Mackay 1956 Le Mans Lotus XI Eleven, and Graham Hill's 1964 Monaco GP winning Lotus 25 BRM, each finished in race livery, boxed with packing and in seemingly unused condition.

(4)
£180 - 240
€210 - 290

72
ASSORTED BOXED 1:43 SCALE MODELS OF MOTOR RACING CAR TRANSPORTERS,

comprising Ford C Type truck 'Gelo Racing Team Ferrari 512M/McLaren M8E' by Exoto (EXO00009); Ford C Type truck 'Maranello Concessionaires' by Exoto (EXO00013), both with packing, instructions, inner and outer boxes (outer boxes sun bleached in places); a Ford Transit 'Penthouse Racing' by Spark (S0294); four Licenced Ferrari 1:43 scale models by Old Cars di Castellani & C (model numbers 57000, 29100, 77000 and 2000); three transporters by Premium ClassiXXs for BMW, Martini Racing and Jagermeister Racing Team (two with outer card boxes); a limited edition 750/1000 Ferrari GP Italia 1961 World Championship Team set with three F161 cars and a transporter, spare wheels and figures, in decorated box with magnetic lid and cardboard packing box, by Brumm of Italy (RTS02); and a Mercedes-Benz LP608 'Porsche' transporter from a limited edition of 1000 by Schuco (03521); together with an unboxed 1970 Leyland Transporter Equipe Matra by Spark, (S0291) with base and Perspex cover.

(Qty)
£250 - 350
€300 - 420



84

73
THREE BOXED REMOTE CONTROLLED MODELS, comprising 1:14 scale Lamborghini Aventador, and two smaller scale Mini-Z F1 Readyset 2003 Season Jordan Ford EJ13 No.12, and Williams F1 BMW FW25 No.3, each boxed and in seemingly unused condition, some slight wear to boxes.

(3)
£100 - 150
€120 - 180

74
A BOXED 1:18 SCALE LIMITED EDITION FERRARI 488 GTS MODEL, BY MR COLLECTION MODELS OF ITALY,

finely detailed hand-built resin bodied model, limited edition numbered 05/10, finished in metallic blue, 25cm long, mounted on a red leather display base with Perspex case, in seemingly unopened condition, complete with pamphlet and in original presentation box, 34cm long overall.

£100 - 200
€120 - 240

75
A BOXED 1:18 SCALE LIMITED EDITION 1984 FERRARI 288 GTO MODEL, BY BBR MODELS OF ITALY,

(Ref.P18112D), limited edition of 36, resin body finished in metallic light blue, 23cm long, mounted on black leather display base, in original presentation box with outer carton sleeve.

£100 - 150
€120 - 180

76
A BOXED 1:18 SCALE LIMITED EDITION MODEL OF STEVE MCQUEEN'S 1967 FERRARI 275 GTS/4 NART, BY BBR MODELS OF ITALY,

(Ref.BBR1824m, S/N 10453), limited edition of 200, resin body model of Steve McQueen's personal car, finished in metallic blue, 24cm long, mounted to grey leather-covered display base with plaque, in seemingly unused condition and in original presentation box.

£150 - 250
€180 - 300



86

77
A BOXED 1:12 SCALE LIMITED EDITION 2001 DAYTONA CHEVROLET CORVETTE C5-R DIE-CAST MODEL, BY ACTION COLLECTABLES,

Part No. 13121, limited edition of 2,000, finely detailed model of the Collins/Earnhardt/Earnhardt Jr/Pilgrim 2001 Daytona Goodwrench Service Plus endurance car, finished in yellow race livery and wearing race number 3, in seemingly unused condition, in original box (slight wear) with packing, leaflet and outer carton box.

£200 - 300
€240 - 360

78
TWO BOXED 1:18 SCALE LIMITED EDITION RACING SPORTS CAR DIE-CAST MODELS AND A 1:43 SCALE CASED DISPLAY,

comprising 1:18 scale model of the Regazzoni/Ickx 1972 Monza 1000Km winning Ferrari 312PB by GMP Models (Ref.G1804107), from the Masterpiece Collection, finely detailed, with detachable body panels, boxed with original packing and seemingly unused, a 1:18 scale model of the Dacremont/Galli 1977 Monte Carlo Rally Lancia Stratos HF #14 car by Sun Star (Item Mo.4518), limited edition of 999, boxed with outer carton sleeve, and a cased display of two 1:43 scale 1992 and 1993 American Racing Toyota Eagle MkII cars, limited edition 227/500, mounted together with race history plaques and signed by P.Jones and Juan Fangio II, in plastic display case, 28cm wide.

(3)
£150 - 250
€180 - 300

79
A BOXED 1:18 SCALE LIMITED EDITION DIE-CAST MODEL OF THE 1978 NURBURGRING 1000KM JAGERMEISTER PORSCHE 935, BY TRUESCALE MODELS,

limited edition of 3,000, of the Schurti/Ickx #8 2nd place car, finished in orange race livery, in original box with packing (slight tear to box), offered together with accompanying display case with Perspex cover, 34cm long.

(2)
£150 - 250
€180 - 300

FOUR BOXED 1:18 AND 1:43 SCALE MODELS,

comprising two 1:18 scale die-cast models of Austin Healey 3000MK-1 Racing Proto by Kyosho, (Ref No.08145R), finished in red/white livery, and Stirling Moss's 1961 RAC Tourist Trophy winning Ferrari 250 GT Berlinetta Passo Corto SWB by Hotwheels Elite, in dark blue racing livery with race number 7, and two 1:43 scale Bentley Harold Radford Countryman Saloon models by Matrix Scale Models, (Ref No.MX 1021-021), limited edition of 408, each boxed with packing and seemingly unused or unopened.

(4)

£100 - 200

€120 - 240

81

A BOXED 1:18 SCALE LIMITED EDITION MODEL OF THE 1934 NAG-BUSSING AUTO UNION RACE CAR RENNTRANSPORTER, BY PREMIUM CLASSIXXS OF GERMANY,

(Art.No.30050), limited edition of 500, resin body, with opening rear door and complete with ramps, boxed with original unopened tape-sealed packing, the box 50cm long.

£100 - 150

€120 - 180

82

A 1:12 SCALE MODEL SHELBY COBRA 427 S/C BY KYOSHO,

(number 08631S), finely detailed die-cast model, painted silver, in original box, packing and outer shipping sleeve, apparently unopened.

£180 - 250

€210 - 300

83

A BOXED 1:12 SCALE MASERATI T61 MODEL BY MINICHAMPS,

(code 120601298), finely detailed die-cast model, painted red, depicting car number 98, winner of the GP Riverside Examiner in 1960, as driven by Carrol Shelby, in original box and packing, apparently unopened.

£140 - 200

€170 - 240

84

A BOXED 1:12 SCALE 1994 MCLAREN F1 ROADCAR MODEL BY MINICHAMPS,

(code 530133131), finely detailed die-cast model, painted orange, in original box and packing, apparently unopened.

£140 - 200

€170 - 240



87

85

THREE BOXED SCALE MODELS,

comprising a 1:12 scale die-cast Mercedes-Benz SLS AMG Coupe by Premium Classixxs, (Art.No.10600), limited edition of 1,000, finely detailed metal model in silver livery, unopened in tape-sealed packing with carton box, a 1:18 scale Koenigsegg Agera, by Autoart Signature, metal and plastic parts, boxed, finished in dark red, in original packing with pamphlet and certificate of authenticity (Serial No.1067), both with opening doors and bonnet, and a 1:43 scale 'Ronald Dean British Car Service' VW T2A and Mini Mk1 van and trailer set by Premium Classixxs, (Art.No.11264), limited edition of 500, boxed.

(3)

£150 - 250

€180 - 300

86

A BOXED TOP MARQUES 1:12 SCALE FERRARI DINO 246 MODEL,

from a limited edition of 250, (code TE12-23B) resin kerbside model in yellow, on display base, with remains of transit packing and box, (lacking shipping sleeve).

£100 - 200

€120 - 240

87

THREE BOXED 1:18 SCALE MODELS BY TOP MARQUES,

comprising 2002 Subaru S7 'Ready to Race' (TOP037AB) limited edition of 100; Lotus Elise GT1 Thai Racing (TOP055B) and Lotus Elise GT1 number 49 (TOP055C).

(3)

£150 - 250

€180 - 300

88

TWO 1:24 SCALE JAMES BOND 'GOLDFINGER' ASTON MARTIN DB5 DIE-CAST MODELS BY DANBURY MINT,

of the famed 'BMT 216A' car, each finished in Silver Birch, with opening doors, bonnet, boot and '007 Special Equipment' features, each 19cm long, one in display case with Perspex cover, with certificate of authenticity and instructions pamphlet, 26cm wide, the other in original box with packing (front bumper detached and lacking roof panel).

(2)

£150 - 250

€180 - 300



88

89

AN EXOTO RACING LEGENDS 1:18 SCALE MODEL SAUBER-MERCEDES C9,

V8 Group C Sports Car, die cast white metals and plastics, with detachable bonnet and engine pane and opening doors, a well detailed model, loose mounted on display base with Perspex cover.

£100 - 200

€120 - 240

90

FIVE BOXED 1:18 SCALE MODEL CARS BY AUTOART,

comprising a limited edition Porsche 908/03 (87181) with certificate of authenticity, sales leaflet and instruction sheet; Chevrolet Corvette Grand Sport (71271), finished in arctic white, blue stripes and red fender hash marks; Lotus 3-eleven (75391); Ford GT Le Mans 2016 (81610) and Lotus Type 99T F1 car No11 as driven at the 1987 at the Japanese grand Prix by Nakajima.

(5)

£150 - 250

€180 - 300

91

FIVE BOXED 1:18 SCALE MODEL CARS BY TOP MARQUES,

comprising Mosler MT 900S in orange(TOP046A); Ferrari F40 LM Barchetta (TOP068A); Gemballa MIG U01 in yellow (TOP064A); Gemballa MIG U01 in black(TOP064C); and Lancia-Delta Integrale 1992 Monte Carlo Rally winner car number 4 as driven by Auriole and Occelli, limited edition of 500.

(5)

£350 - 450

€420 - 540

92

FIVE BOXED 1:18 SCALE MODEL CARS BY TOP SPEED,

finely detailed resin models, comprising McLaren Senna in Mira Orange (TS0246); 2015 Ford GT Los Angeles Auto Show car in triple yellow (TS0029); Aston Martin DB11 in frosted glass blue (TS0022); and 2 x 2017 Jaguar F Type R Coupe in Fire Sand (TS0007).

(5)

£200 - 300

€240 - 360



97



98

93
ASSORTED BOXED OR DISPLAY CASED 1:43 SCALE MODELS BY MINICHAMPS, comprising 34 x F1 and single seat racing cars in plastic display boxes, including 9 Ayrton Senna models, and one Ayrton Senna model in a box; 16 racing car models in chequered-flag boxes and plastic display cases; one cased Political Leaders No 11 Franco's Mercedes-Benz G4:Horch 855 Special Roadster in larger case and decorated sleeve; a 24 Heures du Mans Porsche 911 GT3 RSR; and 9 other models.

(Qty)
£300 - 400
€360 - 480

94
ASSORTED BOXED AND DISPLAY CASED MODELS BY MINICHAMPS, comprising 1:18 Porsche 956K 'John Fitzpatrick Racing' 1983 200 Meilen von Nurnberg car number 11 as driven by John Hobbs, limited edition of 300; 1:18 Porsche 917/10 Gelo Racing Team, Interseries 1973, car number 6 as driven by Georg Loos, limited edition of 350; 1:18 Orange Arrows A23 and 30 1:43 scale models of road cars in boxes and plastic cases.

(Qty)
£150 - 250
€180 - 300

95
SEVEN ASSORTED PORSCHE RACE TRANSPORTER MODELS BY SCHUCO, GERMAN, comprising (unopened) boxed 1:18 scale MAN 635 Renntransporter, with packing box; a boxed 1:43 scale model of the same, with packing box; a wooden cased set 1:43 "70 Jahre Porsche" comprising Mercedes-Benz Porsche works Renntransporter and a Porsche 908 Langheck and a Porsche 908 Kurzheck cars, with instructions in cardboard packing box; limited edition of 700; and four 1:43 scale boxed Mercedes-Benz models with different Porsche liveries; Together with a boxed 1:18 Schuco Exklusiv model Cooper T51 car number 8, World Champion 1959

£300 - 400
€360 - 480



99



96
TEN BOXED 1:18 SCALE MODELS BY CLASSIC MODEL REPLICARS (CMR) including CMR103 Ferrari 250GT LW Tour de France 1957, car number 164 (unopened) in packing box; CMR076 Ferrari 250GTO 1964 Le Mans car number 25 (unopened) in packing box; CMR144 Jaguar D-Type 1957 24Hr Le Mans car number 16 driven by Frere and Rouselle, in pictorial box; CMR145 Jaguar D-Type 1957 24Hr Le Mans car number 17 driven by Lucas and Brussin, in pictorial box; and others.

(10)
£150 - 250
€180 - 300

97
FIVE BOXED 1:18 SCALE MODEL CARS BY TOP MARQUES, comprising Ferrari F40 LM Barchetta (TOP068A); Ferrari F40 Michelotto (TOP068B); Gemballa MIG U01 in blue(TOP064B); Gemballa MIG U01 in yellow (TOP064A); all with outer sleeves and Mosler MT 900S in yellow (TOP046C) boxed, lacking outer sleeve.

(5)
£350 - 450
€420 - 540

98
A SCALE DISPLAY MODEL OF BRITISH AIRWAYS CONCORDE, approximately 1:72 scale, believed by Bravo Delta models, carved mahogany with hand-painted finish, of 'G-BOAF' in Chatham Dockyard livery in 'gear up' configuration, 91cm long, on Bravo Delta models stand.

£150 - 250
€180 - 300

99
A BOXED DINKY SET NUMBER 61 RAF AEROPLANES, 1930S, comprising Singapore Flying Boat, 2 Fairey Battle bombers and 2 Gloster gladiator biplanes, in original box, base in good order, lid stained, distressed ad part missing; together with a boxed 60t Douglas DC3 air liner, some spotting to lid of box, with tears to edges.

(2)
£200 - 300
€240 - 360

100
A QUANTITY OF BOXED DINKY MILITARY VEHICLES AND FIGURES, comprising rare 162 Field Gun Unit, (trade box containing 3 sets); 160 Royal Artillery Personnel; 150 Royal Tank Corps Personnel; 660 Tank Transporter; 661 Recovery Tractor; 674 Austin Champ; 686 25 Pounder Field Gun (taped repairs to box flap - replaced upside down!); two models in replacement /modern boxes 641 Army 1-Ton Cargo Truck and 152b Reconnaissance Car and nine unboxed military vehicles and equipment.

(Qty)
£200 - 300
€240 - 360

101
THREE BOXED DINKY COMMERCIAL VEHICLES, comprising 918 Guy Van 'Ever Ready'; 501 Foden Diesel 8-Wheel Wagon (red cab and beige body) and 981 Horse Box.

(3)
£200 - 300
€240 - 360

102
FOUR BOXED DINKY COMMERCIAL VEHICLES, comprising 968 BBC TV Roving Eye Vehicle; 417 Leyland Comet Lorry (blue cab with yellow body), the box applied with label "For sale in United States by H.Hudson Dobson Incorporated"; 514 Guy Van 'Spratts' and 955 Fire Engine with windows and extending ladder.

(4)
£180 - 250
€210 - 300

103
THREE BOXED DINKY TOYS, comprising 991 A.E.C. Tanker 'Shell Chemicals Limited'; 943 Supertoys Leyland Octopus Tanker - Esso and set 47 Road Signs (containing 47f 30 Limit, 47f 'Derestriction', 47g School, 47h Steep Hill, 47k Bend, 47m Left Corner, 47n Right Corner, 47p T Road Junction, 47q No Entry - One Way Street, 47r Slow Major Road Ahead, 47s Crossing No Gates and 47t Roundabout, some damage to box liner, together with a 1957 Meccano catalogue, depicting 943 on back cover (front cover and first few pager with some loss, all pages with tear to top edge.

(4)
£200 - 300
€240 - 360

104

A BOXED DINKY SUPERTOYS 982 PULLMORE CAR TRANSPORTER,

complete with number 994 Loading Ramp in cardboard sleeve inside the box; together with 990 Gift Set Pullmore Car Transporter with four cars and loading ramp in modern replica box and sleeve.

(2)

£200 - 300

€240 - 360



101

105

TWO BOXED 1:20 SCALE ALFA ROMEO AND FERRARI GRAND PRIX MODELS BY REVIVAL OF ITALY,

model kits built and sold as complete models by the Revival model builders, comprising Alfa Romeo 159 'World Champion 1951' and Ferrari 246 F1 'Drivers World Championship Title 1958 Mike Hawthorn', each model with detachable engine cover, on matching leather covered bases applied with marque badge and a plaque, under Perspex covers in boxes.

(Qty)

£100 - 150

€120 - 180



102

106

FIVE BOXED 1:18 SCALE PORSCHE MODELS FROM THE LIMITED EDITION TECNOMODEL MYTHOS SERIES, ITALIAN

comprising TM18-145A Porsche 718 RSK 1959 Le Mans 24Hr car number 31 driven by Bonnier and Von Trips, limited edition of 110; TM18-141A Porsche 550A 1957 Le Mans 24Hr car number 35 driven by Hugus and De Beaufort, limited edition of 120; TM18-141C Porsche 550A 1957 Le Mans 24Hr car number 33 driven by Hermann and Von Frankenberg, limited edition of 95; TM18-136D Porsche 718 F2 1960 Solitude GP, car number 6 driven by Graham Hill, limited edition of 110; and TM18-136B Porsche 718 F2 1960 Aintree 200 Rob Walker Team car as driven by Stirling Moss, limited, edition of 110.

(5)

£400 - 600

€480 - 710



103



105

107

FIVE BOXED 1:18 SCALE BRITISH RACING AND SPORTING MODELS FROM THE LIMITED EDITION TECNOMODEL MYTHOS SERIES, ITALIAN,

comprising TM18-157C Ecurie Ecosse D-Type Jaguar 1957 Le Mans 24Hr car number 15 driven to second place by Sanderson and Lawrence, limited edition of 125; TM18-137B Aston Martin AMR 1 1989 Le Mans 24Hr car number 19 driven by Sears, Leslie and Mallock, limited edition of 100; TW18-110C Lotus Elise Sprint 220 in metallic Memphis red, limited edition of 90; TM18-112B Lotus Exige 380 Cup 2018 in Orange, limited edition of 90; and TM18-164B Lotus 12 1958 Monaco GP car number 26 as driven by Graham Hill, limited edition of 190.

(5)

£400 - 600

€480 - 710

108

FOUR BOXED 1:43 SCALE MODEL MCLAREN SENNA CARS BY TECNOMODELS EXCLUSIVE SERIES,

comprising T43-EX09A in Victory Grey - Geneva Auto Show 2018, limited edition of 100; T43-EX09B in Brazil Flag Colours -Senna Edition, limited edition of 100; T43-EX09C carbon fiber total body 2018, limited edition of 80 and T43-EX09D in Mira Orange 2018, limited edition of 90; each box with McLaren hologram 'official product' sticker.

(4)

£150 - 250

€180 - 300

109

SIX BOXED 1:18 SCALE MODELS OF ITALIAN MARQUES BY TECNOMODEL FROM THE MYTHOS SERIES, ITALIAN,

comprising TM18-08C Alfa Romeo 33.2 Coda Lunga, 1968 24Hr Le Mans car number 39 as driven by Giunti and Galli, limited to 100 pieces; 2 x TM18-49C Alfa Romeo 33.2 'Periscopio', 1967 Nurburgring 1000Km car number 22 as driven by Busselino and Zecolli, limited to 80 pieces; TM18-58B Abarth 2000S 1969, Silverstone car number 23 as driven by E. Swart, limited to 100 pieces; TM18-59B Abarth 2000 SP 1971 Targa Florio car number 2 as driven by Taramazzo Ostini, limited to 70 pieces and TM18-59C Abarth 2000 SP 1970 Enna GP car number 100, limited to 70 pieces.

(6)

£500 - 700

€590 - 830



112

112

THREE BOXED 1:18 SCALE 'SUPERCAR' DIE-CAST MODELS BY AUTOART SIGNATURE,

comprising McLaren 12C GT3, in orange, Pagani Zonda R, with carbon fibre effect finish, and Gumpert Apollo S, finished in blue, each finely detailed and with detachable body panels, in seemingly unused condition, in original carton boxes with packing, pamphlets and certificates of authenticity (some light wear and minor tears to carton boxes in places).

(3)

£300 - 500
€360 - 590



113

113

TWO BOXED 1:18 SCALE LOTUS ELAN S/E COUPE MODELS BY AUTOART MILLENNIUM,

one finished in red, the other yellow, each boxed with tape-sealed packaging and in seemingly unopened condition.

(2)

£100 - 200
€120 - 240



117

114

THREE BOXED 1:18 JAGUAR E-TYPE DIE-CAST MODELS, BY AUTOART SIGNATURE,

comprising two Series 1 E-Type Roadster models, each finished in silver, with soft tops, and Series 1 Coupe, finished in red, each finely detailed, in seemingly unused condition, in original carton boxes with packing, pamphlets and certificates of authenticity.

(3)

£300 - 500
€360 - 590

115

FOUR BOXED 1:18 SCALE LIMITED EDITION FERRARI DIE-CAST MODELS BY TECNOMODELS, FROM THE MYTHOS SERIES, ITALIAN,

comprising TM18-06E 1962 Brussels Autoshow Ferrari 250 GT Sperimentale, finished in yellow, limited edition 11/70; TM18-36B Migault/Guittney/Cocholopez 1977 Le Mans Ferrari 365 GTB 4 NART No.75 car, in race livery, limited edition of 120; TM18-36D Migault/Guittney 1978 Le Mans Ferrari 365 GT 4B NART No.86 car, in race livery, limited edition of 150; and TM18-04F De Fierland/Walker 1970 Le Mans Ecurie Francorchamps Ferrari 512S Coda Lunga, in race livery, limited edition 185/150, each mounted on display base in original box and in seemingly unused condition.

(4)

£300 - 500
€360 - 590

110

FOUR BOXED 1:18 SCALE MCLAREN MODELS BY TECNOMODELS FROM THE MYTHOS AND EXCLUSIVE SERIES, ITALIAN,

comprising T18-EX07B McLaren Senna 2018 in Ayrton Senna Brazilian flag colours, (Exclusive), limited edition of 100; TM18-57F McLaren M20 Can-Am 1972 Road America Elkhart Lake car number 5 as driven by Denny Hulme, limited edition of 220; TM18-139B McLaren M19A 1971 Monaco GP car number 9 as driven by Denny Hulme, limited edition of 180 and TM18-139D McLaren M19A 1971 Canadian GP car number 10 in Sunoco livery as driven by Mark Donohue, limited edition of 230.

(4)

£350 - 450
€420 - 540

111

FIVE 1:18 SCALE MODEL CARS BY TECNOMODEL FROM THE MYTHOS SERIES, ITALIAN,

comprising TM18-44E Maserati A6 GCS 1953 Mille Miglia car number 525 as driven by Giletti and Bertocchi, limited edition of 60; TM18-67B Lola T70 Mk III, 1969 Daytona 24 Hr, car number 8 as driven by Leslie and Motschenbacher, limited edition of 50; TM18-133C Opel Gt 1900, 1971 Nurburgring 500Krn, car number 81 as driven by Schuler and Frohlich, limited edition of 99; TM18-164B Lotus 12 1958 Monaco Grand Prix car number 26 as driven by Graham Hill, limited edition of 190; and TM18-127B Honda RA 273 South African Grand Prix car number 11 as driven by John Surtees, limited edition of 100, with damage to rear suspension.

(5)

£350 - 450
€420 - 540

116

FOUR BOXED 1:18 SCALE LIMITED EDITION DIE-CAST MODELS BY TECNOMODELS, FROM THE EXCLUSIVE COLLECTION AND MYTHOS SERIES, ITALIAN,

comprising Exclusive Collection T18-EX-05D a 2015 McLaren P1, finished in white, limited edition 16/30; and from the Mythos Series, TM18-04F De Fierland/Walker 1970 Le Mans Ecurie Francorchamps Ferrari 512S Coda Lunga, in race livery, limited edition 054/150; TM18-08C the Giunti/Galli 1968 Le Mans Alfa Romeo 33.2 Coda Lunga No.39 car, in race livery, limited edition 06/100; and TM18-07A a 1967 Iso Grifo GL 365 Coupe, finished in blue, limited edition 06/110; each mounted on display base in original box and in seemingly unused condition. (4)

£300 - 500

€360 - 590



120

117

FIVE BOXED 1:18 SCALE LIMITED EDITION MODELS OF JODY SCHECKTER FERRARI F1 CARS, BY GP REPLICAS,

resin bodies, comprising two 1979 Monte Carlo 312 T4 'Short Spoiler' No.11 cars, (GP002D), limited edition of 250; 1980 312 T5 No.1 car, (GP45A), limited edition of 500; and two Italian GP 312 T4 No.11 cars, (GP002F), limited edition of 250; each finished in race livery on leather covered display base, in original box with outer carton box and in seemingly unused condition. (5)

£400 - 600

€480 - 710



121

118

FIVE BOXED 1:18 SCALE LIMITED EDITION MODELS OF FERRARI F1 CARS, BY GP REPLICAS,

resin bodies, comprising two D.Pironi Long Beach 126 C2 No.28 cars, (GP19D) limited edition of 250; the 1977 Gilles Villeneuve 312 T2 No.21 car, (GP14C), limited edition of 500; the 1977 Niki Lauda 312 T2 No.11 car, (GP14D), limited edition of 500; and the 1982 Gilles Villeneuve 126 C2 No.27 car, (GP19A), limited edition of 750; each finished in race livery on leather covered display base, in original box with outer carton box and in seemingly unused condition. (5)

£400 - 600

€480 - 710

119

THREE BOXED 1:18 SCALE LIMITED EDITION MODELS OF GILLES VILLENEUVE FERRARI F1 CARS, BY GP REPLICAS,

resin bodies, comprising the 1979 Monte Carlo 312 T4 'Short Spoiler' No.12 car, (GP002C), limited edition of 250; the French GP 312 T4 No.12 car, (GP002E), limited edition of 250; and the 1980 312 T5 No.2 car, (GP45B), limited edition of 500; each finished in race livery on leather covered display base, in original box with outer carton box and in seemingly unused condition. (3)

£250 - 350

€300 - 420

120

THREE BOXED 1:18 SCALE LIMITED EDITION 1969 FERRARI DINO GT607L MODELS, BY BBR MODELS OF ITALY,

each resin body, finely detailed in differing colours, comprising P18150B, in metallic blue, limited edition 35/60; P18150C, in red, limited edition 51/80; and P18150E, in silver, limited edition 04/28; each mounted on leather-covered display base with plaque, in original boxes with outer sleeves (one with slight wear to box), and in seemingly unused condition. (3)

£300 - 400

€360 - 480

121

TWO BOXED 1:18 SCALE MODELS BY BBR MODELS, ITALIAN,

comprising 2014 Ferrari F60 America in blue NART livery (P18125L), limited edition of 60; and 2018 Ferrari Monza SP1, the Paris Autoshow car, in silver (P18164A), limited edition of 440. (2)

£200 - 300

€240 - 360

122

TWO BOXED 1:18 SCALE MODELS BY BBR MODELS, ITALIAN,

comprising Ferrari 458 Pista Piloti in Rosso Corsa (P18160A), limited edition of 232; and Ferrari 488 Pista in gloss green (P18145GREECH), limited edition of 20. (2)

£200 - 300

€240 - 360

123

TWO BOXED 1:18 SCALE MODELS BY BBR MODELS, ITALIAN,

comprising Ferrari 488 Pista Spider- closed roof version in Rosso Corsa and white (P18163LA), limited edition of 99; and 2016 Ferrari 488 Challenge in gloss Italian flag livery red, white and green (P18146LF), limited edition of 60. (2)

£200 - 300

€240 - 360

124

TWO BOXED 1:18 SCALE MODELS BY BBR MODELS, ITALIAN,

comprising Ferrari 458 Italia (P1868ITALY), limited edition of 20, in presentation box; and 2016 Ferrari J50 in French Racing Blue (P18156C), limited edition of 50, on carbon fibre display base. (2)

£200 - 300

€240 - 360



125



130



128

125
TWO BOXED 1:18 SCALE LIMITED EDITION FERRARI 333 SP MODELS, BY BBR MODELS OF ITALY,
 from the Concept18 Series, resin bodies, comprising the Ferte/Campos/Nearburg 1997 Le Mans F333 SP, (BBRC1819FV), in blue race livery, limited edition 046/100; and the Baldi 1994 IMSA Road Atlanta 'Boscalin' F333 SP, (BBRC1819D), in Rosso Corsa race livery, limited edition 05/80; each mounted on display base, one with Perspex case, each in original box with outer sleeve, in seemingly unused condition.
 (2)
£200 - 300
€240 - 360

126
TWO BOXED 1:18 SCALE LIMITED EDITION FERRARI MODELS, BY BBR MODELS OF ITALY,
 from the Concept18 Series, resin bodies, comprising the Pedro Rodriguez 1958 Nassau Trophy 2nd place Ferrari 250 TR58 No.10 car, (BBRC1816), finished in silver race livery, limited edition 113/120; and the 1975 Daytona 24-Hours NART Ferrari 265 GT4/BB No.1 car, (BBRC1813D), finished in Rosso Corsa race livery, limited edition 077/100, with Perspex case, each mounted on display base, in original boxes with outer sleeves, in seemingly unused condition.
 (2)
£200 - 300
€240 - 360

127
TWO BOXED 1:18 SCALE FERRARI DIE-CAST MODELS, BY BBR MODELS OF ITALY,
 from the Exclusive series, comprising 2015 Ferrari F12 TDF, (BBR181821TS), in silver livery; and Ferrari FXXK Evo, (BBR182281), finished in Rosso Corsa race livery, No.54 car; in original boxes with outer sleeves and in tape-sealed packing, in seemingly unopened condition.
 (2)
£200 - 300
€240 - 360

128
THREE BOXED 1:18 SCALE MODEL CARS BY BBR MODELS, ITALIAN,
 comprising 1958 Ferrari 250 Testarossa street version in silver (BBRC1816C) limited edition of 100; 1957 Ferrari Superfast 4.9 in light blue and white (BBR1833) limited edition of 500 and 1975 Ferrari 365 GT4 Berlinetta Boxer in yellow and black, (BBRC1813CV1) limited edition of 12.
 (3)
£300 - 400
€360 - 480

129
TWO BOXED 1:18 SCALE MODEL CARS BY BBR MODELS, ITALIAN,
 comprising Ferrari 458 Italia, in matt finish Italian flag livery, in display box (P1868ITALY) limited edition of 20; and 2004 Ferrari Enzo in metallic green, (P18134MG), limited edition of 99.
 (2)
£200 - 300
€240 - 360

130
A BOXED 1:18 SCALE 2018 MCLAREN SENNA LIMITED EDITION MODEL, BY BBR MODELS, ITALIAN,
 (P18149H1), in Volcano Yellow on leather display base, limited edition of 50.
£150 - 250
€180 - 300

End of collection part 1

Other properties.

131
TWO FRANKLIN MINT MODELS OF ROLLS-ROYCE CARS,
 each in glazed display case, comprising: 1998 Limited Edition Silver Seraph and 1929 Silver Ghost open tourer, (both with one wing mirror detached but present).
 (2)
£100 - 150
€120 - 180

132
FIVE 1:18 SCALE FERRARI MODELS IN DISPLAY CASES,
 comprising two models of Michael Schumacher's F2001 and F2002 World Championship winning F1 cars, each mounted on display base, one with domed Perspex case, and two similar display bases for 2002 models, two Ferrari 330 P4 metal models by Jouef Evolution of Italy, loosely mounted within Perspex display case, and a Ferrari 360 Modena by Hotwheels in glazed display case.
 (6)
£100 - 200
€120 - 240

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.



134



135



136



138

133◊

A 1:8 SCALE POCHER MODEL OF A FERRARI TESTAROSSA BY RIVAROSSI, ITALIAN,

in Rosso Corsa livery, some wear, paint-spots and rear bumper detached, 55cm long, offered together with a spare body shell for the model with doors and body panels, unassembled, suitable for spares or replacement, in original box with some paperwork (box worn).

(2)

£100 - 150

€120 - 180

134◊

A CASED DISPLAY OF TWO 1:18 SCALE NIKI LAUDA AND JODY SCHECKTER FERRARI 312 MODELS SIGNED BY DRIVERS,

two limited edition (of 250) metal models by Exoto Grand Prix Classics, depicting Lauda's 1975 Ferrari 312T and Scheckter's 312 T4, (some parts detached and requiring repair), each signed by the respective driver, with certificates, displayed together in mirror-based glazed case, measuring 71cm wide overall, together with a similar glazed case displaying five 1:43 scale models of F1 race cars, and a smaller glazed display case depicting a 1:43 scale model of Lauda's 1975 Monaco Winning Ferrari 312T, the case 24cm wide.

(3)

£100 - 200

€120 - 240

135

A 1:18 SCALE MODEL OF ALBERTO ASCARI'S 1952 BRITISH GRAND PRIX WINNING FERRARI 500 F2 BY EXOTO,

finely detailed metal model from the Exoto Motorbox range, depicting Ascari's winning car, finished in Rosso Corsa and wearing race number 15, with transparent bonnet panel showing detailed engine, 21cm long, displayed with bonnet on a wooden base with plastic display case.

£200 - 300

€240 - 360

136

TWO BOXED 1:18 SCALE MODELS OF 1930 LE MANS 'BLOWER' 4½ LITRE BENTLEY AND 2002 BENTLEY ARNAGE R BY MINICHAMPS,

each in white metal and finely detailed, comprising the 1930 Le Mans Bentley 'UU 5872', in presentation display box, the Bentley Arnage in carton box with packing, offered together with a boxed Minichamps cased display of four 1:43 scale Michael Schumacher 2000-2003 World Championship Ferrari F1 cars, five boxed Minichamps plastic 'Show Case' display cases to suit 1:18 scale model cars, and a boxed Minichamps 1:12 scale model of a 1972 Kawasaki Z1 900 motorcycle.

(9)

£200 - 300

€240 - 360

137

ASSORTED BOXED WHITE METAL SCALE MODELS,

various scales, depicting mainly Grand Prix and Sports Racing cars, including limited edition (366/500) 1:12 scale 1972 Ferrari 312 PB kit by Model Plus of Italy (incomplete, partially assembled); 1:24 scale 1979 MkIV JPS Lotus by Western Models; 1:24 scale 1952 Ferrari 500 F2 and Ferrari 246 by Revival; five 1:43 scale models of race cars by Scale Racing Models; 1:43 scale Ferrari 250 SWB Berlinetta by Nostalgia Due; and other 1:43 scale models by Starter, Provence Moulage, SMTS, Gamma, and others.

(19)

£200 - 300

€240 - 360

138

A 1:12 SCALE MODEL OF MIKE HAWTHORN'S 1958 FERRARI 246 DINO, BY JEFF LUFF,

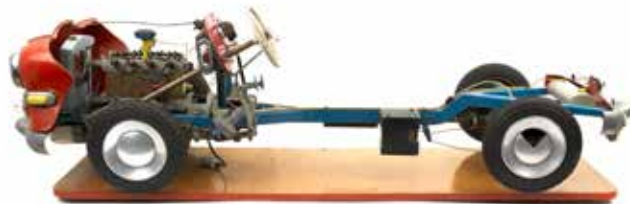
hand-built model constructed from resin and metal parts, depicting Hawthorn's 1958 Championship winning Dino, finished in Rosso Corsa, 32cm long, with modelmaker's inscribed signature to the underside, numbered and dated 'No.12 2002', mounted on a Perspex base with engraved plaques and a plastic display case.

£200 - 300

€240 - 360



139



140



142



146



143

139

A HOHM 'H-D 66' DRIVING SCHOOL INSTRUCTIONAL MODEL BY HOHM MODELLE CO. OF GERMANY, POST-WAR,

large scale 'H-D 66' model, constructed from mainly metal and alloy parts, model chassis, with articulating controls, right-hand drive steering, lights, transmission, clutch, suspension, rear differential, brakes, rolling wheels with rubber tyres, with some cut-away sections and other details including a clear plastic 4-cylinder engine casing showing workings of pistons, valves and spark plugs, the model 96cm long, mounted original wooden base with control levers and switches, with wiring and electric motor under the base, measuring 105cm long overall, functional condition untested and may require some maintenance.

£900 - 1,200
€1,100 - 1,400

140

A 'VVR 170' DRIVING SCHOOL INSTRUCTIONAL MODEL BY VERKEHRS-VERLAG REMAGEN OF GERMANY, POST-WAR,

large scale 'VVR 170' model constructed of mainly metal parts, model chassis, with articulating controls, left-hand drive functioning steering, transmission, clutch, brakes, rear differential, suspension, rolling wheels with rubber tyres, and other details, with some cut-away sections, with wiring, functional condition untested and may require some maintenance, some wear consistent with age (missing front left indicator lens), measuring 134cm long overall, mounted on a wooden base.

£1,000 - 1,400
€1,200 - 1,700

141

SEVEN CAR BADGES AND PLAQUES, five enamelled, comprising 1956 ADAC RheinLandFahrt Gau-Nordrhein plaque by F.Hoffstatter of Bonn, a Salzburger-Automobile-Club plaque, MG Car Club badge, UHU LMC car badge, and a BRSCC badge, numbered '6767', (some loss to enamel), a British Motor Racing Marshalls Club painted badge, and a BMW Car Club Great Britain plastic coated badge, together with some badge fittings.

(Qty)
£100 - 200
€120 - 240

142

'THE MAGNET' MOTOR CAR BADGE ALBUM,

folded card applied with 20 lithographed tin 'badges', 19 x 21.5cm, card torn along crease.

£100 - 150
€120 - 180

143

A JAGUAR XK140 ENAMELLED BOOT BADGE, MID 1950S,

in red, yellow and black on domed, shield-shaped badge, 8cm high.

£100 - 140
€120 - 170

144

REPLICA ENAMELLED BROOKLANDS BADGES,

six by Toye, Kenning & Spencer, comprising BARC Brooklands, Brooklands 130MPH, Brooklands Aero-Club, Brooklands Flying Club (two types), and Brooklands School of Flying Ltd, together with two other replica B-S Brooklands badges, a 'BRC' badge, another 'Brooklands' badge, and a reproduction BARC Brooklands badge.

(11)
£100 - 200
€120 - 240



147



150



145

THREE SOUTH AFRICAN AA AND RAC BADGES,

comprising pre-War AA 'Suidafrika' nickel-plated badge, numbered '26805', 13.7cm high, a post-War domed AA South Africa badge, 13.8cm high, and an RAC 'S.A.' badge by S.A.Mint, with enamel centre, numbered '268' to reverse, 10.4cm high, together with a South Australia AA Type 3 cast alloy badge, numbered '18598', 13.6cm high, and another by Elkington with Dutch Flag enamel centre (lacking Edward VII disc centre), numbered 1273 and with mounting lug.

(5)

£100 - 150

€120 - 180



151



146

ASSORTED AA BADGES AND ST CHRISTOPHER PLAQUES,

including an early '1911 Type' solid nickel AA badge, numbered 58682, brass replica AA badge, chrome plated post-War Type 7, Veteran Motorist plastic badge, a boxed Automotif 'SOS' plastic badge, and others, and five assorted St Christopher dashboard plaques, various types, four un-enamelled, and a 'Pass and Joyce' of London plaque by Caxton, with dark blue enamelling (chipped).

(Qty)

£140 - 200

€170 - 240

147

A STENSON COOKE AUTOMOBILE ASSOCIATION MEMBER'S BADGE, 1906-08,

type 2a with cut-down mounting tab, solid nickel, numbered 3696, 12.5cm high; together with a Royal Scottish Automobile Club member's badge (type 1) 1930s, number CC369, by Alexander Scott of Glasgow, with enamel Saltire design to centre (chipped with some loss), 12.1cm high.

(2)

£150 - 200

€180 - 240

148

THREE PRE-WAR RAC ASSOCIATE BADGES,

comprising Type 2 badge (1910s-1920s) by D.G.Collins Ltd. of London, nickel-plated with enamel 'Union Jack' centre (slight chip with restoration), numbered 'N54636', plating worn, 11.3cm high, a Type 8 badge (1937-38), cast 'Mazac' badge by Fry's, with 'RAC' enamel centre, numbered 'F153297', some wear, 9.7cm high, both on wooden bases, and a Type 6 badge (1932-37), cast 'Mazac', some loss to 'Union Jack' enamel centre, some wear, 9.7cm high.

(3)

£150 - 250

€180 - 300

149

THREE ENAMELLED RAC FULL MEMBERS BADGES,

comprising 1920s nickel-plated solid cast badge by Elkington, numbered 'D281', with Union Jack enamelled centre, 13.6cm high, a Type 2 Member's badge, 1960-73 type, chromed with enamel centre, with bracket, a boxed 1997 RAC Centenary Type 1 badge by Toye, Kenning & Spencer of London, with fittings, and another RAC badge mounted on a wooden stand.

(4)

£200 - 300

€240 - 360

150

THREE PRE-WAR RAC ASSOCIATE BADGES,

each nickel-plated with Union Jack enamel centre, comprising Type 4 badge (1929-32) by D.G.Collins Ltd. of London, numbered 'N45102', 11.3cm high, a Type 6 badge (1932-37), numbered 'F83605', 9.6cm high, each mounted on wooden base, and another believed Type 2 badge (1910s-1920s), marked 'Pall Mall S.W.' to rear of base, numbered 'B11287', (some chips to enamel) with mounting lug, 16cm high overall.

(3)

£200 - 300

€240 - 360

151

FOUR JUNIOR CAR CLUB BADGES,

comprising car badge by Elkington, numbered J10014, cast painted metal with enamel 'JCC diamond' insert, 8.7cm high on wooden display base; a cast alloy badge by Birmingham Medal Co, numbered NS1405, applied with enamel 'JCC diamond', 8.6cm high; a JCC enamel lapel badge by Spencer of London, pin-back, 2.3cm high; a painted lapel badge, button-hole fitting, 3.6cm diameter: together with a letter on JCC headed paper, dated 28 April 1943, folded.

(5)

£250 - 350

€300 - 420



152



153



154



155



156

152
A RARE RAC ASSOCIATE BADGE WITH PENANG AUTOMOBILE CLUB CENTRE (MALAYA), 1920S,
 badge number N55 by Elkington & Co, 1912 pattern with cage to hold membership disc to rear, brass with traces of nickel plate, enamel centre with some small chips, flakes and loss, chip to brass on base, 11.5cm high, on a turned wooden base.
£250 - 350
€300 - 420

153
A BARC BROOKLANDS AUTOMOBILE RACING CLUB ENAMEL MEMBER'S BADGE, 1932-39,
 by Spencer of London, numbered 589, 9.5cm high, seven colour enamel with some chipping and loss; together with a British Automobile Racing Club BARC badge, number 3623, slight loss to enamel, 12cm high.
 (2)
£250 - 350
€300 - 420

154
A BARC BROOKLANDS ENAMEL CAR BADGE,
 by Spencer of London, numbered 1019 to reverse, enamelled in seven colours, slight chip/bruise to enamel and loss to plating, mounted on a display stand.
£350 - 450
€420 - 540

155
A COLLECTION OF ASSORTED BARC GOODWOOD LAPEL BADGES,
 comprising Member's and Guest's for 1952, numbered 479; Member's and Guest's for 1953, numbered 404; Member's and Guest's for 1954, numbered 895; Member's and Guest's for 1955, numbered 1183; Member's and Guest's for 1956, numbered 95; Member's and Guest's for 1957, numbered 562; Member's and Guest's for 1958, numbered 1027; single Member's badges for 1959, number 1068; 1960, numbered 1582; 1961, numbered 1110; 1962, numbered 1254; 1963, numbered 1101 and 1964, numbered 1154, all Member's badges lacking cords, together with eight linked enamel date bars, 1972-1979.
 (Qty)
£500 - 700
€590 - 830

156
A SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1908,
 number 414, black enamel, member's badge with black and yellow cord, both guest's badges lacking pins.
 (3)
£150 - 200
€180 - 240

157
TWO BARC BROOKLANDS LAPEL BADGES, 1909
 numbered 778, comprising one Member's badge with cord and one guest's badge, in white enamel, with original box (lacking card insert).
 (3)
£100 - 150
€120 - 180

158
A SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1910,
 number 590, red enamel, member's badge with cord.
 (3)
£140 - 200
€170 - 240



157

159
BARC BROOKLANDS LAPEL BADGES, 1912-1913,

comprising one Member and one guests badges from 1912, from set number 779, light green enamel, one with cord; and one guests badge from 1913, from set number 775, white enamel, lacking pin.

(3)
 £100 - 150
 €120 - 180

160
A SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1932,

number 936, blue and grey enamel, member's badge with cord.

£100 - 150
 €120 - 180

161
A SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1921,

number 624, red enamel, member's badge with cord, and remains of W.O. Lewis presentation card.

(4)
 £120 - 160
 €140 - 190

162
A SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1934,

number 1223, orange and black enamel, member's badge lacking cord.

£100 - 150
 €120 - 180



158



160



162

163
A SET OF THREE BARC BROOKLANDS MEMBER AND GUEST'S LAPEL BADGES, 1935,

number 365, two-tone blue enamel, member's badge lacking cord.

(3)
 £100 - 150
 €120 - 180

164
A BOXED SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1938,

number 443, in white, blue and black enamel, in W O Lewis box with original presentation card and Important Notice to Members.

(Qty)
 £140 - 200
 €170 - 240



159



161



163



164

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.



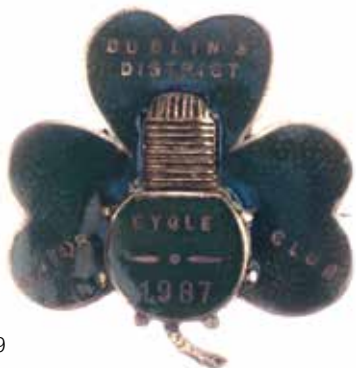
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166



167



169

165
A SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1939,
 number 351, in cream, red and black enamel, member's badge lacking cord.
 (3)
 £100 - 150
 €120 - 180

166
A BOXED SET OF THREE BARC BROOKLANDS MEMBER'S AND GUEST'S LAPEL BADGES, 1938,
 number 552, in cream and red black enamel, in W O Lewis box with original presentation card, member's badge with red and white cord, 1 badge loose in box.
 (Qty)
 £120 - 160
 €140 - 190

167
TWO BARC BROOKLANDS MEMBER'S LAPEL BADGES FOR 1940-1941,
 comprising 1940, numbered 337, in black and green enamel; and 1941, numbered 355, in black and yellow enamel; both lacking cords.
 (2)
 £100 - 150
 €120 - 180

168
ASSORTED BARC BROOKLANDS MEMBERS AND GUESTS LAPEL BADGES,
 comprising 1924 Guest's, number 660, in red and blue enamel; 1931 Member's, number 896, in orange and black enamel (some crazing to enamel), lacking cord; 1937 Member's, number 297, in green and black enamel, lacking cord; 1938 one Member's and one Guest's, from set number 318, in cream, blue and black enamel, member's badge lacking cord.
 (5)
 £140 - 200
 €170 - 240



170

169
A DUBLIN & DISTRICT MOTOR CYCLE CLUB LAPEL BADGE, 1907,
 green enamel, in the form of a shamrock with single cylinder engine, 34mm wide, engraved to reverse 'Vaughton Birmm'.
 £300 - 400
 €360 - 480

170
A 1903 AUTOMOBILE CLUB OF GREAT BRITAIN & IRELAND STEWARD'S ENAMEL BADGE,
 gilt badge by West & Son of College Green, Dublin, with central design of allegorical figures in a veteran car, and green and white enamelling, with original cord and maker's box.
 £800 - 1,200
 €950 - 1,400

171
THREE 9CT GOLD GOODYEAR LONG SERVICE LAPEL BADGES,
 comprising two gold and enamel 15 year service badges and one 25 year gold and diamond badge; together with a set of Bentley blazer buttons by the London Badge & Button Co in Bentley box, comprising 6 large and 8 small buttons; and a Rolls-Royce Crew Division enamel lapel badge, number 5922, 3cm wide, in a jeweller's tie-pin box.
 (Qty)
 £140 - 200
 €170 - 240

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.



173



173



177



178



178

172

TWO LAPEL BADGES,

comprising Grand Prix Paris 1912 by Fattorini & Sons, gilt metal with enamel, pin back with safety chain, 32mm wide; and Silver RAC medal with ribbon and lapel pin, presented to Miss B Moore, hallmarked Birmingham, 1960, medal and ribbon 9.5cm high overall.

(2)

£120 - 160

€140 - 190

173

A SILVER BENTLEY 'WINGED B' LAPEL BADGE, HALLMARKED BIRMINGHAM 1947,

by the Birmingham Medal Co, with black enamel centre, 4cm wide, with pin back; together with a Bentley Owner's Club lapel badge, 27mm high, with pin back.

(2)

£100 - 200

€120 - 240

174

A SILVER BENTLEY 'WINGED B' LAPEL BADGE, HALLMARKED BIRMINGHAM 1954,

by the Birmingham Medal & Badge Co, with black enamel centre, 4cm wide, with pin back; together with a Bentley Owner's Club lapel badge, 27mm high, with pin back.

(2)

£100 - 200

€120 - 240

175

TWO SILVER BENTLEY 'WINGED B' LAPEL BADGE, HALLMARKED BIRMINGHAM 1958 AND 1966,

by the Birmingham Medal & Badge Co; one 1958 with black enamel centre, 4cm wide, with pin back; the other 1966 with green enamel centre, 4cm wide; together with a Bentley Owner's Club lapel badge, 27mm high, with pin back.

(3)

£200 - 300

€240 - 360

176

A SILVER BENTLEY 'WINGED B' LAPEL BADGE, CIRCA 1970,

by the Birmingham Medal & Badge Co, stamped 'Silver' with black enamel centre, 4cm wide, with pin back; together with a Bentley Owner's Club lapel badge, 27mm high, with pin back.

(2)

£100 - 200

€120 - 240

177

FOUR SCARCE ROLLS-ROYCE CHAUFFEUR'S SILVER LAPEL OR CAP BADGES

each hallmarked sterling silver with inlaid red enamel, comprising number 2611 Birmingham 1930, number 2944 Birmingham 1932, number 3793 Birmingham 1936 in original Gaunt box and number 4313 Birmingham 1938, each 17 x 11mm.

(Qty)

£200 - 300

€240 - 360

178

A DESMO 'STEEPLECHASER' MASCOT AND AN AA BADGE,

the mascot, chrome plated brass, stamped DESMO to the base, 14cm high; the badge, polished brass, numbered 107771, 16.7cm high.

(2)

£120 - 160

€140 - 190

179

A FORWARD LEANING BENTLEY 'B',

polished metal, 9cm long, on a plastic display base

£100 - 150

€120 - 180

180

A REPLICA REARWARD LEANING BENTLEY WINGED 'B' MASCOT ON RADIATOR CAP,

marked 'Reg 82m907', mounted on a radiator, 13cm long.

£100 - 200

€120 - 240

181

A REPLICA FORWARD LEANING BENTLEY WINGED 'B' MASCOT,

based on the 1932-33 single-wing, chrome plated, engraved Bentley Motors (1931) Ltd to base, 10cm long, mounted on a radiator cap.

£100 - 200

€120 - 240

182

A 'WINGED EGYPTIAN GODDESS' MASCOT, BRITISH, 1930S,

chrome plated, 13.5cm high, on a display base.

£100 - 150

€120 - 180



180



181

183

A ROLLS-ROYCE KNEELING 'SPIRIT OF ECSTASY' MASCOT, POST-WAR,

chrome plated, 8.5cm high, on a display base.

£100 - 150

€120 - 180

184

A FORWARD LEANING BENTLEY WINGED 'B' MASCOT,

marked REG 807924, double wing version, chrome plated, 10cm long.

£100 - 150

€120 - 180



185

185
A SPEED NYMPH MASCOT BY A E LEJEUNE, 1920S,
 after a design by L V Aronson, nickel plated brass, 18cm high, mounted on a radiator cap.
£100 - 200
€120 - 240

186
A MR. YOUNGER MASCOT FOR WILLIAM YOUNGER & CO, SCOTTISH, 1930S,
 chrome plated advertising figure, 7cm high, on black display base, used on Brewery vehicles; together with a Wilmot-Breeden Calormeter, 6.5cm high, on a Morris radiator cap above a wooden block base.
 (2)
£100 - 150
€120 - 180

187
A VAUXHALL 'SPEEDBIRD' MASCOT, 1930S,
 chrome plated, marked 'Reg. No. 740465' and 'Joseph Fray Ltd., Birmingham', as fitted to the Vauxhall 14 and Big 6 B Series 1934 and the Hurlingham Speedster, 20cm long overall, on display base.
£100 - 150
€120 - 180



187

188
A POLICEMAN MASCOT, BRITISH, 1930S,
 chrome plated figure standing on a brick-effect metal base, 10cm high on a glass display base.
£100 - 200
€120 - 240

189
A STEEPLCHASER MASCOT BY DESMO, 1930S-70S,
 chrome plated brass, 14cm high, in card box marked "Steeplechaser No 514" on the lid, (some taped repairs to box and lid); together with a replica Vulcan blacksmith mascot, 12cm high, on a wooden display base.
 (2)
£120 - 180
€140 - 210

190
A REARWARD LEANING BENTLEY WINGED 'B' MASCOT, 1938-1955,
 marked 'reg 823907' under the wing, chrome plated metal casting, 12cm long.
£120 - 180
€140 - 210

191
TWO CAR MASCOTS,
 comprising a chromed Indian Brave, after a design by F Bazin (lacking javelin), 13cm high, on a radiator cap; and a Cadillac Goddess, American, circa 1950, chrome plated die-cast metal, 29cm long.
 (2)
£120 - 200
€140 - 240

192
AN EARLY LEAPING JAGUAR MASCOT,
 cast metal with chrome plating (some lifting and loss), the figure with pear-shaped base, 20.5cm long, mounted on a radiator cap.
£120 - 160
€140 - 190

193
A MOBIL PEGASUS ADVERTISING MASCOT, 1950S,
 chrome plated die cast metal, 9cm high, on a display base.
£140 - 200
€170 - 240



192

194
A FORWARD LEANING BENTLEY WINGED 'B' MASCOT,
 double-wing version, chrome plated (worn), 10cm long, mounted on a radiator cap.
£150 - 250
€180 - 300

195
A DRAPED SPEED NYMPH MASCOT, BRITISH, 1920S,
 nickel plated bronze, 13cm high, on a display base.
£150 - 250
€180 - 300

196
AN 'OLD BILL' MASCOT BY BRUCE BAIRNSFATHER, BRITISH, POST 1918,
 signed on the helmet, with registered design number and copyright stampings to the underside of the neck, chrome plated bronze, with pedestal mount, 11.5cm high, on a sprung steel mount.
£150 - 200
€180 - 240

197
TWO MASCOTS,
 comprising a post-1977 stainless steel Rolls-Royce 'Spirit of Ecstasy', 11cm high, with remains of sprung mounted base, on a tall decorative wooden pedestal; a 'Standing Old Bill' mascot, after a design by Bruce Bairnsfather, nickel plated standing 'Tommy', 11cm high, (repairs to both feet) on a wooden display base.
 (2)
£150 - 250
€180 - 300

198
ASSORTED MASCOTS,
 comprising two Mercedes-Benz 'Three Pointed Star' mascots, Rolls-Royce Silver Cloud Spirit of Ecstasy, brass replica AA Patrolman, Rover Viking, Leaping Gazelle mounted as a deskpiece, and an MG 1979 Concours two-eared spinner mounted as an award, engraved with race and winner's details.
 (7)
£150 - 250
€180 - 300



193

199
A ROLLS-ROYCE KNEELING 'SPIRIT OF ECSTASY' MASCOT, 1934-1939,
 chrome plated, signed C Sykes, dated 26.1.34,
 9cm high, on a display base.
£200 - 300
€240 - 360



196



197

200
TWO KNEELING SPIRIT OF ECSTASY MASCOTS,
 comprising pre-War example signed C Sykes,
 dated 26.1.34, 10cm long, with long fixing bolt;
 and a post-War example, undated, 9cm long,
 with short fixing bolt.
 (2)
£200 - 250
€240 - 300



200



200

201
A MINERVA MASCOT BY PIERRE DE SOETE, BELGIAN, 1930S,
 stamped PDS on the back of the neck, chrome
 plated hollow-cast bronze, depicting the head of
 the Roman goddess, 14.5cm high, mounted
 on a display base.
£200 - 300
€240 - 360



201

202
A 'TETE A TETE' MASCOT BY RUFFONY, FRENCH, 1930S,
 signed, chrome plated bronze, 13cm high, on a
 display base
£200 - 300
€240 - 360



202

203
A VAUXHALL 'WYVERN' MASCOT, BRITISH, 1929-1930,
 by Joseph Fray Ltd, Birmingham, registered
 design number 729889, solid nickel with
 replaced staff (lacking pennant), 13cm high, on
 display base.
£200 - 300
€240 - 360



204

204
A FORWARD LEANING BENTLEY WINGED 'B' MASCOT, 1932-33,
 single-wing version, chrome plated, 10cm long, mounted on a radiator cap.
£250 - 350
€300 - 420



205

206
A VAUXHALL 'WYVERN' MASCOT, BRITISH, 1929-1930,
 by Joseph Fray Ltd, Birmingham, registered design number 729889, solid nickel with original staff and pennant, 9cm high, on display base.
£250 - 350
€300 - 420



206

208
A ROLLS-ROYCE LATE MODEL SILVER GHOST SPIRIT OF ECSTASY' MASCOT, 1921-1925,
 solid nickel, signed Charles Sykes dated RR Ltd 6-2-11 on the base, with post-1921 markings under the drapes, 15cm high, mounted on a turned wooden base.
£400 - 600
€480 - 710



207

205
A ROLLS-ROYCE 'SPIRIT OF ECSTASY' MASCOT,
 replica, marked Rolls-Royce Limited Feb 6th 1911 around the base, nickel plated, 15cm high, on a display base.
£250 - 350
€300 - 420



208

207
"THE NAVIGATOR" MASCOT BY A E LEJEUNE, BRITISH, 1930S,
 bronze Naval Officer watching a binnacle compass, stamped AEL to base, 14cm high, on a black plastic display base.
£400 - 600
€480 - 710



209

209
A PRE-WAR ROLLS-ROYCE SILVER GHOST 'SPIRIT OF ECSTASY' MASCOT, 1911-1914,
 nickel-plated bronze, signed 'Charles Sykes' and fully inscribed round the base 'Rolls-Royce Limited. February 6th 1911', with good detailing, 18cm high, mounted on a display base.
£1,500 - 2,000
€1,800 - 2,400



210



211



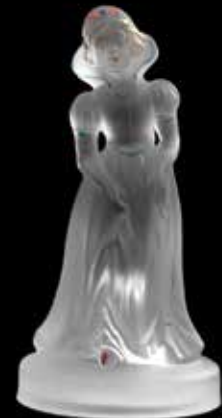
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213



214



215

210
A CRISTAL LALIQUE TETE D'AIGLE GLASS MASCOT, FRENCH, POST-WAR, moulded eagle's head in clear satin and frosted glass, engrave Lalique France to the base, 11cm high.
£300 - 400
€360 - 480

211
A CRISTAL LALIQUE COQ NAIN GLASS MASCOT, FRENCH, POST-WAR, moulded cockerel in clear satin and frosted glass, engraved Lalique France to the base, 20.5cm high.
£300 - 400
€360 - 480

212
AN ART DECO 'LEAPING RAM' GLASS MASCOT BY MAURICE MODEL, FRANCE, CIRCA 1930, moulded 'France M.Model' to left side of base, in clear glass with frosted details, 23cm high, some chips and flaking to left side of front legs and rear of base, originally one of a pair designed as a clock decoration or as bookends but mounted as a car mascot within original metal base mount marked 'Made in France' to rear and mounted above a radiator cap on a Perspex base.
£550 - 600
€650 - 710

213
A 'TETE D'AIGLE' GLASS MASCOT BY RENE LALIQUE, INTRODUCED 14TH MARCH 1928, moulded 'R.Lalique' and 'France' to the side of neck, in the form of an eagle's head in clear and frosted glass, 14cm long.
£600 - 800
€710 - 950

214
A 'TETE DE COQ' GLASS MASCOT BY RENÉ LALIQUE, INTRODUCED 3 FEBRUARY 1928, clear glass with impressed mark 'Lalique, France' (with double tailed Q) around the neck, 18cm high, damage to fin.
£600 - 800
€710 - 950

215
A RARE 'SNOW WHITE' GLASS CAR MASCOT BY THE AMERICAN CUT CRYSTAL CORPORATION OF ITALY, POST 1945, produced under license for Disney, moulded to rear of base 'Wait Disney Productions', in frosted glass depicting the famed cartoon character, with painted details, 15cm high, moulding fault under her left arm.
£800 - 1,000
€950 - 1,200



216

216
A LALIQUE MASCOT 'CHRYSIS', INTRODUCED 21ST MARCH 1931, catalogue number 1183, acid etched 'R.Lalique France' to underside of base, in satin glass depicting a backwards leaning kneeling female nude with her hair flowing behind her, 18cm long.
£800 - 1,200
€950 - 1,400



217



218



225



220



226

217

A CHAMPION NA-10 SPARK PLUG FROM THE 1955 LE MANS WINNING D-TYPE JAGUAR DRIVEN BY MIKE HAWTHORN AND IVOR BUEB,

mounted on a block of wood with engraved plaques, hand-written #3 of 6 under the block, together with a signed declaration (signature faded), framed and glazed

(2)

£100 - 150

€120 - 180

218

A SCINTILLA 6-CYLINDER MAGNETO,

internal and working condition unknown.

£250 - 350

€300 - 420

219

A WATFORD SPEEDOMETER 60 MPH,

by North & Sons, London & Watford, numbered 41872, patent numbers 14617-9, 364-10, silver face, with angled dash mounting clock, assorted lights, and 'jelly mould' -type switch, condition and completeness unknown, close inspection advised.

(Qty)

£200 - 300

€240 - 360



227

220

AN AMERICAN BOSCH SIX-CYLINDER MAGNETO, ((2))

type AT6, numbered ED22 and 3665356, some damage to points cover, together with a vertical mounting Lucas four-cylinder magneto, condition and completeness unknown, close inspection advised.

(2)

£200 - 300

€240 - 360

221

AN AUTOJUMBLER'S LOT,

including a 1943 Rolls-Royce 25-Years Service Certificate, awarded to Frederick Wright, 43 x 31cm, mounted, framed and glazed, a chromed Bentley forward leaning Winged 'B' mascot, 9.5cm long, on wooden base, cast alloy 'RAC' sign, 34cm wide, cast brass Esso cap fitting, hub-caps including Jeep, a Lucas lamp and four Lucas 20-20 lamp covers, and n/o/s spares including Deutsch A178 air and Fram PH11 oil filters, Wells F948AK distributor cap, and other items.

(Qty)

£100 - 200

€120 - 240

222

AN AUTOJUMBLER'S LOT,

comprising, three hub pullers, two Eureka warmers, a Silver Ghost Association file 'Technical and Historical Information on the Silver Ghost', a radiator grille, and a reproduction Albion poster, mounted, framed and glazed.

(Qty)

£250 - 350

€300 - 420

223

AN AUTOJUMBLER'S LOT,

including a leather-cased 'Densimeter', Registered Design for 1903, two Smiths dashboard clocks (requiring some recommissioning), a cased Dunlop pressure gauge, a PHB 'Express' voltmeter, five Schrader, one PCL and one Dunlop tyre pressure gauges, three Petrol cans by Esso and Pratts, a brass Eagle mascot (wingspan 14cm), a bulb horn reed, assorted keys, two running-board metal tool cases, 51cm and 56cm wide, a Rexine covered domed sloped motoring trunk, 80cm wide, and other sundry parts.

(Qty)

£300 - 400

€360 - 480

224

AN AUTOJUMBLER'S LOT,

comprising a laminated wooden-rimmed three-spoke steering wheel, 38cm diameter (used), a single-twist bulb horn, two Shell Motor Spirit 2-gallon petrol cans, boxed Michelin 12V digital tyre inflator, a Rolls-Royce & Bentley automatic battery charger, a TecMate Optimate 4 diagnostic desulphating charger/tester unit, a Track Maintenance orange Hi-Viz gilet, a Trunks of Haslemere oval plaque, a modern Shell wall thermometer, 43cm high, and a modern Mini battery-operated wall clock.

(Qty)

£100 - 150

€120 - 180

225

TWO BENTLEY DASHBOARD INSTRUMENTS BY SMITHS,

comprising Bentley Smiths MA 120mph speedometer and a combined oil/amp/water/fuel gauge, each 12.5cm diameter.

(2)

£100 - 200

€120 - 240

226

A LARGE PAIR OF CANDLE CARRIAGE LAMPS BY HOWES & BURLEY, LATE 19TH CENTURY,

square bodied, Japanned black with polished brass brightwork, maker's mark on the sprung candle holder, the interior polished nickel, marked J Buchanan & Co, Glasgow on the candle mount, two square bevelled glass lenses and door, with finned chimney, 57cm high overall, some denting to candle holders.

(2)

£150 - 250

€180 - 300

227

TWO PAIRS OF EPHANDEM REPLICA REAR LIGHTS/INDICATORS,

with some wiring and mounting brackets, condition and completeness unknown, close inspection advised.

(2)

£200 - 300

€240 - 360

228

A DUCO 8-DAY CAR CLOCK, SWISS,

non-magnetic 'Octo' Swiss movement (Swiss patent No.28536-37), brass case, with 2½ inch white enamel dial with black Roman numerals and bevelled lens, lacking back-plate, fitted within angled brass mount (Swiss patent No.38361), on a wooden mantle stand.

(2)

£180 - 240

€210 - 290

229

A HALDA 'TWINMASTER' RALLY ODOMETER, SWEDISH,

Model No.TWM1, Serial No.37807, black alloy case, with two time-of-trip windows, and adjustment knobs, overhauled in 2001, with associated T-gear with flex cable, offered together with a Stevens plastic Rally Indicator in brown leather pouch, a Larry Reid's Rally Tables booklet, and various typed sheets of rally times.

(Qty)

£300 - 500

€360 - 590



230

230♦♦♦

A SET OF MAGNESIUM 4-SPOKE WHEELS BELIEVED FROM THE EX-SCRAGG MCLAREN-CHEVROLET M12,

split rim, comprising two rear wheels with a 42cm diameter and depth of 27cm, front wheels fitted with used treaded Firestone Supersports GP tyres 4.25/10.20-15, believed from the record-breaking McLaren-Chevrolet M12.

(4)

£250 - 350

€300 - 420

"With taped-up air intakes and all-enveloping cockpit cover, leaving just a slot for the driver's head, Tony Harrison's ex-Scragg McLaren M12 provided Miss Burt's weapon, but by Saturday lunchtime there were long faces round the white car. A preliminary run indicated clutch trouble; a strip-down indicated an incorrect component and after a new clutch was flown in to the Leeds/Bradford airport, and fitted in time for Sunday's runs, Patsy at least had the consolation of a new national 500 metres flying start class B record at 154.91 mph at the 4th October 1970 Elvington speed records." (Associated Newspapers 1970)

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

231♦♦♦

THE COCKPIT PANEL FROM PBURT'S 1970 ELVINGTON RECORD-BREAKING EX-SCRAGG MCLAREN-CHEVROLET M12,

aluminium with Perspex screen, painted in white with Chandy sponsors logo, this one off cockpit panel was made to be more aerodynamic to assist in breaking the 'flying start 500 metres' speed record on 4th October 1970 at Elvington airfield, offered together with a copy of the certificate from the Royal Automobile Club, acknowledging the record, 139cm long.

£250 - 350

€300 - 420

232

FIVE PRE-WAR RADIATOR SURROUNDS,

for Morris Minor, with enamel badge (chipped), Ford, Austin, and two unidentified, one in two sections, all weathered condition.

(6)

£100 - 150

€120 - 180



231

233♦

A BENTLEY RADIATOR GRILLE, POST-WAR,

polished stainless steel surround with shutters and hole for starting handle to lower centre, fitted with black enamel badge, with Serck Radiators Ltd of London plaque to inside edge numbered 'RZ/55549', used condition, measuring 78 x 57cm overall.

£100 - 200

€120 - 240

234♦

A ROLLS-ROYCE RADIATOR GRILLE, POST-WAR,

polished stainless steel surround and grille, with shutters and fitted with black enamel badge, stamped 'GG' to reverse, used condition, measuring 47 x 60cm overall.

£100 - 200

€120 - 240

234A♦♦♦

A FERRARI 348T ENGINE SUB-FRAME,

reported by the vendor as 'rust free', inspection advised.

£800 - 1,000

€950 - 1,200

234B♦♦♦

AN ASTON MARTIN DB6 GEARBOX WITH TORQUE CONVERTER,

gearbox with internals, inspection advised.

(2)

£800 - 1,000

€950 - 1,200

234C♦♦♦

A DELOREAN (RENAULT) ENGINE AND GEARBOX,

engine reported by the vendor to be a testbed engine, in working order and having covered 14,000 miles, inspection advised.

(2)

£1,000 - 1,500

€1,200 - 1,800

END OF AUTOMOBILIA SESSION 1

AUCTION WILL RECOMMENCE WITH LOT 235 ON SATURDAY 10 SEPT AT 11AM

Automobilia Session II

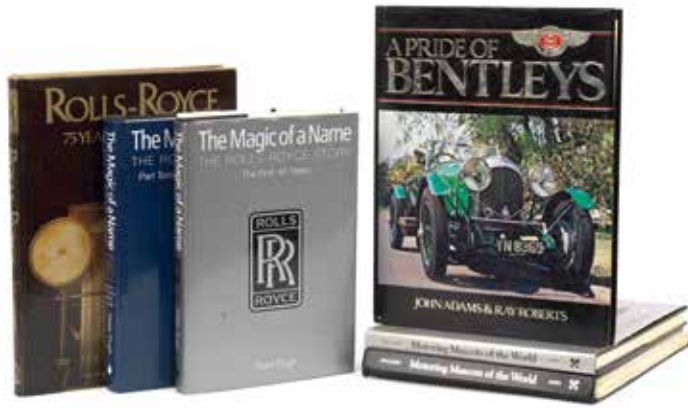
Saturday 10 September 11:00

Lots 235 - 405

Further images of each lot can be found at:
bonhams.com/27659



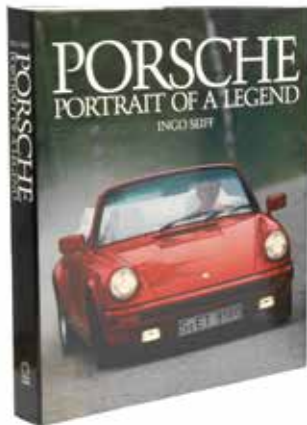




235



241



242 (part)



235●
TWO ROLLS-ROYCE REFERENCE BOOKS
BY P PUGH,

comprising 'Magic of the Name -The Rolls-Royce Story the first forty years'; and 'The Power Behind the Jets -The Rolls-Royce Story part II'; together with Edward Eves: 'Rolls-Royce 75 years of Motoring Excellence'; Adams and Roberts: A Pride of Bentleys; and two mascot reference books.

(6)
£100 - 200
€120 - 240

236●
ASSORTED MOTORING BOOKS,
including 'The Schlump Obsession' by Jenkinson & Verstappen, 'Motor Repair and Overhauling' vols I to IV, 'Grand Prix Racing 1906-1914' by Taso Mathieson in slipcase, 'Lagonda 2,3 & 3½ litre in detail' by Davey, 'Lagonda 4½ & V12 in detail' by Davey, together with others, some with dust jackets, all in varying condition, close inspection advised.

(Qty)
£180 - 250
€210 - 300

237●
NIC PORTWAY: VAUXHALL CARS 1903 – 1918;

two volume set, complete with illustrated slipcase, together with Nic Portway: Vauxhall 'The finest of Sporting Cars' 30-98, complete with dust jacket and slipcase.

(2)
£180 - 250
€210 - 300

238●
ASSORTED MOTORING BOOKS,
including 'The Edwardian Rolls Royce', two volumes in slipcase, by Fasal & Goodman, 'Motor Repair and Overhauling' vols I to III possibly rebound, 'Lagonda an Illustrated History 1900-1950' by Seaton, 'Lagonda a History of the Marque' by Davey & May, together with others, some with dust jackets, all in varying condition, close inspection advised.

(Qty)
£180 - 250
€210 - 300

239●
ASSORTED MOTORING BOOKS,
including 'Automobile Engineering' vols I to VI, 'The Schlump Obsession' by Jenkinson & Verstappen, 'Lagonda 2,3 & 3½ litre in detail' by Davey, 'Lagonda 4½ & V12 in detail' by Davey, together with others, some with dust jackets, all in varying condition, close inspection advised.

(Qty)
£180 - 250
€210 - 300

240●
NIC PORTWAY: VAUXHALL CARS 1903 – 1918;
two volume set, complete with illustrated slipcase, together with Nic Portway: The 30-98 Vauxhall Centenary Index 1913 2013.

(2)
£180 - 250
€210 - 300



243



245



244

241•
BERND HOLTHUSEN: LAGONDA DIE 4.5 LITER WAGEN DES W. O. BENTLEY;
 number 38 of a limited edition of 1000, dedicated and signed by the author, German text, 426 pages, complete with dust jacket and slipcase.
 £250 – 350

£250 - 350
 €300 - 420

242•
ASSORTED MOTORING BOOKS,
 including Conway with Sauzay: Bugatti, in 'engine turned' slip-case numbered 1757; Ingo Seiff: Porsche portrait of a legend, with card slip-cover; Lancia catalogue raisonne 1907-1983 edited by Ferruccio Bembo, 2 Volume set in library slip case (case splitting at edges) and many other motoring and motor racing reference books, ephemera and periodicals. A varied motoring library, inspection advised.
 (Qty)
 £400 - 500
 €480 - 590

243•
ASSORTED BUGATTI LITERATURE, PUBLICATIONS AND EPHEMERA FORMERLY FROM THE COLLECTION OF THE LATE H H POSNER,
 including 1929 type 40, 44 and Grand Prix Touring & Sporting models sales brochure; 1929 3 litre type 44 Maintenance Manual (French Text); W F Bradley: Ettore Bugatti biography; 1930 3 litre type 44 Parts Catalogue; re-printed Type 57 and 57S maintenance and overhaul manual; reprinted Type 22/23 Brescia parts catalogue; ephemera and leaflets relating the Bugatti train; Bugantics, magazines, Bugatti letterheaded paper and other ephemera.
 (Qty)
 £600 - 800
 €710 - 950

244•
A 1925 VAUXHALL 23-60HP & 30-98HP SALES BROCHURE,
 No.25-1A, issued January 1925, grey cord-tied embossed card covers, 24 numbered pages, well illustrated, with revised price list pasted to rear page, with 11 monochrome plates of coachwork styles inside rear cover, some light wear and covers partially detaching, large 4to.
 £200 - 300
 €240 - 360

245•
A BENTLEY MK VI 'SILENT SPORTS CAR' SALES BROCHURE, 1952,
 cream card cover with embossed metal label, cord bound, 24 pp, with one tipped-in monochrome plate and a fold-out chassis diagram, the tabs inside the back cover with 1952 price list, and four colour plates, small 4to; together with a Rolls-Royce Silver Wraith sales folder, containing six monochrome plates of coach-built cars, 4to; and a Rolls-Royce sales folder (covers peeling) containing six Silver Dawn and Silver Wraith booklets.
 (Qty)
 £250 - 350
 €300 - 420



246



247

246●
ASSORTED MOTOR CAR SALES BROCHURES FOR BRITISH MARQUES,
 including Humber, Daimler, Rolls-Royce, Austin Healey and others.

(Qty)
 £250 - 350
 €300 - 420

247●◇◇
A COMPREHENSIVE COLLECTION OF POST-WAR MOTORING BROCHURES AND SALES CATALOGUES,

a quantity contained in plastic sleeves held in ring-back folders, titles including 40s-50s British Marques; 50s Commercial Vehicles & Tractors; 70s-80s Leyland Austin Rover; 50s, 70s-80s Ford; 70s-80s Triumph, Mini, Morris, Austin; 70s-80s Aston Martin, Alfa Romeo, BMW, Citroen, Colt, Datsun, Hyundai, FSO, Jaguar, Daimler, Land Rover, Range Rover, Jeep and others; the remaining catalogues loose including 90s and later Motorcycles, Cars and other brochures; a good collection, inspection advised.

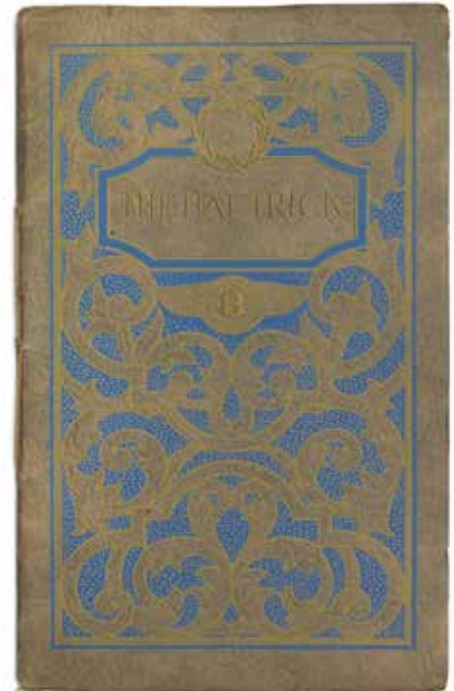
(Qty)
 £2,000 - 3,000
 €2,400 - 3,600

248●
A HANDBOOK FOR THE BENTLEY CONTINENTAL SPORTS SALOON,
 black Rexine wrap-around hard covers with pop-stud fastening, Number XV, printed by Bemrose & Sons Ltd, 111 numbered pages, with fold-out wiring diagram, in seemingly good clean general order, 8vo.

£100 - 200
 €120 - 240

249
ASSORTED ROLLS-ROYCE AND BENTLEY HANDBOOKS AND SALES BROCHURES,
 comprising handbook for Rolls-Royce Silver Shadow and Bentley T Series in German, Spanish and Italian text, 8vo, with pasted amendments; Service Handbook for Silver Wraith, Silver Dawn, Phantom IV, Bentley Mk VI and R-type; and two 1991 Phantom VI handbook supplements; with assorted post-War sales brochures, publications, photographs and postcards, and a Jack Barclay Diamond Jubilee catalogue.

(Qty)
 £100 - 150
 €120 - 180



253

250●
ASSORTED PRE AND POST-WAR TECHNICAL LITERATURE, MAPS AND EPHEMERA,

including a Three Litre Bentley Instruction Book, maroon wrap-around pop-stud covers, worn with first page cut; A 20Hp Rolls-Royce Instruction Book, printed August 1930, maroon cloth hard covers; other technical and maintenance literature and manuals for 1939 Flying Standard, Ford Model 'Y' 8Hp, Morris Eight, Austin Seven and Ten, Morris Minor, Triumph, BSA and Norton motorcycles, and various road maps including Contour, Bacon's, Bartholomew's and Esso, various conditions.

(Qty)
 £200 - 300
 €240 - 360

251●
AN ASTON MARTIN DB6 INSTRUCTION BOOK,

plastic ring-bound black card covers, contained within embossed black vinyl outer cover, part No. 55-40-131, 8vo., some hand-written annotations to title page but in otherwise seemingly good order.

£250 - 350
 €300 - 420

252●
AN ASTON MARTIN DB5 INSTRUCTION BOOK,
 plastic ring-bound black card covers, contained within embossed black vinyl outer cover, part No. 48-40-131, 8vo., in seemingly good order with clean pages.

£250 - 350
 €300 - 420

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.



255

253●
A BENTLEY LE MANS 1929 VICTORY 'HAT TRICK' BOOKLET, PROOF READER'S COPY,
 8vo, embossed card covers, cord bound, 36 numbered pages, pages 1 and 36 with hand written corrections in pencil.
£400 - 600
€480 - 710

Formerly the property of Peter Mould (1938-2020), began his working life as an apprentice at Herbert Fitch & Co Ltd, and worked there for 30 years. This booklet was gifted to him when he left the company.

254
A SEAN CONNERY JAMES BOND SIGNED FRAMED DISPLAY FEATURING THE 'GOLDFINGER' ASTON MARTIN DB5,
 monochrome photoprint depicting Connery as '007' with the Aston Martin DB5 at the Furka Pass, signed by Connery "Best Wishes" in blue marker, 25 x 20cm, mounted, framed and glazed, 35 x 30cm overall, with certificate of authenticity to reverse of frame.
£250 - 350
€300 - 420

255
A SEAN CONNERY JAMES BOND FRAMED DISPLAY WITH SIGNATURE, FEATURING THE 'GOLDFINGER' ASTON MARTIN DB5,
 monochrome photographic image depicting Connery as '007' with the 'Goldfinger' DB5 at Stoke Park, 17 x 24cm, mounted together with signature of Connery in blue marker "Best Wishes", framed and glazed, 46 x 39cm overall, with certificate of authenticity to reverse of frame.
£300 - 400
€360 - 480



256



260 (part)

256
A ROGER MOORE 'THE PERSUADERS' ASTON MARTIN DBS SIGNED FRAMED DISPLAY,
 monochrome photographic image of Moore as Lord Brett Sinclair with the DBS, signed by Moore in black marker, 14 x 20cm, mounted, framed and glazed, measuring 26 x 35cm overall.
£250 - 350
€300 - 420

257
A PIERCE BROSNAN JAMES BOND 'TOMORROW NEVER DIES' ASTON MARTIN FRAMED DISPLAY WITH SIGNATURE,
 colour publicity photograph of Brosnan as '007' with the Aston Martin V12 Vanquish, 18 x 29cm, mounted together with signature of Brosnan in blue marker, framed and glazed, 43 x 45cm overall, with letter of authenticity to reverse of frame.
£250 - 350
€300 - 420

258
A DANIEL CRAIG JAMES BOND 'NO TIME TO DIE' ASTON MARTIN FRAMED DISPLAY WITH SIGNATURE,
 promotional colour photograph of Craig as '007' with the 1987 Aston Martin V8 Vantage Volante, 16 x 25cm, the reverse of the photograph stamped 'Eon Productions', mounted together with signature of Craig in blue marker, framed and glazed, 43 x 41cm overall, with certificate of authenticity to reverse of frame.
£250 - 350
€300 - 420



259

259
A MICHAEL CAINE 'ITALIAN JOB' ASTON MARTIN DB4 FRAMED DISPLAY WITH SIGNATURE,
 monochrome photographic still image from the 1969 film depicting Caine as 'Charlie Croker' and Maggie Blye as 'Lorna' with the DB4 Convertible, 19 x 24cm, mounted with signature of Michael Caine in black marker on paper, framed with plastic glazing, measuring 31.5 x 31.5cm overall.
£250 - 350
€300 - 420

260
SIGNED LEWIS HAMILTON AND JENSON BUTTON PHOTOGRAPHS,
 comprising a pair of signed driver portraits, each 8 x 6" colour print and a pair of car portraits, each 8 x 12" colour print; each pair common mounted in patriotic card mounts, framed and glazed; together with a large photographic print of Lewis Hamilton with the 2008 British Grand Prix trophy, 40 x 56cm, in a common mounted display with a Lewis Hamilton autograph and a printed title; each item with Certificate of Authenticity mounted to the rear of the frame; in three frames.
 (3)
£250 - 350
€300 - 420



261



262



263



266

261
SILVERSTONE 11TH INTERNATIONAL TROPHY MEETING POSTER, 2ND MAY 1959,

68 x 50cm, old folds and some tape residue and marks, mounted, framed and Perspex glazed.

£100 - 150
€120 - 180

262
A SILVERSTONE 16TH RAC BRITISH GRAND PRIX POSTER, 20 JULY 1963,
75 x 50cm, old folds, corners cut-off, old tape residue and marks, mounted in a clip frame.

£100 - 150
€120 - 180

263
A SIGNED 1956 MONACO GRAND PRIX REPLICA POSTER,

1980s Museum reprint, signed by racing drivers comprising including Salvadori, Frere, Trintignant, Sparken, De Cesaris, Nannini, Jarrier and Valanzzo, 94 x 61cm, mounted, framed and glazed.

£250 - 350
€300 - 420

264
A 'STEVE MCQUEEN - LE MANS' FILM SOUNDTRACK VINYL LP FRAMED DISPLAY,

comprising the 33 $\frac{1}{3}$ vinyl LP record of the film's soundtrack by Michel Legrand, released by Columbia Masterworks, display mounted together with the sleeve depicting artwork scene from the film poster, facsimile signature and slogan of McQueen, framed and glazed, 59 x 87cm overall, together with a framed and glazed colour photograph of McQueen as Michael Delaney, mounted with facsimile signature, 41 x 27cm overall,

£100 - 150
€120 - 180

265
ASSORTED FRAMED FERRARI PRINTS AND OTHER COLLECTABLES,

including a large photoprint of Enzo Ferrari 58 x 44cm, 'Night Stop at Le Mans' print after Michael Turner depicting Ferrari P4, signed photograph of Nigel Mansell in Ferrari 640, photograph of Lauda in Ferrari 312T, and four photoprints of Ferrari road cars after Alberic

Haas, all framed and glazed, together with other Ferrari and other collectables including a 1:4 scale replica Ayrton Senna miniature Bell helmet, 'Ferrari Parking Only' modern garage sign, two stuffed teddy bears, a boxed Becker Traffic Assist Pro satnav unit for Ferrari, key fobs, lapel badges, a patch, and other items.

(Qty)
£100 - 200
€120 - 240

266
'ASTON MARTIN GIRLS', TWO LIMITED EDITION SIGNED PRINTS AFTER TONY UPSON,

each depicting an attractive girl in Aston Martin Team Promotional outfit, after original artworks by the artist, each signed and numbered 9/200 in pencil by the artist to the lower margin, each 40 x 26cm, mounted, framed and glazed, each measuring 57 x 43cm overall and with artist's authentication card to reverse.

(2)
£200 - 300
€240 - 360

267
ROBBIE MACGREGOR (BRITISH, 1955-), TWENTY ILLUSTRATIONS OF MAINLY PRE-WAR BENTLEY CARS,

each signed and dated 2021 on watercolour paper, comprising 10 in pen and wash and 10 in pen, each 28 x 38cm, contained in plastic folio and ready for framing.

£100 - 200
€120 - 240



268

268 AR

PAT NEVIN (1912-1995) 'ARTIST'S STUDIES OF PRINCE BIRA',

signed very faintly in lower right corner, sketches and notes in pen on one sheet of brown paper, 37 x 25cm, mounted framed and glazed; together with a monochrome photograph of Prince Bira in his ERA at Crystal Palace (believed 1937), 18 x 25cm, mounted, framed and glazed.

(2)

£200 - 300

€240 - 360



269

269 AR

HAROLD CONNOLLY (1893-1973), 'A FEW SUNNY SMILES FROM BROOKLANDS', 1927,

signed, with additional dedication and signature, dated 'Oct.15.27 Brooklands', pen and ink on artist's board, depicting a dozen caricature portraits of well-known Brooklands drivers including Segrave, Kay Don, Benoist, Dunfee, Benjafield, Cobb and Campbell (sic), 53 x 38cm, mounted, framed and glazed.

£300 - 400

€360 - 480

270 AR

NICHOLAS WATTS (BRITISH, 1947-), 'PETER COLLINS AT "GASOMETRE" MONACO 1958',

signed and titled lower left, preliminary sketch, pencil on artist paper, 38 x 27cm, mounted, framed and glazed, 43 x 54cm overall.

£500 - 700

€590 - 830

271 AR

ATTRIBUTED TO DION PEARS (BRITISH, 1929-1985), SKETCH OF A BLOWER BENTLEY,

unsigned, pencil and charcoal, sketch study of the car with driver, with hand-written annotation of provenance to gum-strip on reverse of frame "Sketch, probably by Dion Pears, given to the Late John Bolster some years ago and later by Rosemary Bolster to Bill Lake 1985", 44 x 50cm, framed and glazed.

£100 - 200

€120 - 240



272



273

272 AR

DION PEARS (BRITISH 1929-1985), '1966 EAST AFRICAN SAFARI WINNING PEUGEOT 404 KF2', AN ORIGINAL ARTWORK,

signed lower right, watercolour and gouache on artists' board, depicting the Bert Shankland/Chris Rothwell Peugeot 404 KF2 'TDH 404' speeding through the wet on the way to victory at the Nairobi event, 57 x 77cm, in wooden frame.

£300 - 500

€360 - 590

273 AR

TWO ARTHUR BENJAMIN PAINTINGS (DUTCH, 1953-),

'Bluebird-Proteus CN7 - Donald Campbell's Land Speed Record 1964', signed and dated '95 by the artist to lower edge, acrylic on canvas, depicting Campbell's gas turbine-powered Bluebird during his successful Land Speed Record attempt at Lake Eyre, Australia on 17th July 1964, achieving a new speed record of 403.10mph, measuring 75 x 100cm, in brushed alloy frame, some craquelure to paint in two areas to lower section, together with Arthur Benjamins (Dutch, 1953-), 'Thrust SSC - Mach 1', Signed by three team members,

signed and dated '95 by the artist lower left, acrylic on canvas, depicting the twin engine jet-powered Land Speed Record car breaking the sound barrier at the Black Rock Desert, Nevada, on 15th October 1997, driven by RAF Flight Lieutenant (now Wing Commander) Andy Green and achieving a new Land Speed Record of 763mph, further signed to lower right in green marker by driver Andy Green, Project Leader Richard Noble and Aerodynamicist Ron Ayers, measuring 75 x 101cm, in brushed alloy frame.

£800 - 1,200

€950 - 1,400



274



276

276

A TRUNCATED MAHOGANY TWO-BLADED 'DE HAVILLAND 5' PROPELLER HUB, CIRCA 1917,

display mounted and partially hollowed-out from the back to take a mantle clock, the hub stamped 'DRAWING No 1707 FOR FRENCH TYPE BOSS DE. H. 5', the front inset with eight chrome plated dome-head screws, 46cm wide overall.

£150 - 200

€180 - 240



275

277

A ROLLS-ROYCE & BENTLEY SAMPLES BRIEFCASE,

walnut effect outer case with leather trim (taped repair in two corners), Rolls-Royce and Bentley applied badges to edge of lid, combination locks, 45cm wide, the interior with lift-out trays containing two Colour Range paint-swatches including Corniche, and four leather samples swatches, six sales brochures for various Rolls-Royce and Bentley models, and other items, together with two black canvas and suede Bentley Collections shoulder bags (used), and two caps.

(Qty)

£200 - 300

€240 - 360

278

ASSORTED BENTLEY COLLECTABLES,

comprising an EPNS inkwell with applied Bentley badge, on wooden base, a leather covered stainless steel 8oz hip-flask, a boxed Team Bentley mug, a reproduction Bentley Winged 'B' mascot after Joseph Fray, a lamp stand with miniature 'Flying B' mascot, a 1980 Bentley Drivers Club 50th Anniversary Le Mans commemorative paperweight and a lapel badge, and a modern Perspex 'Bentley Motors' illuminating sign, 38cm wide.

(7)

£100 - 150

€120 - 180

279

A CASED FOUR-SEAT 'DARTMOUTH' PICNIC OUTFIT,

blue Rexine-covered case with handle, unfolding to small picnic table with folding wooden legs, 34cm high, and fitted with set of four steel frame folding seats with green canvas slings, each standing 64cm high, the case 57cm wide.

£100 - 150

€120 - 180

280

A LARGE PRINTED CLOTH ROLLS-ROYCE BANNER,

printed in brown and yellow tones, on sectional cloth ground, applied with hanging loops top and bottom, depicting portraits of The Hon Charles Stewart Rolls and Sir Henry Royce, above designs of Rolls-Royce cars and aircraft powered by Rolls-Royce engines, 324 x 660cm, some old marks, yellowing, folds and creasing.

£100 - 150

€120 - 180



286

274

A TRUNCATED MAHOGANY TWO-BLADED PROPELLER HUB, DATED JAN 1939,

the laminated wooden hub with blades removed, the hub with 8 mounting holes, applied with weighted brass plate stamped Jan 1939 C-17446 60658, 56cm wide

£120 - 160

€140 - 190

275♦♦♦

A DAKOTA DC3 WINGTIP PRESENTED AS AN OFFICE DESK,

the starboard wingtip re-skinned with riveted and/or pinned with sheeted alloy covering, complete with red light wired to electrical socket, the wingtip inverted to present the flatter surface, the underside now uppermost. The underneath of the table fitted with custom-made pontoons and well engineered bolt-mounted cast alloy legs with adjustable feet, measuring 220 x 105 x 78cm overall.

£4,000 - 5,000

€4,800 - 5,900

281

A ROLLS-ROYCE SHOWROOM 'SPIRIT OF ECSTASY' STATUE,

silver painted resin casting, 56cm high, on composite display base.

£100 - 150

€120 - 180

282

ASSORTED ROLLS-ROYCE COLLECTABLES,

comprising Silver hipflask, hallmarked Birmingham 1989; letter opener; 2 x Victorinox RR pocket penknives; 2 x tax disc holders: a Snap-on-Tools Torq-0-meter engraved 'R.R. Units Section'; 2 x black enamel radiator badges; 4 x Mulliner Park Ward coachwork plates and a blazer badge; a Mulliner Park Ward paperweight; Rolls-Royce Phantom VI handbook, 1978; a 25 year long service mascot award; and other items including two Bentley key fobs.

(Qty)

£100 - 200

€120 - 240

283

TWO RUDGE SMOKER'S ACCESSORIES,

comprising a cigarette case, with Rudge-Whitworth enamel badge to front; a cigarette packet cover by NCJ Viceroy, the front with match-book cover decorated with Rudge enamel badge; together with a set of six Wade 1/2 pint ceramic tankards, with designs of veteran cars authenticated by Veteran Car Club of Great Britain.

(8)

£100 - 150

€120 - 180

284

A JAGUAR WALKING STICK AND A JAGUAR CORKSCREW,

the stick with polished brass "Leaping Jaguar" mascot handle, 88cm high overall, with rubber tip; the corkscrew, chrome plated "Leaping Jaguar" handle and 6cm long corkscrew worm.

(2)

£100 - 150

€120 - 180

285

AN UNUSUAL PRESENTATION CHAUFFEUR'S CAP BUTTER-DISH, A 1925 CHRISTMAS GIFT,

EPNS, registered design 1912, in the form of a cap with peak later engraved 'Rolls-Royce Xmas 1925', with moulded glass liner and lid with miniature Spirit of Ecstasy mascot handle, 13.5cm diameter, offered together with a cased set of six sterling silver coffee-bean spoons by Hukin & Heath of Birmingham, hallmarked 1921, the case with 'RR' badge to lining and measuring 14.5cm wide, a Spirit of Ecstasy mascot for Silver Seraph, a reproduction Schneider Trophy Seaplane mascot after AEL, a glass 75 Years commemorative ashtray, an RREC coaster and a 1982 Rally plaque.

(7)

£200 - 300

€240 - 360

286

AN ANTI-AIRCRAFT DOUBLE TELESCOPE BY COOKE, TROUGHTON & SIMMS OF YORK, 1942,

brass construction, the central housing marked with broad arrow and number 4968, dated 1942, "Telescope Identification AA mark III", brass overpainted in cream, (now crazed and lifted), mounted on 360° marked circular base, prismatic sights, objectives, dual pinhole sights, 90° brass calibration, adjustment wheels with turned wood handles, orientation compass to one side, carry handles to top, (80cm.) wide, on metal adjustable tripod.

£200 - 300

€240 - 360

287

A ROLLS-ROYCE 'SPIRIT OF ECSTASY' SHOWROOM DISPLAY STATUE,

brushed stainless steel, mounted on a display base, 45cm high overall.

£400 - 600

€480 - 710

288 ♦♦

A LARGE HOLLOW-CAST BRASS ROLLS-ROYCE SHOWROOM SPIRIT OF ECSTASY STATUE,

mounted on a turned marble base, 124cm high overall.

£600 - 800

€710 - 950





289



287



290



295 (part)

289◊
A ROLLS-ROYCE 'SPIRIT OF ECSTASY' STATUE ON MARBLE AND BRONZE BASE,
 finely detailed, 67cm high overall.
£700 - 900
€830 - 1,100

290
ASSORTED BUGATTI COLLECTABLES FORMERLY FROM THE ESTATE OF THE LATE H.H. POSNER,
 including a Bugatti Owner's Club bronze replica Elephant mascot 1972, after Rembrandt Bugatti (numbered 13/20), an enamel sign, 30 x 48cm, a Bugatti oil can (lacking cap), two radiator ceramic jugs from Rene Dreyfus' Le Chantecler restaurant, a cased Zippo lighter, 1970s Bugatti Owners Club trophies for Prescott and Cognac Rally, various rally plates, badges and lapel badges, ashtrays, deskpieces, a pair cufflinks and other items including including a Castrol GTX advertisement depicting H H Posner with one of his many Bugattis
£1,000 - 1,500
€1,200 - 1,800

291
9 CARAT GOLD ROLLS-ROYCE AND BENTLEY GENTLEMAN'S JEWELLERY
 comprising a pair of Rolls-Royce cufflinks, hallmarked Edinburgh 2006; two Rolls-Royce lapel badges, hallmarked Edinburgh 2006 and a Bentley tie pin, hallmarked Edinburgh 2006, together with a brass replica "1929 Schneider Cup Air Race" pin, in two modern jewellery boxes.
 (Qty)
£200 - 300
€240 - 360

292
VARIOUS OIL CANS AND POURERS,
 comprising a 1930s ILO W.B.Dick & Co.Ltd. quart oil pourer, 23cm high, a Shell X-100 gallon pourer and oil can, five Castrol pourers of various sizes, and a Shell Aviation Spirit 2-gallon oil can with cap, dated '1 36'.
 (9)
£150 - 250
€180 - 300

293◊
NINE 2-GALLON PETROL CANS,
 comprising green Shell, red Shell Motor Spirit, tan Shell Aviation Spirit, red BP Motor Spirit, light blue Esso, blue Redline, Pratts High Test Sealed, Carburine Motor Spirit, and another unbranded, majority with correct caps, various conditions, together with four spare caps for Esso (x2), Shell and Redline, a Liqall petrol filler, and a Pennant running board Petrol Can Carrier in remains of original box.
 (Qty)
£100 - 150
€120 - 180

294◊
ASSORTED GARAGE EQUIPMENT,
 including two garage jacks by Midas and HF, Castrol oil measurer, four pourers for Castrol, Shell and Havoline, one large and two smaller funnels, Dunlop Minor foot-pump, two stirrup pumps including Sunbeam, and other items.
 (Qty)
£100 - 150
€120 - 180

295◊
ASSORTED BOXED SPARK PLUGS, TINS AND A SPARK PLUG TESTER UNIT,
 comprising two wooden-cased spark plugs for De Dion Bouton, three cased Lodge, Massa and Gurtner plugs in tins, tins for Lodge (x3), KLG (x2), Sphinx (x2), and Massa, assorted boxed plugs for AC (x3), Wipac (x4), Edison (x2), Avia, Pacy, Mica Speed, Smiths KLG, Gunshot and Bosch, and other unboxed plugs, offered together with a Champion Spark Plug Service tester unit, rusted and garage worn, 105m high.
 (Qty)
£100 - 150
€120 - 180



297



300



298



296

AN AUTOJUMBLER'S LOT,

including two ReDex cans, two Voltmeters, a British Goodrich wood milne footpump, a carpet cover foot warmer, three hand lanterns, a Sphinx belt-punch in box, a cased Bristol tester and pump gauge, a Nil-Melior trembler coil with lid, and other items, various conditions.

(Qty)

£100 - 150

€120 - 180

297

A COLLECTION OF ASSORTED PRE-WAR OIL CANS,

comprising 10 assorted types for Panhard & Levassor, Castrol (x2), Mobiloil 'BB', Kervoline, Yacco, Olazur, Celor Prima, BP Energol, Esso Extra, and a Shell 'Car Care Kit' can, and 11 with backs cut-away, for garage display, comprising Chantecler, Paris Oil, an early Yacco with decorative design, four other Yacco types, Mobiloil 'BB' (x2), Castrol and Veedol, many with caps and in rusted or garage worn condition.

(22)

£300 - 400

€360 - 480

298♦♦

A SET OF SIX COPPER AND BRASS 'CHEKPUMP' IMPERIAL PETROL MEASURES,

copper bodies with brass banding, with loop-handles and spigots, each marked for 'Crawley U.D.C.' (Urban District Council) and for Five Gallon, Four Gallon, Three Gallon, Two Gallon, One Gallon, and Half Gallon capacities, the largest 46cm high, the smallest 24cm high.

(6)

£1,000 - 1,500

€1,200 - 1,800

299

ASSORTED TOOLS TO SUIT A VETERAN CAR,

including a Duff Barrett cast iron jack, a large brass Stirrup pump with wooden handle, assorted grease guns and oiler, spanners, adjustable spanners, soldering iron and other items.

(Qty)

£200 - 300

€240 - 360

300

A FERRARI F355 TOOL KIT, 1994-1999,

the leather case by Schedoni, press stud top stamped with Ferrari logo and lettering to lid (some staining to leather), opening to reveal three fitted trays housing fan-belt, pliers, towing 'eye', six spare bulbs, six spanners and one flat-head screwdriver (Phillips-head screwdriver missing), used.

£300 - 400

€360 - 480

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.



301

301 ♦♦

A BOWSER SKELETON HAND-CRANKED PETROL PUMP,

Number 31-9991, in garage worn condition, cylinder painted green, fitted with hose and nozzle, loss and damage to rear of base, 158cm high.

£150 - 250

€180 - 300

302 ♦♦

AN AVERY-HARDOLL MODEL CH1 HAND-CRANKED PETROL PUMP WITH SHELL ENAMEL TAG,

painted red, in garage worn condition, with dial, fitted with 'Guaranteed Sealed Shell' double-sided enamel tag in black, white, yellow and red enamel, 27cm high, the pump measuring 177cm high, offered with detached hose with nozzle.

(2)

£400 - 500

€480 - 590



302

303

A REPLICA 'GULF' GLASS PETROL PUMP GLOBE,

milk glass with applied transfer logos, 44cm high, with a wooden illuminating base (requiring wiring).

(2)

£100 - 150

€120 - 180

304 ♦

A 'NOT FOR RESALE' GLASS PETROL PUMP GLOBE,

by Hailware, pill-shaped, moulded white glass with black lettering to both sides, 42cm high.

£100 - 140

€120 - 170

305 ♦

A REGENT 'NOT FOR RESALE' GLASS PETROL PUMP GLOBE,

by Webb Crystal, decorated in red and blue, (damage to lower corner with loss), 44cm high over all.

£100 - 200

€120 - 240



306

306

A SHELL GLASS PETROL PUMP GLOBE,

by Hailware, lettered in red, 44cm high.

£150 - 250

€180 - 300

307 ♦

A NATIONAL BENZOLE GLASS PETROL PUMP GLOBE, DATED 10.1.1964,

white glass, diamond-shaped, lettered in blue, 49cm high.

£200 - 300

€240 - 360

308 ♦

A REGENT GLASS PETROL PUMP GLOBE

by Hailware, decorated in red and blue, 43.5cm high.

£200 - 300

€240 - 360

309 ♦

A POWER GLASS PETROL PUMP GLOBE, DATED DT.3.62,

diamond shaped, white glass decorated in green, 48cm high.

£250 - 350

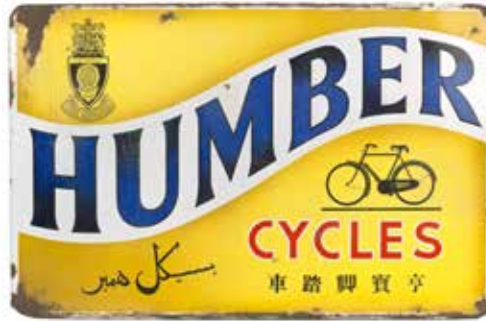
€300 - 420



308



310



312



320



323

310◊

A SUPER SHELL BLUE GLASS PETROLPUMP GLOBE,

by Hailware, lettered in red and blue, 44cm high overall.

£250 - 350

€300 - 420

311◊

A BP SUPER PETROL PUMP GLOBE,

by Hailware, decorated in red, yellow and green, 45cm high.

£250 - 350

€300 - 420

312

A HUMBER CYCLES ENAMEL ADVERTISING SIGN, CIRCA 1930,

printed in English, with Chinese and Malaysian text, some crazing and loss to enamel, 47 x 73cm.

£200 - 300

€240 - 360

313◊

A 'GARGOYLE MOBILOIL' ENAMEL SIGN, single-sided, in red and black on white enamel, with holes to edge for wall mounting, in good bright colours, some slight loss to upper corners, 76 x 114cm.

£200 - 300

€240 - 360

314◊

TWO 'BP' ENAMEL SIGNS,

each single-sided, comprising 'BP Plus', in grey, blue and white enamel, 61 x 53cm, and 'BP Commercial Guaranteed 1'3', in blue and yellow enamel, 46 x 91cm, each weathered with some rusting and loss to enamel in places.

(2)

£250 - 350

€300 - 420

315

A '1950 MILLE MIGLIA' SMALL ENAMEL SIGN,

single-sided, three colour enamel, 20cm diameter.

£100 - 150

€120 - 180

316◊

A GLICO MOTOR BENZOLE ENAMEL SIGN,

single-sided, by Bruton of Palmers Green, in blue on yellow enamel, wall-mounting holes to edges, some loss and rusting to enamel in places, 45 x 137cm.

£100 - 140

€120 - 170

317◊

A WAKEFIELD CASTROL MOTOR OIL ENAMEL SIGN,

by Socal of Burton & Birmingham, single-sided, in black, white and yellow on red enamel, featuring Royal Appointment emblem, wall-mounting holes to edges, good bright colours, some chips and rusting in places, 51 x 76cm.

£100 - 200

€120 - 240

318◊

A 'GUARANTEED SHELL MEX 1/3' ENAMEL SIGN,

single-sided, in red, black and yellow on white enamel, numbered '269' to lower right corner, wall-mounting holes to edges, some chips and rust spots in places, 46 x 92cm.

£100 - 150

€120 - 180

319

A HUILE CASTROL POUR MOTEURS ENAMEL SIGN,

single-sided, in black, white and yellow on red enamel, with rounded corners, wall-mounting holes to corners, some loss and rusting to enamel on corners and upper edge, 40 x 60cm.

£100 - 150

€120 - 180

320

A SHELL MOTOR OIL DOUBLE-SIDED SHAPED ENAMEL SIGN,

in the form of a petrol can, in red, yellow, grey and black enamel, with two hanging holes to upper edge and two further drilled holes, some slight chips to edges, 51 x 40cm, offered together with another smaller modern replica Shell Motor Oil enamel sign, a small enamelled plaque and a key fob.

(4)

£100 - 150

€120 - 180

321

AN EMPIRE LAMP OIL DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN,

in black and red on beige enamel, with knapped corners, two holes to upper edge, 38 x 61cm.

£100 - 150

€120 - 180

322

A GOOD YEAR MOTORCYCLIST ENAMEL SIGN, GERMAN,

single-sided replica, four colour enamel, 36 x 48cm.

£100 - 200

€120 - 240

323

A SQUARE SHELL FORECOURT SIGN,

single-sided, white enamel with red and black shell logo, 25 x 25cm

£100 - 200

€120 - 240



327



330



331



332



333

324
RAC AGENT AND CTC CYCLISTS ENAMEL SIGNS,

comprising double-sided RAC Agent sign, in red, white, blue and grey enamel, small cut-out section to upper edge, some chips to enamel in places, 51 x 51cm, the circular single-sided 'Recommended Cyclists Touring Club' sign, in yellow on dark blue enamel, with wall-mounting holes, 40cm diameter.

(2)
£110 - 150
€130 - 180

325
AN 'AC OIL FILTERS AND PLUGS' ENAMEL SIGN,

single-sided, Ref.No.A-31 to lower right corner, in black, white, yellow and orange on blue enamel, wall-mounting holes to edges, 30 x 76cm.

£120 - 150
€140 - 180

326
A HUILES RENAULT ENAMEL SIGN, FRENCH, 1932,

single-sided, marked 'Pub.S.H.R.G.' and dated 6.32 to lower right corner, in black and white on red enamel, with flanged edging, wall-mounting holes to corners, some discolouration and loss and rusting to enamel in two places, 40 x 54cm.

£120 - 150
€140 - 180

327
AN 'ECO - L'ECONOMIQUE ESSENCE' DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN, FRENCH,

by Japy, circular sign in red, white and yellow on blue enamel, 49cm diameter.

£120 - 180
€140 - 210

328
AN INDIANA MOTORS & TRUCKS AGENCY ENAMEL SIGN, BELGIAN,

by Van Durme-Michiels & Co. of Brussels, single-sided, in red, black on white enamel, wall-mounting holes to edges, in good bright colours, some minor chips and rusting to edges, 44 x 70cm.

£120 - 160
€140 - 190

329
A 'SHELL CARS FOR HIRE' DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN,

in black and red on yellow enamel, some crazing, loss and rusting to enamel to edges and elsewhere, some corrosion and slight loss to flange, 38 x 61cm.

£140 - 200
€170 - 240

330
A KERVOLINE POUR AUTOS DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN, FRENCH,

by Japy Neuhaus, Paris, in blue and red on white enamel, with good bright colours, in good overall condition, 39 x 60cm.

£140 - 200
€170 - 240

331
A 'CHANTECLER EN VENTE ICI' DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN, FRENCH,

subtitled 'Huile de Grande Marque pour Autos', circular sign in black, white, yellow and red enamel, featuring the cockerel emblem, 49cm diameter.

£140 - 200
€170 - 240

332
A 'HUILE CASTROL BREVETEE POUR MOTEURS' DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN, FRENCH,

by Ed.Jean, in red, black, white and green enamel, 33 x 51cm.

£140 - 200
€170 - 240

333
A 'DUCKHAMS MOTOR OIL' THERMOMETER ENAMEL SIGN,

single-sided with flanged edges, in blue, white and yellow enamel, with holes for wall mounting, glass thermometer intact, some chips and overpainting to corners, 51 x 66cm.

£150 - 250
€180 - 300

334
A 'BP MOTOR SPIRIT' DOUBLE-SIDED FLANGE-MOUNTED ENAMEL SIGN,

by Bruton of Palmers Green, in black and white on blue enamel, some loss to enamel and rust spots in places, slight bend to panel and some loss and damage to flange, 38 x 61cm.

£150 - 220
€180 - 260



335



336



337



338



339



340

335
A GARGOYLE MOBILOIL DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN,
 in black and red on white enamel, 41 x 51cm.
 £150 - 220
 €180 - 260

336◊
AN ESSOLENE 1/4 DOUBLE-SIDED CIRCULAR ENAMEL SIGN,
 subtitled 'Guaranteed Pure Petrol', in red, white and blue enamel, one side marked 'PL65' to lower edge, some chips and rusting to edges, 76cm diameter.
 £150 - 200
 €180 - 240

337
A PRATTS MOTOR OIL DOUBLE-SIDED CIRCULAR ENAMEL SIGN, 1930,
 subtitled 'Sold Only Sealed', in blue and red on white enamel, dated 8.9/30, chip to one side and some chips and rusting to enamel to edge, with holes for hanging, 66cm diameter.
 £150 - 200
 €180 - 240

338◊
A TRIANGULAR 'SHELL HUILES POUR MOTEURS EN VENTE ICI' DOUBLE-SIDED ENAMEL SIGN,
 in red and black on yellow enamel, mounting holes to two edges, with good bright colours, 68 x 78cm.
 £150 - 250
 €180 - 300

339
A GARGOYLE MOBILOIL OIL CABINET DOUBLE-SIDED ENAMEL SIGN,
 oval, in black and red on white enamel, with mounting holes to lower lug, 36 x 46cm.
 £150 - 200
 €180 - 240

340
A WAKEFIELD CASTROL MOTOR OIL DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN,
 by Bruton of Palmers Green, in black, white and yellow on red enamel, featuring Royal Appointment emblem, some chips and rusting to edges but with bright colours, 41 x 51cm.
 £150 - 200
 €180 - 240

341
A PRICE'S MOTOR OILS DOUBLE-SIDED FLANGE-MOUNTING ENAMEL SIGN,
 by Bruton of Palmers Green, in blue and white on red enamel, some rust spots in places and flange with some corrosion, 46 x 61cm.
 £150 - 250
 €180 - 300

342◊
AN RPM MOTOR OIL ENAMEL SIGN,
 double-sided hanging sign, three colour enamel, 84cm diameter.
 £150 - 250
 €180 - 300



342

343◊◊
A LARGE GARGOYLE VACUUM MOBILOILS ENAMEL SIGN,
 believed by Protector Enamel Co. Ltd of Birmingham & London, single-sided, in black and red on white enamel, wall-mounting holes to edges, some loss and rusting to enamel in places, 61 x 134cm.
 £160 - 240
 €190 - 290

344
A 'BP MOTOR SPIRIT' UNION JACK DOUBLE-SIDED FLANGE-MOUNTED ENAMEL SIGN, 1922,
 by Bruton of London, dated 7/22, in red, white and blue enamel, with bright colours, 41 x 61cm.
 £180 - 240
 €210 - 290



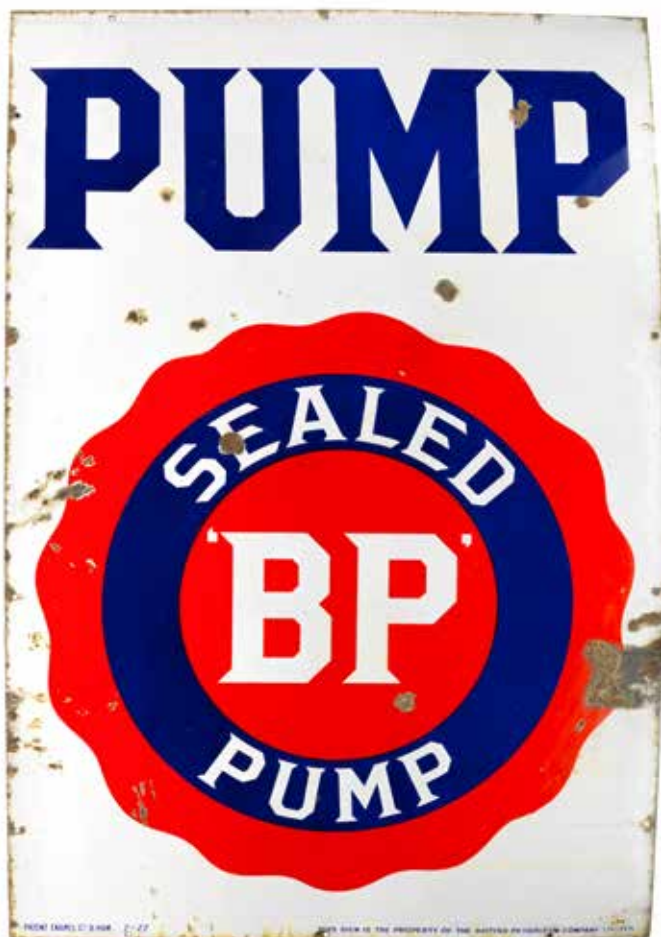
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345



346



349



346

345

AN ESSOLUBE DOUBLE-SIDED CIRCULAR ENAMEL SIGN, in green, red, yellow, blue and white enamel, with wall-mounting holes, some slight loss, chips and rusting to edges, 66cm diameter.

£180 - 240

€210 - 290

346♦♦

A LARGE PALMER CORD TYRES ENAMEL SIGN, by Hancock & Corfield Ltd. Imperial Works, Mitcham, single-sided, in green, black and white enamel, wall-mounting holes to edges, some chips, rust-spots, stains and overpainting in places, 102 x 153cm.

£200 - 300

€240 - 360



350



352



351

347
A SHELL ENAMEL SIGN,
 single-sided, red, black and white enamel,
 24.5cm high.
£200 - 300
€240 - 360

348◇
A LARGE GARGOYLE MOBIL OIL ENAMEL SIGN,
 single-sided, in red and black on white enamel,
 wall-mounting holes to edges, some chips and
 rust spots in places, 76 x 114cm.
£200 - 300
€240 - 360

349◇◇
A LARGE BP SEALED PUMP ENAMEL SIGN, 1927,
 by Patent Enamel Co. of Birmingham and dated
 '7-27', single-sided, in red, white and blue
 enamel, wall-mounting holes to edges, some
 chips and rust spots in places, 137 x 91cm.
£200 - 300
€240 - 360

350
A STUDEBAKER AUTOMOBILE SERVICE DOUBLE-SIDED ENAMEL SIGN, AMERICAN,
 by L.D.Nelke Signs, NY, in black, white and
 orange enamel, two hanging holes to upper
 edge, some chips, rusting and old marks in
 places, 61 x 51cm.
£200 - 300
€240 - 360

351◇◇
A LARGE REDLINE MOTOR SPIRIT ENAMEL SIGN,
 by Bruton of Palmers Green, single-sided in red
 and black on white enamel, wall-mounting holes
 to edges, some small chips and rust spots
 in places but with good bright colours, 122 x
 122cm.
£200 - 300
€240 - 360



353



354



355



356

352

A SHELL ENAMEL SIGN,

single-sided, red on yellow enamel, 24.5cm high.

£200 - 300

€240 - 360

353

A SHELL GASOLINE ENAMEL SIGN,

cut-out shell shape, single-sided, three colour enamel, 47cm high.

£300 - 400

€360 - 480

354

A BUGATTI ENAMEL SIGN,

with transfer manufacturer's mark 'Emallerie 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

£300 - 500

€360 - 590



357

355

AN EARLY SHELL GARAGE PETROL OIL ENAMEL SIGN,

single-sided, four colour enamel, 50cm diameter.

£300 - 400

€360 - 480

356

AN AERO SPECIAL ENAMEL SIGN,

single-sided, in red, blue and white enamel, wall-mounting holes to edges, with bright colours, the painted price tag with some flaking, some chips and rust-spots in places, 77 x 51cm.

£350 - 450

€420 - 540

357

A 'FILL UP WITH SHELL FROM THE PUMP' ENAMEL SIGN,

single-sided, four colour enamel with early clamshell logo, 60 x 55cm.

£400 - 600

€480 - 710

358

AN EARLY AND RARE 'CARLESS MOVRIE SOLD HERE' DOUBLE-SIDED ENAMEL SIGN,

by Patent Enamel Co Ltd of Birmingham & London, in red, white and black, flange mounted cut-out pennant shape, 30.5 x 45.5cm, some slight wear and loss.

£800 - 1,200

€950 - 1,400

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.



358



359



360

359
A 'MORRIS TRUCKS' DOUBLE-SIDED SHAPED ENAMEL SIGN, 1930S,
 in five colours featuring the Morris radiator, with holes for hanging, some minor chips, scratches and crazing to enamel in places, 57 x 41cm.
 £800 - 1,200
 €950 - 1,400

360
AN 'EMPIRE OIL EN VENTE ICI' EMBOSSED TIN SIGN,
 single-sided, printed in black, white and red, with holes for wall mounting, some staining and garage wear, 48 x 68cm.
 £100 - 150
 €120 - 180

361
A FERODO BRAKE TESTING SERVICE DOUBLE-SIDED HANGING TIN SIGN,
 printed tin, in black, white, red and yellow colours, featuring the Lion advertising mascot, 91 x 46cm, with brackets to upper edge for hanging, some garage wear.
 £100 - 150
 €120 - 180

362
TWO PAINTED CAST ALLOY SIGNS FOR SHELL AND BP,
 comprising Shell shape in red and yellow, 37cm high and BP shield in green and yellow, 37cm high.
 (2)
 £100 - 150
 €120 - 180



366 (part)



367



368



370



371



372



363
A ROLLS-ROYCE MARINE DIVISION CAST ALUMINIUM SIGN,
painted black with polished lettering, 67cm high.
£100 - 200
€120 - 240

364 ◊
FOUR SPEED LIMIT AND WARNING SIGNS,
each cast iron with reflectors, comprising two 30mph/National Speed Limit signs with red and clear reflective glass beads, each 55cm high, and two warning triangles, one with red reflective glass beads, the other with flat spotted reflective glass discs, (slight bend), each 47cm high, each with mounting collar, weathered condition with some flaking to paint.
(4)
£130 - 200
€150 - 240

365
TWO PRE-WAR GARAGE TIN SIGNS FOR BALLONETTES/GWK AND LA DEFENSE,
both printed tin, the first a circular double-sided hanging sign, one side for Ballonettes Tyres, the other for GWK Gears of Maidenhead, 45cm diameter, some garage wear, the second a single-sided square sign by Chignon for 'La Defense - Individuelle et Automobile' insurance, French, with artwork design after Deluermoz featuring the Wild Boar in Horseshoe emblem, some garage wear and surface rusting, wall-mounting holes to corners, 41 x 37cm, offered together with a BP painted cast alloy shield, 24.5cm high.
(3)
£130 - 170
€150 - 200

366
SEVEN ASSORTED GARAGE SIGNS,
comprising a 'Lucas Batteries' double-sided tin forecourt sign, 77 x 51cm, in tubular frame, lacking base, 125cm high overall, two other tin signs for Lucas, 122cm wide and Lucas Girling Brakes, 60 x 42cm, a Michelin tin tyre pressure chart, 86 x 62cm, an MOT Testing Station sign, 63 x 61cm, and two small replica enamel signs for Esso and National Benzole Mixture, each single-sided.
(7)
£150 - 250
€180 - 300

367 ◊
AN ASTON MARTIN GARAGE DISPLAY SIGN,
modern, cold-cast resin and bronze composite, with cream painted highlights, 150cm wide.
£150 - 250
€180 - 300

368 ◊
A BENTLEY GARAGE DISPLAY SIGN,
cold-cast alloy composite, with black painted highlights, 152cm wide.
£150 - 200
€180 - 240

369
SIX STREET WARNING SIGNS,
comprising a heavy cast iron warning circle with inset triangle, painted red, with red glass bead reflectors, 61cm diameter, three National Speed Limit circular signs, one cast iron with clear glass bead reflectors, mounted to bracket, two cast alloy with spotted flat disc reflectors, both mounted together on curved bracket, each 20cm diameter, and two cast alloy Headroom signs, 36cm wide, all weathered condition.
(6)
£170 - 240
€200 - 290

370
AN 'AUTHORIZED DEALERS FOR ...RENAULT DAUPHINE' ROOF HEADBOARD SIGN,
double-sided painted wooden panel, with lettering in yellow and orange on black ground, plastic surround and with curved steel legs, for car rooftop display, 120cm wide.
£200 - 300
€240 - 360

371 ◊
A SMALL ROLLS-ROYCE AND BENTLEY ILLUMINATED PARTS SIGN,
single sided with coloured Perspex panel and chromed framing, 30 x 90cm, wired for illumination.
£200 - 400
€240 - 480

372 ◊
A WARNING TRIANGLE AND THREE OTHER ROAD SIGNS WITH REFLECTORS,
the heavy cast iron triangle inset within circle, painted red, with red glass bead reflectors and mounting collar, 69cm high, a cast iron 'Slow - Major Road Ahead' sign, with clear glass bead reflectors (two damaged), with old welded repair, 67 x 35cm, and two cast alloy 'T-shape' 'Halt At Major Road Ahead' signs, with flat spotted clear glass reflectors, both 67 x 51cm, weathered.
(4)
£240 - 300
€290 - 360

373 ◊
A BOSCH ILLUMINATED HANGING ADVERTISING SIGN, GERMAN,
comprising engraved Perspex sheet, and florescent bulb carrier, 49 x 102cm overall, wired for illumination.
£250 - 350
€300 - 420



377

374
A 'CAVALLINO RAMPANTE' FERRARI PRANCING HORSE WALL DECORATION,
 modern, cold-cast resin, finished in metallic 'silver', moulded in relief, 89 x 63cm.
£250 - 350
€300 - 420

375◇
SEVEN ROAD SIGNS WITH REFLECTORS,
 all painted in black and white, comprising two cast iron signs for 'Hump Bridge' and 'Cross Roads', both with clear glass bead reflectors, three earlier deep cast alloy signs for 'Road Junction' (x2), one with glass bead reflectors, the other with flat spotted reflectors, 'Hill 1 in 5' and 'Road Narrows' with flat spotted reflectors, and a later shallow cast alloy 'Road Junction' sign, with spotted glass disc reflectors, each 54 x 31cm, some weathering.
 (7)
£280 - 350
€330 - 420

376
A RARE ROLLS-ROYCE SIGN, 1950S,
 raised metal intertwined RR symbol, (original illuminated tubes now missing), the letters mounted on a metal back board, painted white and black, some paint peeling, 47cm high.
£300 - 400
€360 - 480

377◇◇
A CITROËN DEALER'S ILLUMINATING SIGN,
 modern, metal box construction in cream, with backlit chromed effect logo and red illuminating 'Citroën' lettering, measuring 80 x 81 x 8cm overall, in seemingly good general order and according to information supplied by the vendor believed to be in working condition, wired for illumination.
£300 - 400
€360 - 480

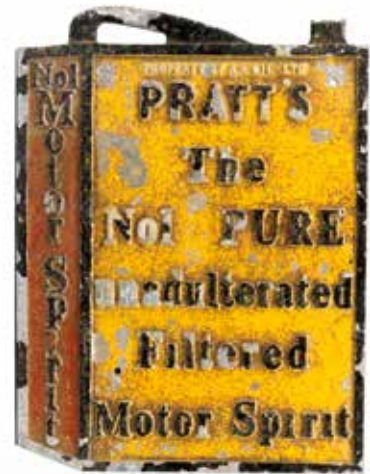


378

378◇◇
A PEUGEOT DEALER'S ILLUMINATED SIGN,
 single sided, metal framework with curved polished surface, inset with moulded plastic Peugeot lion outline, 120 x 98cm, wired for illumination.
£400 - 500
€480 - 590

379
A PRATTS NO. 1 MOTOR SPIRIT CAST ALUMINIUM SIGN,
 in the shape of a petrol can, painted in red, yellow and black, with raised lettering, 47cm high.
£400 - 500
€480 - 590

380◇◇◇
A LARGE ROLLS ROYCE AND BENTLEY ILLUMINATED SHOWROOM SIGN,
 metal internal frame construction mounted with embossed, coloured Perspex panels and chromed framing, 230cm high by 60cm wide, on metal base 60 x 70cm, wired for illumination.
£500 - 700
€590 - 830



379



380



381



383



384



385



386



387

381
ASSORTED PUNCTURE REPAIR TINS,
 comprising Patchquick (faded) with French chalk tin, Dunlop No.2 with Pump Washers tin, Dunlop Cyclecar with two French chalk talk tins, Dunlop Vulcafix (lid loose), and other smaller tins, some with contents, for Dunlop (x2), John Bull (x2), John Bull Junior, and Cure-c-Cure', various conditions.

(13)
 £100 - 150
 €120 - 180

382
ASSORTED AUTOMOBILIA AND SHOP DISPLAY ADVERTISING TINS,
 including four Dunlop and one Michelin tin shelf-strips, a 1923 'Shell Motor Spirit Appreciation' advertising card, with cartoon artwork after H.M.Bateman, with overpainted white background, worn and stained, 61 x 44cm, a small framed period sepia-tone photograph of a charabanc (faded), and other spares and garage equipment including Edwardian style brass mirror, brass oil drip lubricator, inspection lamp, Pyrene extinguisher, and assorted oilers including Braimes,

(Qty)
 £180 - 220
 €210 - 260

383
A 'HUILE CASTROL' WOODEN CRATE,
1950S,
 painted green with simple wooden handles and hinged lid, the front pinned with 'Huile Castrol' printed tin sign in French, numbered '7523 - 1.55' (worn), measuring 55 x 41 x 31cm, offered together with two later Castrol 'Stockist' and 'Service' signs, one plastic, 61cm wide, and one tin, 91cm wide.

(3)
 £200 - 300
 €240 - 360

384
A 'GOODYEAR' WHEELED TYRE RACK,
 blue-painted square-section steel frame, with plastic grip handles and two wheels with solid rubber tyres, fitted with double-sided 'Goodyear' painted tin advertising strip, some garage wear and flaking to paint in places, 108 x 99 x 45cm overall, offered together with three Pirelli single-sided printed metal signs, each 76cm wide.

(4)
 £150 - 250
 €180 - 300

385
A CRAVEN "A" ENAMEL SIGN,
 single-sided, three colour enamel, 58cm diameter, mounted to a board; together with a similar single sided Craven "A" enamel sign, sold as viewed.

(2)
 £100 - 200
 €120 - 240

386
A CRAVEN "A" ENAMEL SIGN,
 single-sided, five colour enamel, 61cm wide

£100 - 200
 €120 - 240



388



392



394



389



391



393



395



396

387
A HUDSON'S LAMP OIL/SOAP ENAMEL SIGN,
 single sided, in five colours by Chromos Wolverhampton, stamped with registered design number 250687, 35 x 27cm.
 £150 - 250
 €180 - 300

388
A ROWNTREE'S PASTILLES ENAMEL SIGN 'MAKERS TO H M THE QUEEN', CIRCA 1890,
 single sided, multi coloured, predominantly blue and white, 23 x 61cm.
 £150 - 250
 €180 - 300

389
A FRY'S PURE CONCENTRATED COCOA ENAMEL SIGN,
 single sided, in blue and white by Patent Enamel Co Ltd, 30.5 x 25.5cm.
 £150 - 250
 €180 - 300

390
A FRY'S PURE CONCENTRATED COCOA ENAMEL SIGN,
 single sided, in blue and white, 30.5 x 25.5cm
 £150 - 250
 €180 - 300

391
A SMALL CADBURY'S CHOCOLATE ENAMEL SIGN,
 single sided, in blue and white, 16.5 x 44.5cm.
 £150 - 250
 €180 - 300

392
A SMOKE RED BELL ENAMEL SIGN,
 single-sided, three colour enamel in green and white 53 x 92cm, mounted on a board.
 £150 - 200
 €180 - 240

This enamel advertisement was available in one of three colours, either Blue, Red and Green with white lettering shadowed in black.

393
A CADBURY'S COCOA ENAMEL SIGN,
 single-sided, white on green enamel, 51 x 152cm.
 £100 - 200
 €120 - 240

394
A ROWNTREE'S GUMS ENAMEL SIGN,
 single-sided, in blue and white, 30 x 48cm.
 £200 - 300
 €240 - 360

395
A TURF VIRGINIA CIGARETTES ENAMEL SIGN,
 single-sided, five colour enamel, 92 x 61cm.
 £200 - 300
 €240 - 360

396
A RARE OGDENS COOLIE CUT PLUG ENAMEL SIGN, SIGN
 single-sided, multi-colour pictorial enamel, 46 x 153cm, mounted on board.
 £250 - 350
 €300 - 420



397



399



398



401



402

The following 5 lots (numbers 401-405) are offered from the Estate of the Late Edward Lord Montagu of Beaulieu to benefit the National Motor Museum Trust.

397

A ST. BRUNO FLAKE AND COOLIE CUT PLUG ENAMEL ADVERTISING CHESS/DRAUGHTS BOARD,

single sided, in green, black and white, with vesta striking panels in two corners, 43 x 43cm, mounted in a wooden frame.

£350 - 450

€420 - 540

398

A RARE FRY'S CHOCOLATE 'FIVE BOYS' ENAMEL ADVERTISING SIGN,

large version, by Chromo of Wolverhampton, single-sided, in white on dark blue enamel and featuring the famed 'Five Boys' character, wall-mounting holes to edges, some loss of enamel to centre and lower left with some smaller chips and rust to edges but in otherwise good clean order with bright colours and gloss finish, measuring 76 x 92cm.

£1,000 - 1,500

€1,200 - 1,800

399

A FRY'S FIVE BOYS ENAMEL SIGN,

single sided, for Milk Chocolate and Pure Cocoa, with central pictorial decoration, lettered in blue on white, 28.5 x 44.5cm.

£1,500 - 2,000

€1,800 - 2,400

400

ELEVEN FORD MOTOR COMPANY INSTRUCTIONAL CHARTS, POST-WAR,

some printed in colour, the rest monochrome, on paper 76 x 101cm, some torn or with nicks and loss to paper.

(11)

£150 - 200

€180 - 240

401

A GOLD PENKNIFE, PRESENTED TO LORD MONTAGU BY THE DIRECTORS OF KENNING MOTOR GROUP IN 1983,

two Needham Brothers Sheffield blades mounted in 9 carat gold casing, hallmarked H.M.S. Sheffield 1975 with H.M.S. maker's mark and engraved MONTAGU on one side, 7.6cm long, with fob loop, in presentation case applied with silver plaque engraved with details and dated 1983.

£350 - 450

€420 - 540

402

AN ENAMELLED SILVER CIGARETTE CASE BY HAMILTON & CO (OF CALCUTTA), 1911,

with Chester assay marks, the front decorated with finely detailed enamel panel depicting an Indian Gentleman in his fine motor car, 7.4 x 8.8cm, very slight loss to enamel on lower edge.

£150 - 250

€180 - 300

It is believed that the enamel depicts His Highness The Maharaja Sir Bhavsinghji of Bhavnagar, K.C.S.I. (1875-1919).



403

403
AN SS JAGUAR RADIATOR DECANTER BY CLASSIC STABLE,

number JGC B123, chromed surround and grille applied with enamel badge and radiator cap stopper, 18cm high.

£500 - 700

€590 - 830

404 AR

RICHARD WHEATLAND (1953 -), 'IMPERIAL AIRWAYS SHORT EMPIRE FLYING BOAT OVER SOUTHAMPTON DOCKS 1935',

signed, watercolour on paper, depicting the Short 23C 'Caledonia' in flight, 41 x 55cm, mounted, framed and glazed.

£500 - 700

€590 - 830

405

JEAN-PAUL TIBBLES, 'F SCOTT FITZGERALD - THE DIAMOND AS BIG AS THE RITZ',

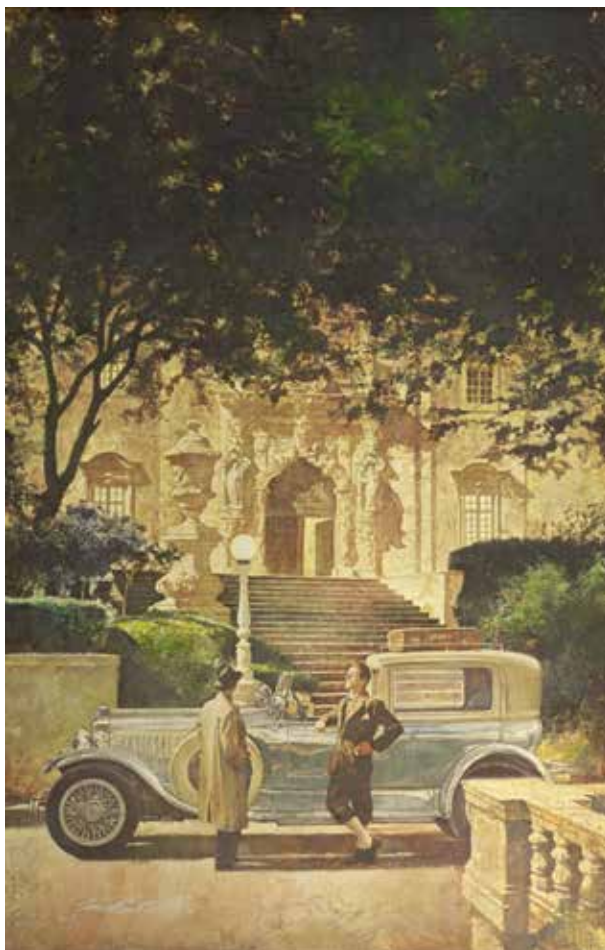
signed, oil on board, depicting Percy Washington showing John T Unger around his family home, 81 x 54cm, framed.

£1,000 - 1,500

€1,200 - 1,800



404



405



Motor Cars

Saturday 10 September 14:00

Lots 501 - 578

Further images of each lot can be found at:
[bonhams.com/27659](https://www.bonhams.com/27659)





501

1951 LAND ROVER SERIES I 4X4 UTILITY

Registration no. MPW 422

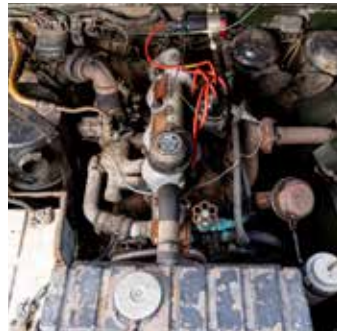
Chassis no. 26100391

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. Ruggedly built and simple in construction, the Land Rover proved capable of surviving in countries where conditions were primitive to say the least, a virtue that helped contribute to its worldwide acceptance. Indeed, it is estimated that two-thirds of all Land Rovers ever produced are still in existence today. This desirable early model is offered with its original buff logbook confirming that it was sold into the current family ownership in Norfolk in August 1951. The Land Rover was transferred into its current ownership in 1954 and has resided on the same property and farmland ever since. We can advise that the engine turns, though its condition is not known. Offered in need of total re-commissioning and sold strictly as viewed, the vehicle is offered with a bill of sale, an original but tatty owner's handbook, a workshop manual and the aforementioned old-style logbook. At time of cataloguing the current UK V5C registration document had not been found by the estate office. Offered with a bill of sale.

£6,000 - 8,000

€7,000 - 9,500

No Reserve



502

1939 ROVER 'TWENTY' TICKFORD FOURSOME DROPHHEAD COUPÉ

Coachwork by Salmons & Sons (Tickford)

Registration no. JPA 105

Chassis no. 97118

Rover introduced a new rationalised 'P2' range for 1937, the new bodies establishing a look that would stand the company in good stead well into the 1950s. Far from being a disadvantage, this conservatism was just what Rover's typically middle-class customers wanted. At the top of the range sat the 20hp (called the Speed 20 at first) which boasted a new chassis and body and was powered by a 2½-litre overhead-valve straight-six. An expensive prestige automobile, the 'Twenty' was built between 1937 and 1940 but did not resume production after the war, Rover preferring to concentrate on cheaper and more affordable models in an age of austerity. Boasting rare and desirable coachwork, and benefiting from long-term ownership, this 'Twenty' remarkably comes with its original Rover Company Ltd warranty form dated 22nd June 1939. It is unclear when 'JPA 105' passed into the current ownership but we believe it to be in the 1940s. Offered in need of complete restoration and sold strictly as viewed, the car comes with a bill of sale; an original instruction manual; and a pamphlet with instructions for the Tickford Foursome Coupé's hood. At time of cataloguing the current UK V5C registration document had not been found by the estate office. Offered with a bill of sale.

£5,000 - 7,000

€6,000 - 8,300

No Reserve



503

1939 ROVER 'TWENTY' TICKFORD FOURSOME DROPHEAD COUPÉ

Coachwork by Salmons & Sons (Tickford)

Registration no. HPF 443

Chassis no. 971073

Introducing the new rationalised 'P2' range for 1937, the new bodies establishing a look that would hold Rover in good stead long into the 1950s, it was just what their typical demographic wanted. At the top of the range sat the 20hp (called the Speed 20 at first) which boasted a new chassis and body and was powered by a 2½-litre overhead-valve straight-six. This was an expensive prestige automobile, the 'Twenty' was built between 1937 and 1940 but did not resume production after the war, as Rover concentrated on more affordable model alternatives. Boasting rare and desirable coachwork, and benefiting from long-term ownership, this 'Twenty' was registered to the current keeper on 16th February 1939, as verified by the DVLA records and substantiated by the estate selling this Lot. Last on the road in the 1960s, the car is offered for complete restoration and sold strictly as viewed, with some parts missing (the engine is incomplete). At time of cataloguing the current UK V5C registration document had not been found by the estate office. Offered with a bill of sale.

£2,000 - 3,000

€2,400 - 3,500

No Reserve



504

1937 AUSTIN SEVEN RUBY SALOON

Registration no. CCG 420

Chassis no. 272440

Engine no. M273605

The introduction of the Ruby in 1934 marked an important step in the development of Austin's ever-popular light car. New body styles featured flowing lines, valanced wings and taller, cowed-in radiators; the wheel size was reduced from 19" to 17" diameter, flush-fitting self-cancelling trafficators were fitted and synchromesh was now present on second as well as third and top gears. Alongside the two Ruby saloons in the new-for-1935 range were the Pearl Cabriolet, the Opal two-seater (the first £100 Austin) and the Open Road Tourer. A recent acquisition by the vendor, this Austin Seven comes with numerous bills testifying to considerable expenditure over some 40 years with the previous owner. The Ruby was restored around 20 years ago by a firm in the South of England, with over £11,000 being spent (see bills on file for parts supplied by Holmesdale Stevens). Said to run and drive exceptionally well, the car is offered with an old-style logbook, a V5C Registration Certificate and some old MoTs.

£8,000 - 12,000

€9,500 - 14,000

No Reserve



505

1967 MORGAN PLUS 4 ROADSTER

Registration no. not UK registered (taxes paid)

Chassis no. 6463

Engine no. CT75492

- Imported from the USA
- NOVA document supplied
- Seats recently re-trimmed
- Desirable left-hand drive example



Introduced in 1950, the Standard Vanguard-engined 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? - the frame underwent 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. A few years later - in 1953 - Morgan began the process of updating the car's appearance, which culminated in the arrival of the quintessential Morgan look in 1954.

One unfortunate consequence of the 2,088cc Vanguard engine's adoption was the fact that it placed the Plus 4 in the over-2-litre class for racing purposes, forcing it to compete against rivals of much larger capacity. As a result, the 1,991cc Triumph TR engine was made available from 1953, this more-powerful option being preferred by most customers. In 1956 the revised TR3 power unit began to be phased in, offering 100bhp and making the Plus 4 'the cheapest 100mph car made in Britain' according to The Motor magazine. Around 1961, Plus 4s began to leave the Malvern factory fitted with the 2,138cc TR4 engine and from 1965 with the 104bhp TR4A unit, the latter cars representing the Triumph-engined Morgan in its ultimate form.

This left-hand drive Plus 4 has been imported from the USA and comes with the all-important NOVA document. The vendor advises us that it is a matching-numbers car that has spent most of its life in the dry climate of Arizona. The odometer reading is 58,487 miles, which the vendor believes may be genuine judging from the car's condition.

At present the car runs well, but having been laid up for two years requires brake and clutch work and a thorough inspection of the electrics as it has some issues with the indicators, though we are advised these faults are relatively easy to fix on these cars. The Morgan comes complete with a soft-top, which is worn and may need replacing; it also has side windows in good condition. The seats have just been rebuilt and trimmed in black leather. This Morgan is far from being a 'barn find', and with a little 'TLC' could be a great weekend driver.

£20,000 - 30,000
€24,000 - 35,000

506

1978 ASTON MARTIN V8 SERIES 3 SPORTS SALOON

Registration no. BJJ 376S (see text)

Chassis no. V8/11868/RCAS

Engine no. V/540/1868/S

- *Desirable Weber carburettor model*
- *Automatic transmission*
- *In dry storage for many years*
- *Requires re-commissioning*



Introduced in 1973, the 'Series 3' version of Aston Martin's successful V8 employed a quartet of Weber carburetors instead of the previous Bosch mechanical fuel injection; the change, which necessitated a larger bonnet bulge, bringing with it increased torque, smoother running at low speeds, and improved fuel economy. Power output of the standard car was now well in excess of 300bhp and in manual transmission form the V8 could reach 100mph in around 13.5 seconds and better 160mph flat-out, with the automatic not that far behind.

This automatic transmission V8 was delivered via Aston Martin (Sales) Ltd, leaving the Newport Pagnell factory finished in Madagascar Brown with Magnolia interior trim and equipped with over-riders; two Rearguard fog lamps; and a lockable centre armrest. The UK V5 registration document on file records the owner at time of issue as one Paul Salisbury of Dorset and before him (from 27th October 2007) as Miss Samantha Vincent, also of Dorset.

Also on file is a copy of the Car Record Card and an invoice from Classicmobilia relating to the Aston's sale to the previous owner in Switzerland in May 2010. The Aston subsequently spent many years in Kuwait before returning to the UK in 2021. Purchased by the current vendor at Bonhams' Beaulieu auction in September 2021 (Lot 420), the car was running and driving at that time.

Re-commissioning has commenced but the owner finds that he no longer has the time to complete the process and thus the car is offered with the work unfinished. Nevertheless, this should be a good example once complete. Accompanying documentation consists of sundry bills and a NOVA document. The registration 'BJJ 376S' is listed in the HPI database; nevertheless, prospective purchasers must satisfy themselves with regard to this vehicle's registration status prior to bidding.

£50,000 - 60,000

€59,000 - 71,000

No Reserve



507

1989 RENAULT GTA TURBO COUPÉ

Registration no. F999 OLW

Chassis no. VFAD5010500042183

Engine no. 042103B

Developed from its successful A310 coupe by Renault's competition arm, Alpine, the GTA was produced between 1985 and 1993. Later versions of the A310 had used Renault's 2.7-litre overhead-cam V6 engine, an enlarged (to 2,849cc) version of which was chosen for its successor and mounted behind the rear axle as before. Alpine's long-established backbone chassis was likewise retained for the GTA, which featured pretty glassfibre coupé bodywork bonded to the frame in a form of semi-monocoque construction. With 160bhp on tap, the original GTA was no slouch, but the installation of the 2.5-litre, 200bhp turbo unit elevated it to supercar status, 150mph and 0-60 in under seven seconds being typical performance figures. Alpine's long and successful competition experience ensured that the suspension was capable of coping with the increased performance. This rare right-hand drive GTA Turbo currently displays a total of 64,889 miles on the odometer and is said to have been running when placed in dry storage ten years ago. Re-commissioning will be required before it returns to the road and thus this Lot is sold strictly as viewed. Accompanying documentation consists of an extensive run of MoTs prior to storage confirming the mileage; a 1995 sales invoice for £8,995; and several invoices showing regular maintenance in the late 1990s/early 2000s, including fitting Wilwood front and rear brake kits in 1997.

£6,000 - 10,000

€7,100 - 12,000

No Reserve



508

1984 CITROËN 2CV6 SPECIAL SALOON

Registration no. B167 MBY

Chassis no. VF7AZKA00KA075926

Engine no. 0904029402

Ranking alongside the Volkswagen Beetle, Mini, and Land Rover as one of the classic mass-produced cars of the post-war era, Citroën's quirky 2CV debuted in 1948 and would remain in production for an unprecedented 42 years. Combining innovative engineering and straightforward, utilitarian bodywork, the 2CV was cheap to both run and maintain. An important attribute, particularly given the target market, was its amazing ability to cross a freshly ploughed field, courtesy of long-travel front/rear inter-connected suspension. Its development interrupted by WW2, the 2CV provided much needed basic transport in the period of post-war austerity and would outlive its humble beginnings, going on to attain cult status as the favoured car of the environmentally concerned motorist. Although the original 375cc air-cooled flat-twin engine grew, eventually, to 602cc, the 2CV's performance remained modest at around 70mph flat-out, not that that concerned the majority of its devotees for whom the roomy interior, full-length sunroof and frugal fuel consumption were of far greater importance. The 2CV was built in civilian, military and commercial versions, the latter - a small delivery van - being known as the 'Fourgonette', which was first seen in 1951. It was a sad day for many when the last French-built 2CV left the Levallois factory in 1988, although production continued in Portugal for two more years. By the time production ceased in 1990 around 4 million 2CVs of all types had been made, making it the most successful Citroën of all time. This 2CV Special was totally restored by the vendor over the period 2018-2022 and is described by him as in 'concours' condition throughout. A photographic record of the rebuild is offered with car, which also comes with a V5C document and is MoT'd to July 2023.

£8,000 - 12,000

€9,500 - 14,000

No Reserve



509

1909 DAIMLER MODEL TB22 DROPHEAD

Coachwork by Hewers Car Bodies Ltd of Coventry

Registration no. H 6779

Chassis no. to be advised

Engine no. to be advised

- *The oldest known complete Knight-engined Daimler*
- *Known ownership history*
- *Formerly part of the Peter Black Car Museum collection*
- *Present ownership since 1995*
- *Offered for restoration*



Built in 1909 and bodied by Hewers Car Bodies Ltd of Coventry, 'H 6779' is the oldest known complete example of the Knight sleeve valve-engined Daimler, this form of power unit having been first exhibited by the British manufacturer in September 1908. Indeed, Daimler were so impressed by the Knight engine, its quietness in particular, that they dropped all poppet-valve models at the end of 1908. For 1909 it was sleeve valves only, there being three models in the range: a 22hp four-cylinder and two sixes of 33hp and 56hp respectively (although referred to as of 22hp, the TB22 was closer to 23hp by the RAC Rating).

A (copy) V5 document records the year of original registration as 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). 'H 6779' is VCC dated as 1909.

This car's early history is uncertain (most of Daimler's records were destroyed during the Blitz) but it seems likely that one of its earliest owners was Mr John Sokell of Driffield, East Yorkshire. Mr Sokell died in 1929 and the Daimler was then laid up, remaining off the road until 1952 when it was offered for sale by the Sokell family and purchased by Mr John Douglas Clayton of Brough, East Yorkshire.

Mr Clayton used the Daimler on various rallies for the next few years (note the numerous rally plaques on the bulkhead) before ownership passed to Gordon Fussey of Cottingham, East Yorkshire (1958) and then Peter Black (1964). While forming part of the Peter Black Car Museum's collection, the Daimler featured in the Granada Television series, *Lost Empires*, broadcast between December 1986 and February 1987. The next known owner was Peter Garner of Cambridgeshire (1994-1995), followed by Brian Moore of Cambridgeshire (1995). The late owner acquired 'H 6779' from Brian Moore in September 1995, adding Great Eastern Rally plaques to the car's already sizeable collection.

As presented today, the car is essentially a restoration project (the gearbox is not currently installed but comes with it). It is of great rarity, there being only two other examples known, both of which are in Australia and incomplete. This is the only complete TB22 known, and, as one of Daimler's first Knight-engined models, is of some considerable historical significance. All in all, this is a wonderful restoration project that is certain to reward the fortunate next owner with a truly magnificent Edwardian motor car.

£20,000 - 30,000
£24,000 - 36,000

510 * N

1957 CHEVROLET CORVETTE CONVERTIBLE WITH HARDTOP

Registration no. not registered
Chassis no. E57S101475
Engine no. to be advised

- 283ci (4.6-litre) V8 engine
- An older restoration
- Stored since acquisition in 2008
- Requires re-commissioning



Back in 1953, Chevrolet's launch of a two-seater sports car was a radical departure for a marque hitherto associated almost exclusively with sensible family transport. Based on the 1952 EX-122 show car, the Corvette made use of existing GM running gear and a shortened chassis frame, around which was wrapped striking Harley Earl-styled glassfibre coachwork. Motive power came from Chevrolet's 235.5ci (3.8-litre) overhead-valve straight six and, unusually for a sports car, there was automatic transmission, a feature that attracted much adverse criticism at the time.

Intended as competition for the T-Series MG, the Corvette cost way above the target figure, ending up in Jaguar XK120 territory but with an inferior performance. Sales were sluggish initially and the model came close to being axed, surviving thanks to Chevrolet's need to compete with Ford's Thunderbird. A V8 engine for 1955 and a radical re-style for '56 consolidated the 'Vette's position in the market. By this time, Corvettes had begun to establish an enviable competition record for the marque. Corvette Chief Engineer Zora Arkus-Duntov was a big fan of auto racing and it was he that was responsible for unlocking the car's innate potential and developing it into a genuine race-winner. These racing successes repaid Chevrolet's investment with interest: Corvette sales improved significantly, ensuring the car's survival and enabling it to go on to become the world's best-selling and longest-lived sports car.

This Corvette convertible dates from 1957, the year that the 283ci (4,639cc) V8 engine was standardised, replacing the old 265ci unit. Fuel injection became optional for '57 and a four speed manual transmission was available from April of that year.

Chevrolet's advertising made much of the fact that in its ultimate specification the fuel-injected Corvette produced 283bhp, or one horsepower for every cubic inch, making it the first production engine to do so. This particular 'Vette was ordered with the three-speed manual transmission and optional heater.

The current vendor purchased the car from ProTeam Corvette Sales of Napoleon, Ohio in May 2008. At that time the car was described as a matching numbers example benefiting from a body-on restoration with 'beautiful new paint, interior, top, chrome, and stainless exhaust', sadly no bills are on file for this work. A copy of the advertisement is on file and the car also comes with the 2007 bill of sale, a copy of the old Ohio Certificate of Title, and sales/shipping paperwork. Stored since acquisition, the Corvette will require re-commissioning before further use and thus is sold strictly as viewed.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£40,000 - 60,000
€48,000 - 71,000
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.

511

1952 JAGUAR XK120 ROADSTER

Registration no. ESK 298

Chassis no. 660994

Engine no. F-2952

- *Original right-hand drive model*
- *Exported new to the USA*
- *Restored by Bridport Jaguar circa 1990*
- *Present ownership since 2005*
- *Requires re-commissioning*



Although an original right-hand drive car, this XK120 was exported new to the Hoffman distributorship in the USA. Unfortunately, the car's early history remained in the USA when it was re-imported in 1989. Bridport Jaguar then restored the car, which included installing a replacement 'F' series XK120 engine. The vendor advises us that both the interior and hood are in nice condition despite over 30 years passing since the restoration. The tonneau cover is likewise.

The car had covered relatively few miles prior to its acquisition in 2005. Since then works carried out have included fitting a new lightened flywheel and clutch; water pump; rear springs; front suspension bushes; and Spax front dampers (adjustable). The vacuum advance unit has been overhauled but has never worked properly and is disconnected. The age-hardened Turbospeed tyres were replaced with Blockley cross-pplies some while ago and two of those were replaced not many miles ago. We are advised that the cooling system now works very well and oil pressure is a constant circa 50psi at road speed.

'ESK 298' won an award at the BOC concours at Prescott some years ago, but then the paint was in better condition. The vendors have also driven to the Classic Le Mans a couple of times, on one occasion taking in the Vendée coast and attending the XK 60th Anniversary at Goodwood in 2008.

Prospective purchasers should note that the front wheel cylinders and brake shoes have been changed and the master cylinder rebuilt, and that brakes need to be bedded in. A new Coventry Automotive Components exhaust system will have been fitted by time of sale. The XK comes complete with history file, jack, starting handle, wheel brace, and two sets of keys, but no factory tool kit.

£55,000 - 65,000

€65,000 - 77,000

512

1932 WOLSELEY HORNET SPECIAL SPORTS

Coachwork by March

Registration no. YY 1713

Chassis no. 12/78

Engine no. 2733/75A

- Only six owners in 90 years
- Off the road 1976-2017
- Restored in 2017
- Restoration bills available



Although its image in later years became ever more difficult to distinguish from that of other makes within the British Motor Corporation, in the early 1930s Wolseley occupied the front rank of British sports cars alongside MG, Riley and Frazer Nash. The single model responsible was the Wolseley Hornet.

Introduced in 1930, the Hornet saloon deployed Wolseley's overhead-camshaft, six-cylinder engine in a lengthened Morris Minor chassis equipped with hydraulic brakes. Its power-to-weight ratio was exemplary among contemporary 1.3-litre cars, the smooth and flexible six pulling from walking pace to more than 60mph. The model was revised for 1932 with a shortened, chain-driven overhead-cam engine (repositioned further forward to improve cabin space) and a four-speed 'silent third' gearbox.

Increased performance was offered by the Hornet Special chassis, which came with 12" brakes and a remote-control gearshift. The Special used the shortened engine equipped with twin-carburettors and an oil cooler, in which form it produced 45bhp, good enough for a top speed, depending on coachwork, of around 75mph. The Special chassis rapidly became that of choice for the multitude of independent coachbuilders already using the Hornet as the basis for a sporting two-seater.

The Hornet Special was soon making its mark in competitions, one noteworthy achievement being the victory achieved by a team of three Eustace Watkins Hornets (two E W Daytonas on the Special chassis, one E W International on the standard chassis) in the 1932 relay race at Brooklands at an average speed of 77.57mph.

Carrying four-seater tourer coachwork by March, this rare British sports car is understood to have had only six owners over the course of its 90 years. The Hornet had been off the road since 1976 when it was restored in 2017 at a cost of around £18,000. Related bills are on file. Described by the vendor as in good restored condition throughout, the car also comes with all its old logbooks; a current V5C document; some MoT certificates; a selection of photographs; a handbook; and a document of verification from the Wolseley Hornet Club.

£25,000 - 35,000
€30,000 - 42,000

513
NO LOT

514

1973 JAGUAR E-TYPE SERIES III ROADSTER

Registration no. VGU 328M

Chassis no. 1S 2459BW

Engine no. 7S 12022 SA

- UK delivered right-hand drive model
- Automatic transmission
- Present ownership since 1998
- Stored and used sparingly
- Requires re-commissioning



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 Adwest 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.

Its accompanying JDHT Certificate confirms that this E-Type Series III Roadster was manufactured on 3rd October 1973 and despatched through Henlys, London on 24th October that same year. The car was first registered on 29th March 1974 and has belonged to the lady vendor since September 1998 (the current V5C states three former keepers). Since acquisition the E-Type has spent most of the time in storage as the owner has been living abroad. Mileage totals recorded on MoTs in 1998, 2011, 2012, 2013, 2014 and 2019 confirm only 9,870 miles on the odometer with no use in between. The last MoT expired on 3rd December 2020. Also on file are various bills and receipts for general upkeep between 1990 and 2017. The car is now offered for re-commissioning and will require thorough inspection before being driven on the road.

£45,000 - 60,000
€53,000 - 71,000

515

First owned by Lionel Bart

1960 MERCEDES-BENZ 220 SE 'PONTON' CABRIOLET

Registration no. 773 DLB

Chassis no. 128030-20-003136

Engine no. 127982-20-000577

- Rare UK right-hand drive example
- Known ownership history
- Partially restored
- Offered for completion



This classic Mercedes-Benz soft-top is a rare original UK right-hand drive example first registered on 20th May 1960 to the famous writer and composer of pop music and musicals, Lionel Bart (of *Oliver!* fame). A photocopy of the original logbook is in the history file, also showing the original registration number to be 'LB 4'. Various photographs are available on the Internet (Shutterstock) showing Mr Bart in the Mercedes at his then London address of Reece Mews, as per the logbook. Mr Bart owned the car for almost two years before it was registered to furniture manufacturers Parker Knoll in High Wycombe, Buckinghamshire. Four further owners are listed before Mr Graham Ellis, who is also recorded as owner on the old V5C document on file.

The current registered keeper purchased the Mercedes in October 2008 as a 'barn find'. The car has since undergone a restoration costing £87,600 by RetroMarques of Strensham and Tony Williams Bodyshop in Malvern, Worcestershire (all invoices on file). It comes as a fully painted bodysell in its original Mercedes Blue, and is rolling on its wheels. All other components have been photographed as a catalogue/inventory.

The engine and gearbox have been stripped and inspected only. Both will require rebuilding. A brand new windscreen is present. All chrome that was in fair condition was sent away for repair and re-plating. Various other parts were bought new from Niemoeller in Germany and everything should be present and correct. The hood frame has been repaired and is complete.

NB: there is no wooden dashboard present and they are no longer available to purchase. During restoration RetroMarques had another RHD vehicle as a reference and had a 3D laser scan taken of the dashboard in order that the new owner/restorer can have an exact replica manufactured. Sold strictly as viewed, this exciting Mercedes-Benz restoration project comes with a copy factory data card, the aforementioned paperwork, and a current V5C Registration Certificate.
£40,000 - 50,000
€47,000 - 59,000

516

1934 TRIUMPH GLORIA 10HP SPORTS TOURER

Registration no. AER 492

Chassis no. 42277

Engine no. SS98306

- Landmark Triumph sporting car
- Developed by Donald Healey
- Only four owners from new
- Off the road 1968-2014
- Restored in 2014



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. In tuned guise fitted with twin carburettors, the 10hp 1,087cc inlet-over-exhaust four produced 46bhp at 4,600rpm; thus equipped, the Gloria Special Tourer was good for 75mph.

This rare British sports car is understood to have had only four owners and had been off the road since 1968 when it was restored in 2014 at a cost of around £12,000. Related bills are on file. Described by the vendor as in good restored condition throughout, the car also comes with old logbooks; a current V5C document; a selection of photographs; instruction manuals; and a document of verification from the Pre-1940 Triumph Club.

£25,000 - 35,000
€30,000 - 42,000



517

Property from a deceased estate

1967 MG MIDGET MARK III ROADSTER

Registration no. PLB 425E

Chassis no. GAN4 4203

An MG with its origins in the 'frog-eyed' Austin-Healey Sprite, the Midget first appeared in July 1961, one month after the launch of its restyled progenitor, sharing the same bodyshell and mechanical underpinnings with only badges, trim details and price differentiating the two. A series of engine enlargements saw the Midget arrive at 1,275cc in the form of the Mark III - code 'GAN4'. Introduced in 1966, the latter employed a detuned (to 65bhp) version of the 1,275cc Cooper S engine while offering significantly enhanced practicality courtesy of new convertible hood. Testing a Mark III Midget, *Autocar* declared: "... it remains an excellent little car which certainly achieves its primary object – that of being fun to drive". Offering the prospect of easily affordable entry into the world of classic sports car ownership, the Midget is one of the easiest to run and maintain, being served by a multitude of spare parts manufacturers, service providers and owners' clubs. This Mark III was first registered in June 1967 and is now finished in red with black interior. The hood and frame appear to be in good condition, the paint good to fair, and the chrome good. Note the Minilite-style wheels. Overall the car is described by the vendor as 'tidy' looking and is running well. Works recently carried out have included fitting the correct type gearbox, new rear springs, new flexible brake pipes, and a new clutch kit. Offered with a V5C Registration Certificate.

£6,000 - 7,000

€7,100 - 8,300

No Reserve



518

Property from a deceased estate

1934 RILEY 1½-LITRE 12HP LYNX TOURER PROJECT

Registration no. AXT 16 (see text)

Chassis no. 44T 1121

Percy Riley's 9hp, 1,087cc, twin-camshaft four was an outstanding engine design by any standards, various versions powering Rileys from 1926 to 1957. The twin-cam Riley engine was one of the most advanced of its day, so it can have caused little surprise when the Coventry manufacturer created its first six by, in effect, adding a pair of cylinders to the existing design. Hailed as 'The Wonder Car Plus Two', the first 14hp, 1.6-litre six-cylinder models duly appeared in 1929 followed by 12hp, 1.5-litre versions in 1933. Riley's 1,633cc, 13.5hp engine was also offered in this chassis, which was available with a wide variety of bodies in different styles including the Alpine, Kestrel and Mentone saloons, Lincock coupé, Ascot drophead coupé, Lynx tourer and March Special. A recent barn discovery, this 12hp Riley six with Lynx 'disappearing hood' tourer coachwork was first registered on 27th March 1934 and spent its early years in Surrey and Essex. Latterly the car was discovered in a dilapidated garage near Axminster, having been registered to an owner in Lyme Regis in the 1980s. The Riley requires total restoration; there are boxes of parts with the car but it is not known whether or not it is complete. The hood frame is present but has no canvas, and it should be noted that the engine does not turn over. There is no V5C Registration Certificate with the car, the only documentation consisting of an old-style buff logbook; an old MoT from Maple Garage, Ilford (1963); and a Riley Register member's card. Sold strictly as viewed, this Lynx tourer represents a wonderful opportunity to restore one of Riley's class-leading 1½-litre six-cylinder sports cars of the 1930s. It should be noted that the registration 'AXT 16' is not recorded in either the HPI or DVLA databases. Accordingly, prospective purchasers must satisfy themselves with regard to this car's registration status prior to bidding.

£8,000 - 10,000

€9,500 - 12,000

No Reserve



519

Property from a deceased estate

1936 ROLLS-ROYCE 25/30HP ESTATE COACH

Registration no. CYX 777

Chassis no. GH1 4

- Body believed to be by Fuller's of Bath
- Originally built for a horse-drawn vehicle used on Lord Methuen's estate
- Fitted to this chassis in the 1980s
- Laid up in recent years



A development of the earlier Twenty, the first 'small' Rolls-Royce, the 20/25hp was launched in 1929 featuring an enlarged (from 3,127 to 3,699cc) and more-powerful cross-flow version of the six-cylinder, overhead-valve engine of its predecessor. Apart from the revised engine, early chassis were identical to those of the last 20s, both models being produced during 1929. Thus the 20/25 inherited the righthand gearchange and servo-assisted brakes introduced on its predecessor, as well as Phantom-style radiator shutters. Produced contemporaneously with the Phantom II, the 20/25 benefited from many of the features, such as synchromesh gears and centralised chassis lubrication, developed for the larger model.

Eventually, the trend towards increasingly weighty coachwork prompted Rolls-Royce to revise the 20/25 for 1936. Raising engine capacity to 4,257cc provided the required power increase, while the policy of using more proprietary components saw the new 25/30 adopt a Stromberg carburettor and SU fuel pumps. In its superlative build quality and all other respects the new Rolls-Royce remained much as its immediate predecessor. The model lasted until the introduction of the Wraith in 1939.

Believed to be by long-established carriage makers, Fuller's of Bath, this 25/30's coach bodywork is said to have been found on Lord Methuen's estate in Corsham, Wiltshire. Originally built for a horse-drawn vehicle, the body was used exclusively on the estate as the estate coach. Later found derelict on the estate, the body was acquired by Shaw Classic Cars of Melksham, Wiltshire and fitted to the 25/30 chassis in the 1980s for it to be used for their wedding hire business. Parts from a Silver Ghost have been used including the radiator, while the headlamps are typical of those found on a Ghost.

Latterly the car has been used for private hire chauffeur-driven tours of Bath. Laid up in recent years, it was started recently and is said to have run well. Offered with an old-style buff logbook and current V5C.

£20,000 - 22,000

€24,000 - 26,000

No Reserve

520

1933 LAGONDA 16/80 T5 TOURER

Registration no. OJ 9865

Chassis no. S10381

Engine no. S2130

- Formerly owned by a Battle of Britain RAF pilot
- Previous keeper for 35 years
- One of approximately 260 examples produced





"Silence and smoothness of running have been combined with performance in the new 16-80 Lagonda to an extent not hitherto achieved in any of these very fine cars. Yet the performance itself is remarkably good, even if judged on maximum speed alone, whilst it is even better from the general point of view if judged on the ability of the car to get under way really briskly..." – *The Autocar*.

Based on the chassis of the preceding, and very short lived, 2-Litre Continental four-cylinder model, whose overall style and good looks it retained, the six-cylinder 16/80 was new for the 1933 season. The 16/80 employed a 1,991cc overhead-valve Crossley engine, reworked by Lagonda to its own specification, and could be ordered with conventional four-speed manual or pre-selector transmission enabling swift and easy changes. Autocar liked Lagonda's new medium-size model (which took its name from its 16hp RAC rating and 80mph top speed) remarking on its silence, smoothness, brisk acceleration, and effortless high-speed cruising. Three body styles were available: a Weymann panelled saloon; a rakish three-door tourer body, with driver's seat cutdown panel as found on racing cars of the era, and a two-seater sport designed by Vanden Plas (but built by Lagonda). Approximately 260 16/80s of all types were made, of which it is believed around half survive.

This example was owned at the outbreak of WW2 by Flight Sergeant Freddie Dixon, an RAF pilot based at Croydon who was killed when his Hawker Hurricane was shot down over the English Channel during the Battle of Britain. He was 21 years old. Copies of period photographs of him with the Lagonda are on file together with a letter from a family member.

The late owner acquired the Lagonda in April 1987, the previous keeper listed on the V5C document being a Mr Neil Frajbis of Suffolk (as is so often the case, the V5C incorrectly implies that the previous keeper was the first owner). A knowledgeable enthusiast, the late owner maintained the Lagonda impeccably and used it at weekends until advancing years meant he had to stop. For the last 10 years the car has been dry stored with all fluids drained and components greased as they should be. The engine has been rebuilt and the interior replaced (original seat fabric retained and is offered with the lot), and there are numerous bills on file relating to these and other works carried out. Like most old cars, this example will hugely improve with sparing continual use, and its dynamic qualities will be apparent to any post vintage connoisseur.

£55,000 - 70,000
€65,000 - 83,000

521

1939 FRAZER NASH-BMW 335 SUNROOF SALOON

Registration no. KMT 772

Chassis no. 100021

- *First owned by the Aldington family (AFN)*
- *The only right-hand drive example ever made*
- *Known ownership history*
- *Present ownership since 2011*
- *Restored over the last 10 years*



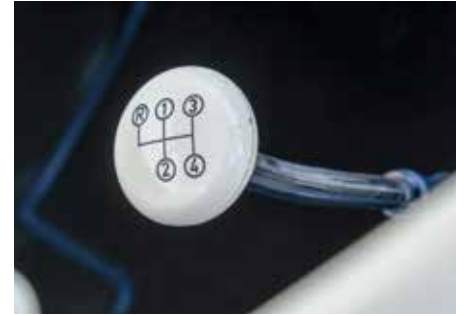
Owned from new in 1939 by the Aldington family (of AFN, the BMW importers), this is the only Frazer Nash-BMW 335 ever built with right-hand drive. ('KMT 772' is believed to be Mrs Ruby Aldington's 'shopping car'.) The timing of the 335's production start-up in 1939 was unfortunate to say the least. Only one car was made in right-hand drive, while existing left-hand drive factory stock was confiscated by the Nazis. A 335 with right-hand drive was shown at the London Motor Show in 1938, but although there is evidence to suggest it was this car, there is no definite proof. In total around 410 cars were built and the model was not revived post-war.

In 1947 the rear axle differential casing cracked and was replaced with a new unit. That same year the original 3.5-litre engine and gearbox was removed and replaced with a 2.5-litre engine and ZF gearbox from a 327/80 that had been 'liberated' from the remains of the BMW factory. This work was carried out by N E Ledger, General Manager of AFN Ltd. The 2.5-litre engine was said to be a prototype (Type 217) that was not put into production (source: John Giles).

Circa 1953 the car was sold to a Mr Cundy, a Saville Row tailor, who kept it until circa 1957 (see letter dated 15th November 1989, written by Angus H Cundy, his son). The vendors had met Angus in October 2011 and in conversation realised who he was. They went to see him and his wife at their home the following day. Angus thought the car had been Elephant Grey, but vaguely remembered that it might have previously been blue before being re-sprayed by his father and uncle.

'KMT 772' was subsequently sold to Paul Foulkes-Halbard, the Veteran car enthusiast and historian/curator of Donald and Malcolm Campbell memorabilia. The car was next sold to a Mr Appleby, a solicitor or accountant in Jersey. He sent it to a company in Wales where it was stripped completely and blasted for body repairs to the door bottoms and right side of the engine compartment.

The car was in pieces and had been stored for some time when sold to the vendor in September 2011 (the deal was handled by Mr Appleby's son-in-law, David Trott). Restoration commenced with the body being acid dipped by SPL in December 2012.



This process removes all traces of rust including any inside cavities. The body was then repaired and all panels aligned before being returned to SPL to be phosphoretically primed. It was then rebuilt and fully painted in two-tone black and blue to match the original colour scheme.

At this stage the roof was also prepared for a full-length fabric sunroof and new headlining, not finally fitted until 2020. The seats and door panels were completely re-upholstered using the original remains as templates, matching the blue leather to the original. The seat frame top rails were also re-chromed.

As the car was reassembled, the steering and shock absorbers were rebuilt, hub bearings replaced and the front springs fitted with leather gaiters. All wiring was replaced with original-style cables and the harness was cotton covered. The steering lock and ignition switch was overhauled and new keys and relays were incorporated, including keys for the door handle, petrol cap cover and bonnet locks.

The brake master cylinder was overhauled and all new wheel-cylinder rubbers, brake pipes and brake hoses fitted. Headlamp parts, sidelights and rear lights were replaced and correct pattern German trafficators fitted with relays to enable the trafficators to light while the indicators flash. The bumpers were refurbished and re-chromed by Derby Plating, together with the exterior door handles and new hubcaps.

In July 2020 the car was taken to The Trimming Centre in Lewes to have the Tudor Webasto fabric sunroof fitted. The heavy-duty battery was replaced in 2021 with one of period-correct style. Finally, new carpet was fitted throughout. A couple of minor issues still need to be addressed. There should be two alloy finishers on the spare wheel cover; some un-restored finishers are available but they would need work to fit. There are no weather strips around the doors; some parts are available but again they would need work to prepare and fit.

£55,000 - 65,000
€65,000 - 77,000



522

1963 DAIMLER 2½-LITRE V8 SALOON

Registration no. 595 XKJ
 Chassis no. P1A 1862 BW
 Engine no. 7A 2013

Jaguar's acquisition of Daimler in 1960 brought with it the latter's splendid, lightweight V8 engines. First seen in the SP250 sports car, the 2½-litre version was judged superior to Jaguar's 2.4-litre XK six and so the opportunity arose to create an up-market, Daimler-badged variant of the Mark 2 saloon using this power unit. Launched in 1962 as the 2½-Litre V8, the new Daimler came with Borg Warner automatic transmission as standard and turned out to be a fine performer, its 110mph top speed exceeding that of an overdrive-equipped, 2.4-litre Mark 2 by a wide margin. Finished in light blue metallic with original dark blue leather interior, this 2½-Litre V8 comes with a JDHT Certificate showing that it was despatched on 12th June 1963 to the Stratstone dealership in London, together with its original warranty document in the name of J E Brambleby, Esq of Kent. The vendor advises us that the engine was rebuilt fewer than 2,000 miles ago by The Jag Workshop in London, and that the bodywork is generally good but showing some minor rust patches. Said to start and drive well, the car is MoT'd to August 2023 and comes with its original owner's manual and an extensive history file.

£5,000 - 7,000
€5,900 - 8,300
No Reserve



523

AC COBRA ALUMINIUM BODYSHELL

'The Cobra was Carroll Shelby's dream car. And Carroll Shelby – and maybe only Carroll Shelby – was the person who made it happen. Granted, he came along at the right time, but he followed through. When opportunity knocks, you don't want to be outback in the outhouse.' – Richard J Kopec, *'Shelby American Guide'* 1978.

Little is known of the origins of this Aluminium Cobra body, it was purchased by the vendors late father as a spare body for his original AC Cobra Mark III. It is understood to have been purchased directly from AC at the time, but unfortunately there is no paperwork on file to confirm this.

£10,000 - 15,000
€12,000 - 18,000
No Reserve



524

1956 LAND ROVER SERIES I 4X4 MILITARY VEHICLE

Registration no. HVS 447

Chassis no. 111605459

- Originally in service with 1st Battalion West Yorkshire Regiment
- Veteran of the Suez crisis
- 2.0-litre petrol engine
- Restored in the 1980s
- Well known in 'Series' Land Rover circles



Built as part of a military contract placed in July 1956, this Land Rover's military registration was '84 BR 09'. It began service with the 1st Battalion West Yorkshire Regiment, 19th Infantry Brigade, 3rd Infantry Division in operation 'Musketeer' (Suez) on 10th November 1956. The operational name for Suez was changed at the last minute from Hamilcar to Musketeer, hence the 'H' painted on the doors (there was not enough time to change the vehicles' markings before the operation began).

The 1st Battalion West Yorkshire Regiment was the last unit to leave Suez on 22nd December 1956 after handing over control to the United Nations. The 1st Battalion, along with their vehicles, arrived back at Southampton docks on 2nd January 1957 and returned to their barracks in Colchester. The regiment amalgamated with the 1st Battalion, Prince of Wales' Own Yorkshire Regiment and was based in Dover from 25th April 1958. The 19th Infantry, along with their vehicles, were sent to Cyprus in July 1958 and then to Kenya from July to September 1961. '84 BR 09' was disposed of through a military surplus sale in 1968.

Issued with the civilian registration 'HVS 447', it was bought by a farmer from Knapton, Yorkshire who ran it as a farm vehicle for six years before retiring it to a barn. There it sat for 14 years until it was discovered in 1988 by John Banham, who negotiated its purchase and undertook light restoration.

The previous owner purchased the Land Rover from John Banham in 2004 but sold it on in 2005 to an ex-Suez veteran, Edwin Robinson, on condition that he would receive 'first refusal' should Mr Robinson ever chose to sell it. He was able to repurchase 'HVS 447' in 2015. This particular vehicle is very well known within Series Land Rover circles having participated in countless shows and road rallies and been featured in numerous magazine articles. It has also been the subject of a military Land Rover feature in James Taylor's book 'Original Land Rover Series I' and been made into a model by Oxford Diecast.

£20,000 - 30,000

€24,000 - 36,000

525 * N

**1959 ASTON MARTIN DB MARK III
SPORTS SALOON**

Coachwork by Tickford

Registration no. not registered

Chassis no. AM300/3/1733

Engine no. DBA/1465

- One of only 551 DB Mark IIIs made
- Delivered new to the USA
- Stored since acquisition in 2007
- Requires re-commissioning





Two years after the introduction of the DB2/4 MkII came the DB MKIII, 551 of which, mainly saloons, were made between March 1957 and July 1959. Externally the most obvious change was the adoption of a DB3S-style grille, establishing the 'hallmark' look of subsequent Aston Martins, which had been drawn up by Tickford designer, Bert Thickpenny. The DB Mark III is also notable as the first Aston Martin to feature in a 'James Bond' novel, being driven by '007' in 'Goldfinger'. It was also the last Aston Martin produced with the W O Bentley-era six-cylinder engine.

Its accompanying copy guarantee form reveals that chassis number '1733' was retailed by the United States importer Inskip and delivered in September 1959 to its first owner, Roger Merrill, President of Atkins & Merrill Inc of Sudbury, Massachusetts. The car left the Newport Pagnell factory finished in Cardinal Grey with blue-grey Connolly hide interior trim, and was equipped with a locking glove compartment lid.

The AMOC Register records the fact that '1733' was still in the USA in 1992. It has a sizeable entry in the Register, which lists numerous outings for the period 1973 to 1987, mainly in speed trials and concours events, while owned by member H Charles Nixon.

The current vendor purchased the DB Mark III in August 2007 from Sports & Specialist Cars of Princeton, New Jersey. Accompanying documentation consists of copies of the 2007 bill of sale; sale-related paperwork; old New Jersey Certificate of Title; and the aforementioned copy guarantee form. Stored since acquisition, the car is offered for re-commissioning and sold strictly as viewed.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£70,000 - 100,000
€83,000 - 120,000
No Reserve

526

1934 MG MIDGET PA TOURER

Registration no. JY 4197

Chassis no. PA1343

Engine no. 1625AR

- Only seven owners in 88 years
- Restored in 2002
- Restoration bills available
- Good history file



"Anyone who has had experience of the preceding Midget models cannot fail to be struck by the very great improvement which this P-type shows in practically 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, a 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. *Autocar* concluded its test by declaring that the P-Type Midget was: "A most desirable little sports car."

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 is understood to have had only seven owners over the course of its 88 years. The car was restored in 2002 and comes with related bills, etc in the history file. Finished in British Racing Green with matching leather interior, 'JY 4197' is described by the vendor as in good restored condition throughout. The history file also contains a dating certificate; a V5C document; old logbooks; build details; photographs; tax discs; MoTs; a handbook, etc. A delightful post-Vintage thoroughbred touring car.

£20,000 - 25,000

€23,000 - 30,000

527

1949 FORDSON 7V BOX VAN

Registration no. RSJ 195

Chassis no. 7202779V7

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



Fordson was the name under which commercial and agricultural vehicles produced at Ford's Dagenham, Essex plant were marketed. Produced between 1937 and 1949, the 7V replaced the preceding BBE and was representative of the trend towards 'forward control' designs. A choice of wheelbase lengths was available to suit payloads of between two and five tons, while the standard engine was Ford's ubiquitous 3.6-litre sidevalve V8. A Perkins diesel was an option.

Known as 'Joseph', this charming and unique Fordson Box Van has featured in the popular period-set television drama series *Granchester and Call the Midwife* as well as *'Practical Classics'* Magazine in December 2018. It is currently configured as a mobile catering outlet.

The history file contains receipts totalling £40,000 relating to its restoration in 2017. Some £20,000 worth of catering equipment is installed in the back, with wood panelling, ceramic tiling, and wooden worktops. Other noteworthy features include a Francino coffee machine, Zenith grinder, Burco boiler, Mainho 800 griddle, two under-counter refrigerators, and twin sinks.

It should be noted that the engine has been replaced with a more modern and reliable Ford Cologne V6 unit together with its dedicated gearbox. A unique business opportunity for the commercial vehicle enthusiast.

£25,000 - 35,000
€30,000 - 42,000

528

1910 HUMBER 16/20 HP TOURER

Chassis no. C7292

Engine no. 9154

- A rare early survivor of one of Britain's pioneering makes
- Delivered new to Argentina
- Single ownership for over 35 years
- Highly original example
- Offered without reserve



Founded as a bicycle maker in 1868, Humber diversified into motorcycle manufacture in the 1890s and built its first prototype automobile as early as 1896. The firm had production facilities in Coventry, Beeston and Wolverhampton.

The Coventry-built Humber 16hp offered here is believed to date from 1910. The year of production is supported by a date cast in the engine block: 'June 22 - '10', while Humber catalogues on file show a near perfect resemblance with the 16hp model introduced in 1909. This particular Humber 16hp is a lengthened version and can accommodate 4/5 passengers in the rear, making it a 6/7 seater. Unlike the standard model, it has 'suicide' doors at the rear.

This car was sold new in Buenos Aires, Argentina by Macchi, Pozzi & Riva, the local Humber importers. The original owner was a wealthy man who used the car on his vast estate. The Humber was equipped with a siren and rifle case mounted on the side, supposedly for hunting purposes. Later on it resurfaced in Monticello, New York, registered to a Mary L Briggs, who had its registration renewed in 1951 (document on file).

Later, 'The Humber Register' found the car being offered for sale at New York's 'Vintage Car Store' in 1969 (correspondence on file). However, it appears that the Humber only found its next owner, Mr Dean McMinn from Sterling Heights, Michigan, in 1974 having supposedly been in dry storage since the early 1950s. The current owner bought the car on 8th October 1986, directly from Mr McMinn.

Part of the previous owner's collection for over 35 years, this 1910 Humber was much enjoyed yet remains in a remarkably original condition. The engine and body are believed to be highly original, as is much of the interior leather. According to 'The Humber Register', 'C7292' would be expected to have an engine numbered at around '9300', and this car's engine is numbered '9154'. The current owner purchased this Humber in Europe and imported to the UK (UK taxes paid), the car has had a NOVA and UK registration applied for.

A rare opportunity to acquire a fine automobile from one of Britain's pioneering makes, presented in exceptionally original condition.

£30,000 - 40,000

€36,000 - 48,000

No Reserve

529

1927 AUSTIN SEVEN 'CHUMMY' TOURER

Registration no. YG 7376

Chassis no. 35778

Engine no. M64987

- Restored in 2010
- Only 593 miles since restoration
- Recent engine rebuild
- Restoration bills on file



A huge success from the moment deliveries commenced in January 1923, the Austin Seven remained in production until 1939. Well built, 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. The sole version available when production commenced was the 'Chummy' tourer, which today remains for many enthusiasts the quintessential Seven and is highly sought after.

This Austin Seven Chummy was purchased as a project in 2009 and fully restored by well known Bentley enthusiast, and former Bonhams regional representative, the late Michael Smith of York, with the works completed in 2010. There are bills on file for parts used in the restoration from The Seven Workshop and A7 Components totalling £11,300, together with an inventory of works. The latter included an engine and gearbox rebuild with a Phoenix crankshaft by Ian Bancroft Restorations (bills on file).

The Chummy was then issued a VSCC Buff Form/Eligibility Document for a 'Standard' car. Due to health reasons, Michael sold the car to Austin Seven collector Eric Elliott in 2010. Eric kept the car for several years then sold it via Keyworth Classics in Nottingham to the previous owner for £15,000 in 2016.

'YG 7376' was last MoT'd when purchased by the current vendor in 2018 at 403 miles post-rebuild, since when it has seen minimal use (the current odometer reading is 593 miles). The car benefits from work to the carburettor set-up and a recent engine rebuild after a lubrication fault was found, which was undertaken by marque specialist Steve Hodgson (SMH Services Ltd) in West Sussex (bill on file). Always kept garaged, this beautiful little Seven is undeniably very smart, finished mid-green over black with black interior trim and matching hood (no side-screens). In addition to the aforementioned bills, the car comes with a current V5C, several old V5s and a parts catalogue.

£14,000 - 16,000
€16,000 - 19,000

530

1953 JAGUAR MARK VII SALOON

Registration no. 205 UYS

Chassis no. 716340

- *Previously used in Africa*
- *Largely restored*
- *Replacement engine*



"Grace, Space and Pace were the three words from the advertising world which symbolised the car that was to lay the foundations for Jaguar's continuing prosperity as a car manufacturer, the Mark VII saloon." – Chris Harvey, *The Classic Jaguar Saloons*.

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 owned in Africa by a Mr Perks, who is understood to have been a Government official, and was used by the local British Embassy as a courtesy car. The Jaguar is largely restored and has a replacement engine. Unfortunately the restoration invoices have been lost, however the vendor advises us that *circa* £40,000 has been spent to date.

£20,000 - 30,000
€24,000 - 36,000

531

The property of Princess Salwa Aga Khan

1983 JAGUAR XJ-S V12 HE COUPÉ

Registration no. FLE 740Y

Chassis no. SAJJNAEW4BC112334

Engine no. 8S 025479 HA

- *Delivered new to Germany*
- *Left-hand drive*
- *Automatic transmission*
- *Well cared for and highly original*



Conceived as a comfortable and long-legged Grande Routière, rather than an out-and-out sports car like the preceding E-Type, the XJ-S debuted at the 1976 Frankfurt Motor Show as a V12-powered coupé, with six-cylinder and soft-top versions following in the 1980s. 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, designed by Swiss engineer Michael May, 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'.

The left-hand drive XJ-S offered here was exported new to Düsseldorf, Germany in August 1983. In 1998 the car was imported into The Netherlands and received a 1989 Dutch EU registration.

The last Dutch owner bought the car in 2003 and it was kept garaged by them until sold to the E-Type Center Europe in the Netherlands. E-Type Center advertised the XJ-S as having been recently re-commissioned at a cost of more than €10,000, and showing an original 60,000 kilometres on the odometer. In May 2017 the Jaguar was purchased as a gift for Princess Salwa Aga Khan by her husband, Prince Rahim Aga Khan.

This XJ-S still is in its original colour combination of Rhodium Silver with black leather interior. Its specification includes automatic transmission, air conditioning, power steering, cruise control, electric windows, original radio and speakers, original headlamps and wheels, front and rear seatbelts. The car also retains its spare wheel and original jack. A well equipped and extremely comfortable long-distance cruiser in excellent original condition, this beautiful XJ-S is offered with a Jaguar Heritage Trust Certificate, UK V5 registration document, and numerous repair and service invoices.

£18,000 - 26,000

€21,000 - 31,000

532

1929 INVICTA 4½-LITRE TOURER

Coachwork by Cadogan

Registration no. XV 8233

Chassis no. LC223

- Single family ownership from new to December 2017
- One of the fastest sports cars of its day
- Rare early example
- Recent sympathetic professional restoration
- Outstandingly original
- Eligible for VSCC and other prestigious events



"To drive, or be driven, in the new 4½-litre Invicta sports model is to experience something quite new in motoring. The way in which it will swoop up steep hills on top gear, passing on the way vehicles grinding away on their lower ratios is a revelation.

"The Invicta is a perfectly well-bred town car, even in its 100mph trim, and will run quite comfortably at about 7mph on top gear. It is, consequently, well suited to driving on congested roads or in dense city traffic." – *The Motor*.

In its all-too-short lifetime, Invicta carved out an enviable reputation for building fine sporting motor cars, the bigger Meadows-engined models in particular offering class-leading performance and impeccable build quality.

The origins of the company known as Invicta Cars go back to 1925 when Noel Macklin and Oliver Lyle, both of whom already had motor industry experience, got together to create a car combining American levels of flexibility and performance with European quality and roadholding. Like the contemporary Bentley, the Invicta was designed by people with backgrounds in competition motoring and both were produced to the highest standard. Price was only a secondary consideration, a factor that contributed to both firms' failure to survive the Depression years of the early 1930s.

Like Bentley, Invicta struggled against rising costs and falling sales, the final car leaving the factory, appropriately enough, on Friday 13 October 1933, though a handful of cars were assembled at the company's service depot in Flood Street, Chelsea between 1934 and 1936. It is estimated that approximately 1,000-or-so Invictas of all types were made.

Apart from three Coventry Climax-engined prototypes built at Macklin's home in Cobham, Surrey, all Invictas were powered by the tireless six-cylinder engines made by Henry Meadows. Invicta cars quickly established a reputation for outstanding durability, bolstered by the award of the RAC's coveted Dewar Trophy in 1926 and 1929, largely for the marque's successes in long-distance reliability trials, including a 10,000-mile 'around-the-world' trip by sisters Violette and Evelyn Cordery, who also completed a '30,000 miles in 30,000 minutes' trial at Brooklands.

In 1928, Invicta introduced a new 30hp model powered by the ubiquitous Meadows 4½-litre six, which was first shown to the public at the Olympia Motor Show in October. This was substantially the same as the existing 3-Litre chassis, though the gearbox and rear axle were strengthened and a pressed channel-section cross member fitted behind the gearbox, replacing the previous small-diameter tube. Finished to Rolls-Royce standards, the 4½-Litre chassis cost a staggering £985 at a time when the average UK house price was £590! It would go on to form the basis of the successor NLC and famous S-Type 'low chassis' sports model.



Like most low-speed engines, the Meadows six produced ample torque in the lower and middle speed ranges. Indeed, the Invicta can be throttled down to 6-8mph in top gear and will then accelerate rapidly and without fuss, still in top gear, when the accelerator is depressed. The acceleration figures given by the contemporary motoring press speak for themselves on this subject. Indeed, in 1930 the Cordery sisters drove their '30,000 miles in 30,000 minutes' high chassis tourer from London to Edinburgh in top gear. This same car was then driven by Donald Healey in that year's Alpine Trial, winning its class.

The 4½-litre Invicta had few equals as a very fast but comfortable high-speed touring car, its greatest appeal being an ability to cover big mileages at high average speeds with no strain, either to driver or the machinery.

A long-chassis model, the early Invicta 4½-Litre offered here carries four-seat open tourer coachwork by the London-based coachbuilder Cadogan, which during the mid-to-late 1920s specialised in producing sporting bodies for quality makes including Bentley, Packard and, of course, Invicta. Remarkably, 'XV 8233' was owned from new by the same family for some 88 years and comes with the original sales receipt showing that the car was purchased on 16 January 1929.

Almost certainly manufactured towards the end of 1928, it was bought from the Connaught Motor & Carriage Co Ltd of London, the sole concessionaires.

In 1964 the original owner died and the Invicta passed to his son, from whose estate it was offered for sale at Bonhams' Olympia auction in December 2017 (Lot 248). Purchased there by the current vendor, the car has since benefited from a no-expense-spared sympathetic restoration by highly respected specialists Neil Twyman (mechanicals) and James E Pearce (bodywork), in excess of £95,000 being spent (detailed bills on file).

Sympathetically restored, yet still in outstandingly original condition, this magnificent motor car comes with a history file containing fascinating original paperwork; an instruction book; contemporary advertisements; sales brochures, etc, etc. A wonderful opportunity to own a rare early example of this important Vintage-era British sports car.

£140,000 - 180,000
€170,000 - 210,000

533 * N

1956 FORD THUNDERBIRD CONVERTIBLE WITH HARDTOP

Registration no. not registered

Chassis no. P6FH233329

- *Iconic American classic*
- *Restored in the USA*
- *Stored since acquisition in 2008*
- *Requires re-commissioning*



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 'portholes' in the hardtop and 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.

This attention grabbing '56 Thunderbird was purchased from the Legendary Motorcar Company of Halton Hills, Ontario on 4th June 2008, since when it has been kept in storage (bill of sale on file). An automatic transmission model, the car was described at time of purchase as benefiting from a complete frame-off rotisserie restoration (sadly there are no bills on file for this). Air conditioning, power steering, rear fender shields, full wheel covers, a heater and an AM/FM radio were listed as specification highlights. This desirable Thunderbird is offered in need of re-commissioning and sold strictly as viewed.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is not offered with a registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information

£20,000 - 30,000

€24,000 - 36,000

No Reserve

534

2005 BENTLEY ARNAGE T MULLINER SPORTS SALOON

Registration no. to be advised

Chassis no. SCBLF34F66CH11176

- *Top-of-the-range Mulliner edition*
- *Full Bentley and independent marque specialist service history*
- *Circa 62,000 miles from new*
- *Serviced immediately prior to sale*



Emphasising its racing heritage, Bentley Motors unveiled the new Arnage in April 1998 at Le Sarthe circuit, home of the Le Mans 24-Hour Race and scene of its greatest triumphs in the 1920s. In March 2002, a heavily revised version - the Arnage R - was introduced at the Geneva Salon, replacing the Arnage Red Label. Gone was the original's single Garrett T4 turbocharger, which had been replaced by a pair of smaller T3s providing superior throttle response and higher catalytic converter temperatures for reduced emissions.

Also new was the Bosch Motronic engine management a state-of-the-art system providing an 'Electronic Stability Program' (ESP) - an advanced form of traction control. Maximum power of the 6.75-litre pushrod V8 engine was now 405bhp and the top speed 155mph. Also new for 2002 was the Arnage T, launched at the Detroit Motor Show and claimed to be the most powerful road-going Bentley ever. For the Arnage T, the twin-turbocharged engine produced 450bhp and 645lb/ft of torque. With a claimed top speed of 170mph, the Arnage T was reckoned to be the world's fastest four-door saloon.

To this already outstanding motor car, the example we offer brings the Mulliner package of interior enhancements; there were numerous options to choose from, resulting in no two Mulliner cars being exactly alike.

Desirable Mulliner features included veneered wood tables with machine-turned inserts for rear seat passengers; aluminium inserts to the fascia and waist rails; and exclusive hand-stitched tailored diamond quilting to seat cushions and door panels. Externally, the Mulliner was distinguished by special five-spoke 19" alloy wheels.

This exceptionally well cared-for Arnage T Mulliner comes with full Bentley and independent marque specialist service history from new to the present day. The last service was carried out by Silver Lady (Rolls-Royce and Bentley specialists) on 5th July 2021 at 56,801 miles, and the car will have been serviced again by them immediately prior to sale (the current odometer reading is *circa* 62,000 miles).

The car is in excellent cosmetic condition with only a small amount of rust beginning to appear around the sunroof and underneath it appears very solid. We are advised the car runs and drives well. The interior has been kept in excellent cosmetic condition too. It should be noted that the private plate 'R44 BKR' is being retained by the vendor and the car will be offered with an age-related registration number.

£30,000 - 40,000
€35,000 - 47,000

535 * N

**1955 ASTON MARTIN DB2/4 3.0-LITRE
DROPHHEAD COUPÉ**

Coachwork by Mulliners of Birmingham

Registration no. not registered

Chassis no. LML/1019

Engine no. VB6J/542

- One of only 46 export-model DB2/4 dropheads made
- Delivered new to California, USA
- Dry stored for many years
- Offered for restoration





The need to widen the appeal of the already-successful DB2 resulted in the launch in October 1953 of the 2+2 DB2/4. Modifications to the rear of the chassis plus a reduction in fuel tank capacity from 19 to 17 gallons liberated sufficient space within the existing design for two child-sized occasional rear seats. Alternatively, the rear seat backs could be folded down, thus creating a load-carrying platform that more than doubled the luggage space, the latter being accessed via a hatchback rear door - one of this now-common feature's earliest applications. In addition, a raised roofline, one-piece windscreen, larger bumpers and other detail styling changes differentiated the newcomer from its predecessor. Otherwise, the DB2/4 remained much the same as the DB2, employing the latter's rectangular-tube chassis, trailing arm independent front suspension and well-located live rear axle.

Standard specification included the W O Bentley-era, 2.6-litre, 'VB6E' engine in 125bhp tune. Despite this, the redesign's inevitable weight gain was not fully compensated for until the arrival of the 3.0-litre, 140bhp engine in 1954. Equipped with latter, the DB2/4 was one of the fastest cars then built in Great Britain - with 100mph achievable in third gear and around 120mph maximum - possessing impeccable handling plus a level of comfort rare in any high-performance car. DB2/4 production had amounted to 565 cars by the time of the Mark II's introduction in October 1955. According to the AMOC, at least 102 were dropheads, of which 46 were export models like that offered here.

Its accompanying copy guarantee form shows that this 3.0-litre 'Mark I' DB2/4, chassis number '1019', was delivered new via Peter Satori Co Ltd to first owner Michael Henry Strater of Berkeley, California, USA. The car was ordered with Ivory paintwork, subsequently changed to green, and left the factory with a red interior and matching hood. Unfortunately, little is known of the car's subsequent history prior to its acquisition by the current vendor in 2002 from Classic Autos and Auctions of Birmingham Alabama. Alabama Registration Paperwork on file shows its transfer from a Daniel Rapley to the aforementioned auction company in 2002. Accompanying documentation consists of copies of the aforementioned guarantee, old Mississippi Certificate of Title, old Alabama registration paperwork, and a bill of sale to the vendor. Stored since acquisition, the car will require re-commissioning/restoration before further use and thus is sold strictly as viewed.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£60,000 - 100,000
£71,000 - 120,000
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.

C.1931 HAMPTON 16HP OPEN SPORTS TOURER

Registration no. DG 5009

Chassis no. 10000

Engine no. 10000

- *The only one of its type ever built*
- *Röhr 2.3-litre straight-eight engine*
- *Known ownership history from new*
- *Present family ownership since 1961*
- *Comprehensive history file*
- *Requires restoration*



A unique example of an obscure British make, this eight-cylinder sports tourer was constructed for his personal use by William Milward, former General Manager and director of Hampton Cars, shortly after the firm's bankruptcy in 1931. The Hampton marque had originated in Hampton-in-Arden in 1911 when William Paddon set up a motor sales business in the eponymous West Midlands village, offering light cars and motorcycles built to order. Sadly, a succession of bankruptcies and enforced re-structuring exercises would dog the company for its entire existence, and when production of motor cars finally ceased in the early 1930s, only some 1,100 had been completed.

One of Hampton's last throws of the dice was company receiver Thomas Godman's order for 50 advanced, independently-sprung chassis and 100 2,262cc overhead-valve straight-eight engines from Röhr in Germany, though in the event none was delivered. Before then, in the autumn of 1930, an eight-cylinder Röhr rolling chassis had arrived at Hampton's factory at Dudbridge in Gloucestershire. William Milward and chief draughtsman Harry Baxter worked hard trying to adapt Röhr's advanced technology into a car suitable for the British market, the result being the prototype Empire Sportsman saloon registered 'GN 5599'. Röhr's bankruptcy in April 1931 effectively killed the project, but in any case Hampton's factory had already been sold. The fallout from Hampton's 1931 bankruptcy saw William Milward walk away with most of the parts required to build a car for his own use, including the Röhr straight-eight engine from 'GN 5599'. The result was the car offered here, 'DG 5009', which was constructed in the coach house at Milward's home, Blenheim House near Randwick, Gloucestershire. Attached to a ZF Aphon gearbox, the Röhr engine went into a conventional beam-axle chassis, while the car's four-seat tourer body was constructed in aluminium by former Hampton coachbuilder, Edgar Fowles.

The Milward's kept the car until William's death in 1946, and the following year it was sold to Mr F L Adams of Churchdown, Gloucestershire, who replaced the Aphon epicyclic 'box with a four-speed Rover unit. Mr Adams painted the car red and kept it until 1953 when it was sold to one Peter Rawling of Cranham. A year later Rawling sold the Hampton to Derek Wasley in Gloucester. Moving out of its native Gloucestershire for the first time, 'DG 5009' was next owned, from 1955, by William Hirst of Crudwell, Wiltshire, who used the car briefly before consigning it to his scrap yard. The Hampton was still there in 1961 when it was discovered, in a dilapidated state, by Dennis Beedle, who was able to purchase it for £25 (sales receipt on file). Restored over time and repainted in correct Hampton Grey, 'DG 5009' paid a nostalgic visit to Blenheim House with the Beedles in 1997.

Offered for sale by the Beedle family, the car has not been driven for some considerable time and must be considered a restoration project (the engine runs but needs an overhaul). There is a comprehensive history file available containing an old-style continuation logbook (issued 1950); old/current V5C Registration Certificates; assorted correspondence; a quantity of photocopied marque-related literature; a signed copy of Trevor G Picken's book Hampton Cars, in which 'DG 5009' features prominently; and various other items. The car also comes with a selection of spares to include dashboard instruments.

Well known and well documented, this eight-cylinder Hampton represents an exciting opportunity to own a unique 1930s sports tourer with a fascinating history.

£25,000 - 30,000
€30,000 - 36,000

537

1987 BMW 325i CABRIOLET

Registration no. D775 PAG

Chassis no. 80875197

Engine no. 23274015

- Six-cylinder model
- Rare cabriolet model
- Automatic transmission
- Single family ownership 1987-2020



"In launching the 3 Series cars, BMW were quietly confident that they had got their sums right. The model range was extensive, with broad appeal, and built to the same high standards as the more exotic BMWs. With the debut of the Bauer-bodied cabriolet, with its distinctive roll-hoop, the appeal of the range was extended further." – Laurence Meredith, *BMW Model by Model*.

BMW revised its passenger car engine policy for the 1980s, introducing small-capacity sixes in preference to enlarged fours, having found that the latter could not be made to match the former for smoothness. There were other benefits too, the new 1,990cc six proving more flexible, more powerful and more economical than the superseded four of identical capacity. The chassis was upgraded to cope with the improved performance, gaining disc brakes all round and wider tyres, thus endowing the 320 six with an enhanced sporting 'feel' when compared to its four-cylinder predecessor. Larger 3-Series sixes followed.

BMW's popular 3-Series was face-lifted for 1983 and given improved rear suspension, four-door versions arriving at the same time, and then a few years later the range-topping 2.3-litre 'six' was replaced by a similar but more powerful '2.5'.

"Strong in the tradition of rear drive excitement," according to *Performance Car* magazine, the 325i cost £11,495 in basic, two-door configuration, but for those with deeper pockets there was a host of desirable 'extras' available, including alloy wheels. Solidly built and well engineered in the best BMW tradition, the 325i represented a lot of performance for the money with its sub-8 second 0-60mph time and 135mph top speed.

A reluctant sale caused by an unexpected and pressing need for space, this Baur Cabriolet was a personal import in 1987 and remained in the same family ownership until two years ago. The current odometer reading is 148,000 kilometres (approximately 92,000 miles) and the car has seen little use in recent years. It presents very well in every respect and the vendor reports that it drives superbly. Finished in red with black leather interior, this example of an increasingly rare 'Youngtimer' is offered with an original handbook; a V5C document; MoT to September 2023; and a large history file detailing works carried out over the years, including the replacement of the camshaft and associated belts in 2020. A new battery has just been fitted.

£12,000 - 14,000

€14,000 - 16,000



538

1967 MORRIS MINOR PICKUP

Registration no. NYD 139F

Chassis no. MAUS-221637

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. The vendor advises us that this 1968-model Minor Pickup has been treated to an extensive restoration by a very well respected Morris restorer. Several thousand pounds have been spent on the rebuild, as evidenced by numerous related bills on file. Described by the vendor as in good condition throughout, this charming Morris commercial comes with its original logbook, service book, current V5C document, and bill of sale from 1967 when it cost £475 new.

£10,000 - 15,000

£12,000 - 18,000



539

1970 MORRIS A60 SUNTOR CAMPER VAN

Registration no. WTT 676K

Chassis no. MHV4259099

The smartly turned out Morris A60 commercial offered here is one of a believed 350-or-so converted to camper van configuration by Torcars of Great Torrington, Devon. Torcars had been founded in 1968 by business partners Ron Webster and Alan Hutchinson, the former being an established Hove-based motor-home manufacturer and the latter one of his customers. Based on second-hand Austin/Morris A60 vans, prototype campers had already been built before the production SunTor was ready in early 1969. Built to a high standard, these SunTor conversions proved popular; they would fit into a standard single garage, and with the pop-up roof raised an adult could stand upright in one. Torcars' new factory was ready by the autumn of 1971. By this time production of the A60 van had ceased, so Torcars turned to the Morris Marina as well as building larger motor-homes on other manufacturers' chassis. There is a Torcars SunTor Register, which caters for owners of these charming little motor-homes. Described by the vendor as running and driving extremely well, this SunTor camper benefits from lots of work and has a new bench, sink, cupboards and fold-down bed. Finished in two-tone Country Cream/red metallic, the vehicle displays a total of circa 82,000 miles on the odometer and is offered with restoration bills and a V5C document.

£9,000 - 12,000

£11,000 - 14,000



540

1926 MORRIS COWLEY 11.9HP TOURER

Registration no. MW 7637

Chassis no. 69922

One of the best known and most readily recognised of Vintage-era cars, the 'Bullnose' Morris had its roots in the Edwardian era. The first Oxford examples, fitted with 8.9hp White & Poppe engines, were manufactured in 1913, embodying Morris' successful formula of offering technically unexciting but well built and well equipped cars at a bargain price. Closely related to the Oxford, the cheaper Cowley used the American-built Continental engine at the time of its introduction in 1915, rather than the Oxford's expensive White & Poppe unit, before switching to one made by Hotchkiss' Coventry subsidiary in 1919. A close copy of the preceding Continental, the Hotchkiss engine was made in 1,495cc, 11.9hp form initially, a larger (1,802cc) 13.9hp version becoming available in 1923. A reputation for quality and a drop in price saw the 'Bullnose' Cowley established as Britain's most popular car by the early 1920s. This 'Bullnose' Cowley has been in the same ownership for over 20 years and comes with plentiful history and paperwork, including booklets, tax discs and an original Morris handbook. Described by the vendor as in good order throughout and running well, the car is offered with a V5C Registration Certificate.

£12,000 - 15,000

€14,000 - 18,000



541

1982 ROLLS-ROYCE SILVER SPIRIT SALOON

Registration no. EGV 741Y

Chassis no. SCAZ50004CCH05849

Based on the Silver Shadow II, the Silver Spirit and its long-wheelbase counterpart, the Silver Spur, were announced in the autumn of 1980. Rolls-Royce's familiar and dependable 6,750cc V8 power unit remained unchanged, but significant improvements were made to the newcomers' self-levelling rear suspension. The styling too came in for revision, with a lower waistline, increased glass area and a more modern angular look; 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. The UK price at time of launch was £49,629, the equivalent of approximately £236,541 today! Finished in two-tone blue, this Silver Spirit currently displays a total of circa 69,000 miles on the odometer and is described by the vendor as in good condition throughout, running and driving well. A beautiful example embodying all the usual Rolls-Royce luxury and refinement, the car comes complete with all its original books, a V5C document, and MoT to February 2023.

£8,000 - 10,000

€9,500 - 12,000



542 * N

1963 ASTON MARTIN LAGONDA RAPIDE SPORTS SALOON

Registration no. not registered

Chassis no. LR/135/R

Engine no. 400/135

- One of only 55 made
- Delivered new in the UK
- Stored since acquisition in 2008
- Requires re-commissioning



Aston Martin revived famous Lagonda name in 1961 with a luxurious four-door sports saloon that took its appellation from one of the marque's most exalted models of the late 1930s: the Rapide. This new car was very much David Brown's personal project. The Rapide's sales brochure, which, unusually, was signed by him personally, stated: "It has long been my ambition to build a car which would be equally suitable to drive or be driven in..."

Beneath the Rapide's Superleggera aluminium coachwork (by Touring of Milan, the carrozzeria responsible for the Aston Martin DB4 sports car) was a lengthened (by 16") DB4 platform-type chassis re-engineered to accept De Dion rear suspension, the adoption of which allowed rear compartment space to be maximised. Powered by a 4.0-litre (236bhp) version of the Aston Martin DB4's twin-cam 'six' that would later power the DB5, the Rapide certainly lived up to its name with brisk acceleration and a 130mph-plus top speed. Dual circuit, servo assisted disc brakes restrained this excellent performance while fittings to the traditional interior included electric windows, picnic tables to the rear, filler cap remote opener and a radio as standard. The Rapide's price when new was £5,000, some 25% higher than that of the Aston Martin DB4, which itself was not exactly a cheap automobile. A mere 55 units, almost all of which were equipped with Borg Warner three-speed automatic transmission, were built before production ceased in 1964.

Chassis number '135' was completed in August 1963 and sold via Brooklands of Bond Street to first owners Howard Fairbairn & Partners of Knightsbridge, London. Accompanying build details show that the car was finished in Goodwood Green with fawn interior trim and equipped with a Motorola radio and armrests to the inside of both front seats. The Rapide has had several different UK and overseas registrations since. In 1988 ownership passed to one Andrew van Nimwegen of Norfolk, while the AMOC Register (published 2000) records the owner at that time as L Cesteleyn in Belgium. The current owner purchased the Lagonda from K Den Haan in Belgium on 31st January 2008 (copy bill of sale on file, as well as old Belgian registration). Kept in storage since acquisition, the car will require re-commissioning before further use and thus is sold strictly as viewed.

Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£50,000 - 80,000

€59,000 - 95,000

No Reserve

543 Ω N

One of only 16 built

c.1995 AUTECH GAVIA ZAGATO COUPÉ

Registration no. not UK registered

Chassis no. 1ZA1010301A000012

- A collaboration between Nissan's Autech subsidiary and Carrozzeria Zagato
- Delivered new in Japan
- Believed to be one of 16 produced
- Automatic transmission



The car on offer here is exceptionally rare, being one of an estimated 16 built. The Autech Zagato Gavia resulted from collaboration between Autech, a Nissan subsidiary specialising in the custom conversion of existing models, and the famous Italian styling and design studio, Carrozzeria Zagato. Autech and Zagato already had one collaboration under their collective belt, the Stelvio AZ-1, 104 of which were built, when they moved on to their second joint project, the Gavia.

Autech and Zagato began working on the Gavia in 1993. Basically an upgraded version of the Nissan Leopard, the Autech Gavia was powered by a turbocharged 3.0-litre VG30DETT engine producing 280bhp, Japan's then permitted maximum. Typically fitted to the Fairlady Z sports car (300ZX in North America), it was Nissan's most potent engine at the time. Power was transmitted to the rear wheels via a four-speed automatic transmission.

The low-drag body was hand-formed in aluminium in the traditional manner. Only Zagato badges are to be found on the car, plus a single Gavia script on the boot. One of its most unusual features is the disc-type wheel covers, which are ducted to enable access to the valve stems.

The vendor purchased this Gavia in Japan over 10 years ago. It has 68,000 kilometres on the odometer and was delivered new to Japan. Originally two-tone cream over bronze, the car is in driving condition, but the driver's seat is unbolted at the moment because the electrical adjusting mechanism goes forwards but not backwards.

Please note that if this vehicle is to stay in the UK, it will be subject to Import VAT at the standard rate of 20% on the hammer price. Import Duty will also be applicable at 10% (plus VAT) on the hammer price. This vehicle will also require a NOVA (Notification of Vehicle Arrival). An additional fee of £350 (plus VAT) will be charged to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers. Please note that this vehicle is only offered with a photocopy of its old registration document, bidders should satisfy themselves as to registration requirements in their own jurisdiction. Please contact the department for further information.

£30,000 - 50,000
€36,000 - 59,000

544

1928 ROLLS-ROYCE 20HP LANDAULETTE

Coachwork by Barker

Registration no. GW 6154

Chassis no. GKM27

Engine no. 53K

- Delivered new to New Zealand
- Present ownership since 1976
- Recent ignition system, dynamo, and starter motor overhauls



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

Changing times after WWI eventually forced the abandonment of Rolls-Royce's 'one model' policy, an all-new 20hp car joining the existing 40/50hp Silver Ghost in 1922. The 'Twenty' reflected Henry Royce's interest in contemporary trends within the American automobile industry, incorporating unitary construction of engine and gearbox, the latter featuring the modern innovation of a central ball change, and 'Hotchkiss drive' rear axle. The engine, Rolls-Royce's first with overhead valves, was a six-cylinder unit displacing 3,127cc. Favourably received as the Twenty was, its three-speed transmission's central 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. The car proved eminently suited to town use yet could cope admirably with Continental touring when called upon. In total, 2,490 20hp models were built between 1922 and 1929.

Accompanying copy build sheets and chassis cards show that chassis number 'GKM27' was completed with landaulette coachwork by Barker. The car was originally exported to New Zealand and re-imported in 1932, receiving the Surrey registration, 'GW 6154'. Many years later, in the early 1960s, 'GKM27' was rescued from a Kent orchard by Mr Roy Bingham and completely restored by him (see press cutting on file). The Rolls-Royce has belonged to the current vendor since 1976. In May of this year, 'GKM27' was with Rolls-Royce and Bentley specialists Mark Taylor RR & B Ltd where the ignition system was overhauled and the dynamo and starter motor rebuilt (see bill on file). Described by the private vendor as in good condition throughout, this imposing Rolls-Royce Twenty is offered with framed correspondence; copy order form; a large quantity of expired MoTs; and old/current V5/V5C documents.

£40,000 - 50,000

€47,000 - 60,000

545

1955 ROLLS-ROYCE SILVER WRAITH LONG-WHEELBASE LIMOUSINE

Coachwork by James Young

Registration no. RR 1955

Chassis no. DLW117

Engine no. L116D

- Believed to be the Geneva Motor Show car
- Rare long-wheelbase model (639 produced)
- Restored in the USA in the 1970s
- Automatic transmission and after-market air conditioning
- Original registration



Rolls-Royce's first post-war model, the Silver Wraith employed a chassis similar to that of the Mark VI Bentley, though with a 7" longer wheelbase. The Wraith however, was only offered with traditional coachbuilt bodies rather than the Mark VI's pioneering 'standard steel' bodywork. Powering Rolls-Royce's post-war range was a new 4,257cc six-cylinder engine of cast-iron, monobloc construction with an aluminium cylinder head and featuring overhead inlet and side exhaust valves. A four-speed manual gearbox with synchromesh was standard initially, an automatic option (for export models only at first) not becoming available until 1952, at which time the engine was enlarged to 4,566cc and a long-wheelbase version introduced. Production ceased in 1959, by which time 1,883 chassis had been completed, 639 of them to long-wheelbase specification.

The last word in motoring luxury in its day, this long-wheelbase Silver Wraith carries saloon coachwork by James Young, one of the few British coachbuilders still active after WW2. The Bromley-based carriage-maker had bodied its first automobile in 1908, affiliating itself with a succession of quality marques throughout the 1920s and 1930s, and had established itself among the foremost coachbuilders for upmarket chassis by the end of the latter decade.

Its factory devastated by wartime bombing, the company did not resume exhibiting at the London Motor Shows until 1948, continuing to offer coachbuilt designs of distinction on (mainly) Rolls-Royce and Bentley chassis until the arrival of the unitary construction Silver Shadow/T-Series range in the 1960s.

Believed to be the 1955 Geneva Motor Show car, this Silver Wraith was given its distinctive and most appropriate registration when new. The Wraith's last owner purchased the car in the USA, where it had been restored in the 1970s, and imported it into the UK in 1992, retrieving the original registration. The car had been painted white, re-trimmed and fitted with after-market air conditioning, while other notable features include a glass partition, cocktail cabinets, picnic tables, privacy curtains and a vanity set. Service history is available from 2002 at an indicated 55,000 kilometres (the current odometer reading is 62,751 kilometres but cannot be guaranteed genuine). Accompanying documentation consists of an MoT certificate and a V5C. Copies of the factory chassis cards have been applied for.

£25,000 - 35,000
€30,000 - 42,000

546

1936 BSA 10HP SCOUT TOURER

Registration no. CAE 990

Chassis no. 691

Engine no. 717

- Rare front-wheel drive sports car
- More powerful 10hp model
- Present family ownership since 1973
- Bodywork and interior restored 2018/2019



A motor manufacturer from 1907, the Birmingham Small Arms Company acquired Daimler in 1910, soon abandoning its own range in favour of a Daimler design powered by a Knight sleeve-valve engine. When BSA resumed post-hostilities car production in 1921 it was with a quite different type of vehicle: a 10hp light car powered by a 1,075cc, v-twin engine made by Hotchkiss. The model sold well, only disappearing in 1925 when rivals Morris bought Hotchkiss, though BSA later acquired rights to the engine for use in its front-wheel-drive three-wheeler. A version of the latter appeared in 1933 powered by a 9hp, four-cylinder, sidevalve engine of 1,075cc which was also used in the four-wheeled, though still front-drive, 'T9' model introduced that same year.

Restyled but retaining essentially the same engine and running gear, the Scout two-seater sports car debuted in 1935, though it was soon superseded by the outwardly similar but larger engined (1,203cc) 10hp Series 3 version. Described by Autocar magazine as 'undoubtedly one of the best-looking small cars in existence,' the Scout progressed through Series 4, 5 and 6 but did not re-emerge after WW2, BSA having decided to concentrate on producing motorcycles only.

First registered on 1st February 1936, this particular Scout was purchased by the vendor's father in 1973 and comes with a photograph taken on the day it was acquired. The Scout needed some work to make it roadworthy, after which it was used on the road. During 2018/2019, the bodywork was treated and repainted and the interior re-upholstered (by Blackwater Bodyworks in Essex) for the father's 90th birthday.

On file are old-style logbooks from the 1950s and from 1973; an MoT certificate issued in 1982; and a current V5C document. The car also comes with a maintenance book for the BSA Scout (1935 version) and a copy of an introduction to the car from 1987, both published by the BSA Club.

£12,000 - 18,000

€14,000 - 21,000

547

1982 MERCEDES-BENZ 380 SL CONVERTIBLE

Registration no. EKA 333Y
Chassis no. 10704522017272

- Extensive recent restoration with bills on file totalling over £42,000
- Mercedes-Benz original parts sourced where available
- Original and desirable colour combination
- Excellent history file



Launched in 1980, the 380 SL convertible and 380 SLC coupé retained the Type 107 bodysell first introduced in 1971/72 in virtually unchanged form apart from the addition of a front spoiler. The newcomers supplanted the outgoing '350' models and were produced alongside the outwardly similar 280 and 500 SL/SLCs. Power unit was an enlarged (to 3,818cc) and improved version of the existing 3.5-litre overhead-cam V8, though 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. 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.

Superbly constructed, elegantly styled and supremely well equipped, Mercedes-Benz's top-of-the range 'SL' coupés and cabriolets have long been recognised as symbols of wealth and prestige, attracting a distinguished and discerning clientele.

The 380SL convertible offered here was purchased in 2018 by the current vendor, who has undertaken an extensive restoration documented by over 800 photographs. The body restoration cost over £42,000 and the invoices are on file.

During the in-depth restoration the car was repainted in its original factory colour Lapis Blue Metallic, while the original chromework was refreshed. At the same time, the car had a complete factory-specification interior fitted by the world-renowned D:Class Automotive. Works included new carpets, a new soft-top and all the cables and wires associated with its operation.

The car comes complete with two hardtops: the original rusty one and a brand new one plus two hardtop stands, a lifting kit for the garage, and a new blue soft-top including all the cables and wires. All five wheels have been refurbished (new bolts and wheel centres) and shod with new Dunlop tyres. All four brake callipers are new, as are the discs, pads and hoses. Also new are the shock absorbers, the complete Mercedes-Benz exhaust, and many other parts, which are listed in the file.

The 380 SL comes complete with its original unused tool kit, unused 1st aid kit, jack, radio blanking plate (very rare), two keys with original fobs from the dealer, and the leather book pack with all books including the original service book with 35 Mercedes-Benz dealer stamps. This has to be one of the finest examples of the 380 SL currently on the market.

£28,000 - 35,000
£33,000 - 41,000

548

**1923 VAUXHALL TYPE OD 23-60
MALVERN TOURER**

Registration no. SV 7736
Chassis no. OD 720

- One of approximately 100 survivors
- Capacious seven-seater coachwork
- Highly original
- Present ownership since February 2015
- Engine rebuilt by Keith Pointing





Prior to 1925, when Vauxhall was taken over by General Motors, the firm was renowned for producing handsome, finely engineered cars that put it on a par with Bentley or Sunbeam. Introduced in 1922, the 23-60 was a development of the 4.0-litre, four-cylinder, sidevalve-engined D-Type Vauxhall of 1913, which had been designed by the firm's famous Chief Engineer, Laurence Pomeroy. Production of the original D-Type was maintained during WWI when the model was widely used as an army staff car. Manufacture continued after the cessation of hostilities, though Pomeroy departed and his place was taken by Charles Evelyn King, who designed a new overhead-valve detachable cylinder head for both the D-Type and its legendary sporting stablemate, the 30-98.

Updated with King's OHV 'head' in mid-1922, the model was known thereafter as the '23-60' or 'OD' and was built until 1926, by which time the Luton firm had become part of the General Motors conglomerate. The OD 23-60 Vauxhall was a popular overseas model and many were dispatched to British Empire markets. Approximately 1,300 were made, of which some 100 survive.

Writing in *Motor Sport* magazine's December 1949 edition, Vauxhall 23-60 owner Captain Donald Gill concluded his article thus: "For someone who yearns after a real Vauxhall, but for one reason or another is denied a 30-98, the 23-60 commends itself as a not at all unworthy substitute for non-competitive motoring, and the preservation of a few more examples of the type would be a definite gain to the vintage world," sentiments with which Bonhams can only concur.

This Vauxhall 23-60 Malvern tourer was delivered new to Australia and comes with a list of owners in that country dating back to 1932. In May 1998 the car was imported into the UK by Andrew Booth (Orchid Cars), registered as 'SV 7736' and sold to a Mr Ray Harris of the West Midlands. The car then had one further owner before its acquisition by the current vendor in February 2015. We are advised by the vendor that the Vauxhall has been repainted and reupholstered but remains all original and with its chassis number on the scuttle, floorboards and so on; both wings are even date-stamped. Currently maintained by Keith Pointing, the car is said to have no known faults, while the rare and spacious seven-seater Malvern tourer coachwork makes it an even more attractive prospect. Offered with a good history file.

£40,000 - 60,000
€48,000 - 71,000

549

1937 RILEY 1½-LITRE FALCON 'WOODIE' ESTATE

Registration no. ABK 526
Chassis no. to be advised
Engine no. 35-1130 (block)

- 9hp model fitted with a 12hp engine
- Present ownership since 2013
- Restored by Blue Diamond Riley Services 2013-2016
- Riley Register Ascot Trophy winner 2016



"September 1934 heralded the introduction of a new 1½-litre range of cars from the Riley stable, rather a case of 'Something Old – Something New' in a way. Two features made it something old: it was a revival of the four cylinder 1½ litre engine format – extinct as far as Riley was concerned since 1928 - and it incorporated most of the design features of the now-famous Nine. Two features made it something new: it was a completely new range of cars with an engine designed by a newcomer to the Riley design team – Hugh Rose." – David G Styles, *As Old as the Industry: Riley 1898-1969*.

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. Looking to all intents and purposes like a twin-overhead-camshaft design, the Nine's cross-flow cylinder head featured hemispherical combustion chambers and valves inclined at an included angle of 90 degrees. The twin gear-driven camshafts were mounted high in the block, operating the valves via short pushrods.

This successful high-camshaft layout was retained for the new Hugh Rose-designed 1½-litre four introduced in 1935. The Falcon saloon debuted on this new 12hp chassis, which was also available with the familiar streamlined Kestrel saloon and Lynx tourer coachwork, while the following year the range was augmented by the Sprite two-seater sports and three saloons: the Adelphi and six-light Kestrel on the 112.5" long-wheelbase chassis and the all-steel Merlin on the short-wheelbase (106") frame. Other noteworthy features of the 1½-Litre included Girling rod brakes, Armstrong-Siddeley pre-selector transmission, and Bijur automatic chassis lubrication. The well-liked 1½-Litre model in its various guises remained a fixture of the Riley range until the firm's take-over by Morris in 1938.

This Falcon estate started life as a 1,087cc 9hp saloon but has since been fitted with a 1½-litre 12hp engine. Bought at auction in 2013, the car has since been treated to a total strip down and rebuild by respected marque specialists Blue Diamond Riley Services. Completed in 2016, 'ABK 526' won the Ascot Trophy (1st prize in the Specials Class) at the Riley Register Rally that same year. Little used since the restoration, the car is presented in commensurately good condition. Offered with a V5C document.

£16,000 - 26,000
€19,000 - 31,000

550

1956 MGA 1500 ROADSTER

Registration no. 738 UYR

Chassis no. HDR33/17361

- *In single ownership since the 1990s*
- *Charming Red over Black colour combination*
- *Left-hand drive*
- *Little used in recent years*



'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, though 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 left-hand drive MGA 1500 Roadster was despatched from the works on 10th July 1956 (BMIHT certificate on file). The car was delivered new in Old English White over red trim. The car was purchased by the current owner in Greece in the early 1990s, it was kept there until being brought to the UK and first registered here in June 2016. Little used in recent years, these quintessential British sports cars offer much driving pleasure on the open road and make great entries into local rallies and club events.

£15,000 - 25,000

€18,000 - 30,000

551

1932 LANCHESTER 30HP TOURER

Registration no. TK 8587

Chassis no. 8083

Engine no. 8080

- *One of only 168 built*
- *Known ownership history*
- *Present ownership since 1994*
- *Replica coachwork*
- *Little used for the last three years*

One of only 126 built, this last of George Lanchester's celebrated straight-eights dates from the final year of production. By this time Lanchester had been acquired by the BSA Group, after which all Lanchester-badged cars were made by fellow group member Daimler. Lanchester's 30hp car was powered by a 4.4-litre overhead-camshaft engine boasting ten main bearings and twin-plug ignition, the latter supplied with sparks by a BTH magneto and battery/coil. The engine went into a 142" wheelbase chassis costing a not inconsiderable £1,250, and with a maximum of 82bhp available at a lowly 2,800 revs, these 30hp cars, when fitted with lightweight bodywork, were capable of close to 90mph. Other notable features included temperature-controlled radiator shutters and a Clayton Dewandre brake servo.

The Lanchester's first owner was a Mrs Van de Meyer of Bournemouth, Hampshire, and after her ownership it passed to a funeral director's business in Newbury before being bought by the previous owner, a dedicated Lanchester enthusiast, in 1965. The previous owner immediately commenced an extensive restoration, which would take the next 30 years to complete. The rebuild included having the car re-bodied as a replica of that built for Nancy Lanchester (George's daughter), using original factory drawings. Although he had completed the bodywork, the previous owner had not driven the car on the road when he sold it in 1994, the engine having recently been rebuilt.





The vendor had the car roadworthy in 1995, and that same year participated in the Lanchester Centenary celebrations where it was very much the star. *Classic Car Weekly* featured the Lanchester on their front cover. The vendor also had the pleasure of driving Betty Mobbs (Frank Lanchester's daughter) during the rally at her request, as his Lanchester was her favourite among those attending.

Since acquiring the car the vendor has made some changes. He has redesigned the windscreen, which improved the look of the car and provided a more secure location for the hood, while a Vintage Auster Screen has been added to provide some protection for the rear seat passengers. The dashboard was redesigned and some additional instruments fitted: a Tapley meter and a water temperature gauge. The dashboard instrument lighting is unique to the Lanchester and relies on a sheet of Perspex which acts as a light guide (similar to the way fibre optics work today). Unfortunately, the Perspex masks the instrument bezels, which are magnificent. The car was rewired and fitted with some discreet indicators for safe driving in modern traffic, while the headlamps changed to double dipping (the original set-up dipped one headlight and turned off the other). The brakes were reconditioned with new shoes and linings, and the silencer outer casing replaced by Franklin's of Northampton (the internal baffles were still in excellent condition).

Another unique feature of this car is the spark plug caps used by Lanchester (very few surviving cars have a complete set). This car did not, necessitating their re-manufacturing. The caps are designed to clip onto the plugs, which are fitted with a spherical nut. Several other Lanchester owners were supplied with these plug-cap sets.

The vendor has used the Lanchester for events and shows both locally and further afield. It is always driven to these events, being well able to cope with the mileage involved. The car has also been used for holidays and tours, letting down its owners only once when the Autovac failed 300 miles from home - a spring costing all of 30p had failed! The recorded mileage of circa 55,000 is believed correct.

For various personal reasons, the Lanchester has not been used much in the last three years and the vendor wishes to pass it on to another appreciative owner. The Lanchester Archive at Coventry University has an extensive collection of information about the company's cars, including copies of the original factory drawings, all of which have been copied digitally for sharing purposes. Accompanying history files contain a quantity of marque-related literature; various photographs; old/current registration documents; and numerous expired MoTs, etc, etc.

£60,000 - 80,000
€71,000 - 95,000

552

1924 SUNBEAM 24/70HP TOURER

Registration no. DS 7786

Chassis no. 7076D

Engine no. 247068D

- One of only four survivors out of fewer than 100 made
- Converted to left-hand drive by the factory in 1932
- Restored in the late 1980s
- Present ownership since 1993
- Extensively campaigned
- Recent transmission overhaul



"The impressions that the Sunbeam left on us are of a large car which can be handled as easily as many vehicles weighing less than half the weight, of a car that will respond with dignity and efficiency to the most searching test that a really hard driver can devise." - *The Motor* on the 24/70hp Sunbeam, 11th March 1924.

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 competition 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 4½-litre six-cylinder 24hp model was first introduced in 1919, its development having commenced before WWI, and progressed from the sidevalve original to the overhead-valve 24/60hp and 24/70hp models. Introduced in 1924, the latter was notable in boasting four-wheel brakes and a gearbox-driven mechanical servo. It was also the most expensive car in the Sunbeam range, the tourer model, as seen here, costing £1,320, or roughly double the price of the average UK house at the time!



Probably unique in having factory-fitted left-hand drive, this superb example of Sunbeam's top model of the early 1920s (of which it is understood only four examples are known to survive worldwide out of fewer than 100 made) was converted to that configuration at a cost of \$2,500 by the Sunbeam Works for the original owner, Captain Crawford of the Empire Stevedoring Company of Vancouver, Canada. Captain Crawford drove the car for some 10,000 miles before shipping it back to the UK for a major overhaul in 1932. On its return to Canada, the Sunbeam covered a further 7,000 miles before Captain Crawford died in 1938. In his will he stipulated that his beloved car should be 'retired' from further service. Unfortunately his executors equated 'retired' to 'pensioned off', and disposed of the Sunbeam to a Vancouver auto-wrecking company, where it lay for two years before being rescued and stored in a Vancouver foundry.

The car remained there until 1958 when it was acquired by a Canadian enthusiast, Mr Ron Carter of Burnaby, British Columbia. Some ten years later, the Sunbeam passed into the ownership of the Pioneer (Reynolds) Museum of Alberta. In 1987 the car was bought from the Museum and reimported by Roger Adams of Poole, Dorset. He decided to carry out an extensive restoration with the chassis and engine restored by marque expert Mick Collis, while bodywork was entrusted to a Dorset restoration company.

All brightwork was nickel-plated and the owner rewired the car and renewed its running boards. After a few 'shakedown' runs, the 24/70 completed the 1988 Paris-Deauville Rally. The current vendor purchased the Sunbeam at Brooks' Goodwood House auction in June 1993 (Lot 151). In regular use since acquisition, 'DS 7786' has been enjoyed on numerous events ranging from family picnics and weddings to long-distance overseas tours with the STD Register in the UK and to France, Spain, Denmark, Sweden and Ireland. Recent works carried out include JC Engineering rebuilding the propshaft and rear axle with a higher axle ratio (2019) and making new gears for the gearbox (2020). The vendor describes the car as in generally very good condition, the engine showing healthy oil pressure and decent cylinder compression, and starting readily hot or cold.

The car is fitted with an Auster screen for the rear passengers, a full-length folding hood with side screens, separate tonneau for the front and rear seats, and front seat belts.

A wonderful early Vintage sporting car to delight the connoisseur.

£70,000 - 90,000

€83,000 - 110,000

553

1910 OVERLAND MODEL 46 ROADSTER

Registration no. BF 7057

Chassis no. 46366

- *20hp four-cylinder engine*
- *Right-hand drive*
- *Electric starter*
- *Benefiting from recent refurbishment*



Rescued from bankruptcy in 1907 by John North Willys, Overland was re-established in a new factory by the summer of 1908. Building four-cylinder models only from 1910, the revitalised firm went from strength to strength; by the start of WWI only Ford could claim a higher output. Sliding-gear transmissions had replaced the previous epicyclic type in 1909, co-incidentally the same year that Ford introduced the Model T that would use the latter form of transmission for the next 17 years! Newly introduced for 1911, the Overland Model 46 was one of four 20hp models on offer that year.

This Model 46 two-seat roadster has right-hand drive, as did all Overlands before 1915. Little is known of the car's history, though the preceding owner was told it was imported into Norway from the USA in 1969 and then to Sweden by the family he purchased it from.

When sold to the current vendor at Bonhams' Beaulieu sale in 2021 (Lot 456) the Overland was said to have a very nice patina (though not concours) and was described as an excellent, all original car that starts on the button and drives really well. It benefits from an electric starter, the installation of which has not affected any other components. Other notable features include a foot-operated warning bell and a foot-operated 'town/country' flap-valve in the exhaust system.

Since acquisition, the vendors have cleaned the car throughout, including the engine bay, and all the brass. They have given it a good service, changing oil and plugs and some damaged pipes and hoses. The undercarriage was repainted as it was badly damaged, while the brass padlock was changed for a new one. The vendors also replaced the flooding carburettor. Accompanying paperwork consists of a V5C document and copies of the Norwegian registration documents and FIVA Identity Card.

£30,000 - 40,000

€36,000 - 48,000

554

1912 MORS 12/15HP MODEL NX ROADSTER

Registration no. BJ 4471

Chassis no. 120595

Engine no. 120595

- *Pioneering French make*
- *Right-hand drive*
- *Present ownership since 1994*
- *VSCC Eligibility Document*



Mors, founded at the end of the 19th Century by Émile Mors, was one of France's most prominent makes of the Edwardian era having forged its reputation in the heat of competition. Mors was a firm believer in racing's technological and promotional benefits, and the company participated in many events in its early years. In 1901 Henri Fournier won both the prestigious Paris-Berlin and Paris-Bordeaux long-distance races driving a 10-litre 60 horsepower V4-cylinder Mors, which by then had been equipped with pneumatic shock absorbers. The company survived near bankruptcy in 1908 and began to prosper again under the management of André Citroën. Under Citroën's leadership sales doubled between 1909 and 1910 thanks to the introduction of smaller and less expensive models, which gradually supplanted the chain-driven leviathans for which Mors is best remembered. Sadly, by the early 1920s Mors' star was fading fast and in 1925 the company went into liquidation, its factory in Paris being taken over by Citroën.

This rare example of one of Mors smaller pre-WWI models is powered by a 2.1-litre four-cylinder engine driving via a three-speed gearbox. The engine is reported to be in very good order, starting readily on the handle, running quietly and pulling very well, while the relatively high top gear makes for quiet and comfortable cruising. Particularly worthy of note is the Mors band-brake clutch, which is so much better than the cone clutches widely used at the time.

The clutch action and steering are both said to be light, the ride good, and the brakes typical for a car of this period. The coachwork appears sound, likewise the paintwork and upholstery, while the hood is in very good condition. The car has been in regular use over the years, acquiring a delightful patina of age. The only notified deviations from factory specification are electric lighting, a scuttle-mounted fuel tank (moved from under the seat) and Sankey metal wheels (previously wooden).

Accompanying documentation includes an old-style buff logbook dating from 1930. The first owner listed therein kept the Mors until 1977, and there is related correspondence on file dating from the 1960s. The current owner purchased the Mors in 1994 and has corresponded with the granddaughter of the person who owned it in 1930 (see letter and photographs on file). Additional documentation includes a Veteran Car Club Dating Certificate (number '905', issued 1961) and an old VSCC 'Blue Form' and current Eligibility Document enabling participation in their Light Car and Edwardian Section events. The car also comes with a V5C Registration Certificate and photocopies of marque-related literature. In short: this is a rare, distinctive and eminently useable Edwardian motor car eligible for all sorts of enjoyable events.

£17,000 - 22,000
£20,000 - 26,000

555

**1931 ASTON MARTIN 1½-LITRE LE MANS/
INTERNATIONAL 'TEAM CAR' 2/4-SEATER
SPORTS TOURER**

Coachwork by Bertelli

Registration no. JO 3999

Chassis no. I1/111

- *One of only four Le Mans 'Team Car' replicas*
- *Unique coachwork*
- *In-period Brooklands race history*
- *First purchased by the vendor's father in 1955*
- *Mechanically maintained but cosmetically un-restored*



Brooklands Clubhouse with cars lining up before the LCC Relay Race, 22 July 1933 © AMHT



Hartwell's Aston Martin 2/4 seater Le Mans International at Brooklands on the banked track during the LCC Relay Race, 22 July 1933 © AMHT





The Le Mans Short Chassis section of the Grand Parade of Aston Martins before the 7th St. John Horsfall race meeting, Silverstone, July 1956 © AMHT



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. 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 sold by 1925 when the company underwent the first of what would be many changes of ownership.

The foundations were laid for the commencement of proper series production with the formation of Aston Martin Motors Ltd in 1926 under the stewardship of Augustus 'Bert' Bertelli and William Renwick. Built at the firm's new Feltham works, the first 'new generation' Aston Martins were displayed at the 1927 London Motor Show at Olympia. Like his predecessors, 'Bert' Bertelli understood the effect of competition success on Aston Martin sales and sanctioned the construction of two works racers for the 1928 season.

Based on the 1.5-litre, overhead-camshaft road car, the duo featured dry-sump lubrication and this feature was carried over to the International sports model, newly introduced for 1929. Built in two wheelbase lengths (102" and 118"), the International was manufactured between 1929 and 1932, mostly with bodies by Augustus's brother Enrico 'Harry' Bertelli. Aston Martin built 136 cars between 1927 and 1932: 14 on the long chassis and 122 on the short International chassis.

A contemporary road test of an International recorded a top speed of 81mph with up to 90mph attainable, depending on the back-axle ratio. The new Aston was soon making its mark on the racetrack, 'Bert' Bertelli and Pat Driscoll winning the Biennial Cup at Le Mans in 1932, one of many competition successes achieved before the International was superseded by the Le Mans and Ulster models. Private owners entered all kinds of competitions, while team drivers included Sammy Davis, Eddie Hall, Cyril Paul and George Eyston.

The 'Le Mans' label was first applied to the competition version of the (1st Series) International following Aston's class win and 5th place overall in the 1931 Le Mans race. This conceit was fully justified when the model placed 5th and 7th in the 1932 race and collected the Rudge-Whitworth Biennial Cup. It may, in fact, be the first car named after the Le Mans Race, although many others have since followed Aston Martin's example.



This photo was published in cropped form, in Inman Hunter's book, on page 133. The caption reads: "To increase the nomenclatural confusion, this is the 1931 special 2/4 seater version of the Le Mans International, but its appearance is quite distinctive". © AMHT

'JO 3999' is one of four International-based Le Mans models built in 1931 as Team Car replicas (these should not be confused with the Le Mans model of 1932). Original owner George Hartwell first saw the new two-seater Le Mans on Aston's stand at the London Motor Show in October 1931. However, he wanted a 2/4 seater and asked the Bertellis to copy the slab-tank rear of the '100mph Invicta' to create the required accommodation. In Inman Hunter's book, *Aston Martin 1913-1947*, Hartwell is quoted as saying: "After the Show the Bertelli brothers drew out full size the side and rear elevations, which satisfied me and the car was produced." Clearly displaying its bespoke derriere, 'JO 3999' is pictured in Hunter's book (page 133) and Hartwell's unique Le Mans was also illustrated in *The Autocar* described as a 'Le Mans four-seater', priced at £675.

The AMOC Register records 'JO 3999' as winning the Inter-Varsity Hill Climb in 1931 with George Hartwell, who followed that up by finishing 2nd in the JCC Members' Day handicap at Brooklands in 1932 (his fastest lap at Brooklands was 88.6mph).

The Aston appears to have changed hands soon after, the next entry being for 'Laing' in 1933 (3rd in the Inter-Varsity Speed Trial) while later that same year Laing finished 7th overall in the LCC Relay Race at Brooklands.

'JO 399' first came into the current family's ownership when the vendor's late father purchased the car in 1955 for £200. Sold a few years later, the Aston was reacquired in August 1969, just in time to be given to the vendor on his 19th birthday in September '69. Owned by the vendor since then, the car has been kept in good order mechanically but not refurbished cosmetically, so it has a wonderful well-used patina. Ecurie Bertelli fitted a new Laystall crankshaft in the 1980s, and more recently the car has been maintained by Morntane Engineering.

A unique example of the rare Le Mans Team Car replica, this well documented, unique and highly desirable pre-war Aston Martin is Eligible for both VSCC and AMOC events.

£200,000 - 250,000
€240,000 - 290,000



556

1973 ASTON MARTIN V8 SERIES 2 SPORTS SALOON

Registration no. 3786 VC
Chassis no. V8/10678/RCA
Engine no. V540/534

- Present family ownership since 1990
- Automatic transmission
- 33,625 miles recorded
- £23,000 spent in the last couple of years
- Requires detail finishing



The lady vendor's late husband acquired this Series 2 V8 on 28th April 1990. It has not really been used since his passing in 2007 and has a low recorded mileage of 33,625. The car has participated in numerous motoring events, most notably the 1999 Targa Tasmania Rally, where it came 1st in class (details and photographs of this event and others are available if required). The AMOC Register lists two outings at the Goodwood Sprint in 1999.

Over the years this car has undergone numerous repairs and mechanical upgrades, was looked after for a number of years by Rikki Cann. It has had the chassis overhauled, cutting out all rust from sills, radius arm mounting points renewed, etc. The engine was rebuilt; the gearbox had a quick shift fitted; the brakes were updated; and the brake master cylinder replaced. The car has also had the original upholstery replaced with that of a later Aston Martin V8.

The upholstery is cream leather, piped with blue. In 2021 the car had a bare metal re-spray in Salisbury Blue, the original colour. Davron have carried out work on the car between 2018 to 2022, however only the invoices available are for the most recent work as the history file has unfortunately been misplaced.

The lights, windscreen wipers, passenger-side window and various other items of door furniture (removed for the re-spray) have not been replaced. The car is running and in a (mechanically) driveable state but the aforementioned components need re-attaching before it can be legally taken on the road. Nevertheless, the car is mechanically and cosmetically in very good condition, having had £23,000 spent on achieving just that in the last couple of years.

£50,000 - 70,000
€59,000 - 82,000

557

1970 REALM ENGINEERING XKSS REPLICA SPORTS

Registration no. 55 KXJ

Chassis no. 145871DN

Engine no. SL64856

- 4.2-litre XK engine rebuilt by Leaping Cats
- Toyota five-speed gearbox
- Registered as a Realm with the DVLA
- Restoration invoices available



Realm Engineering has been synonymous with developing a variety of excellent products over the past few decades. From its early beginnings as Commercial GRP manufacturers, Realm Engineering have made products for some of the best-known names in the UK industry and items as diverse as motorcycle topbox and panniers to Foden Lorry cabs, to supplying GRP speciality car bodies.

Like many other legendary sports cars, the XKSS inspired a number of imitations, and this example is the work of marque specialists Realm Engineering. The car incorporates a Reynard Racing-designed chassis and a 4.2-litre triple-Weber XK engine, the latter rebuilt by renowned experts Leaping Cats in March 2022.

Other notable features include a Toyota five-speed gearbox adding to its drivability. Correctly registered as a Realm with the DVLA, the car was painstakingly built over a decade and this careful approach is reflected in its build quality and condition. Finished in British Racing Green with Sage Green leather interior, this beautifully constructed car is a real head turner.

Accompanying paperwork consists of restoration invoices, current MoT and a V5C document, while the apt period registration ('55 KXJ', read it backwards) is included in the sale.

£60,000 - 80,000

€71,000 - 94,000

558

1937 STAFFORD SPECIAL 1½-LITRE SUPERCHARGED RACING MONOPOSTO

Registration no. not registered

Chassis no. SS1

Engine no. 8576

- *Unique racing monoposto*
- *In-period competition history at Brooklands, Prescott and Lewes*
- *Four-cylinder Meadows engine*
- *Known ownership history*
- *Professionally restored 1995-2001*
- *Used sparingly since completion*

October Road Handicap, Campbell Circuit,
Brooklands Track, 1938



This most handsome racing monoposto was completed by Rodney Stafford in 1938. Beautifully styled and equally well built, it prompted the inimitable John Bolster to observe in his book, *Specials*, that it "looked almost too good to race, for the finish of every part of it was so resplendent, that one could easily imagine that it was only intended for display in a glass case". Its wonderful appearance notwithstanding, Rodney Stafford competed with the car at Brooklands, Prescott, and Lewes.

Having discarded his first-choice Marendaz Special chassis as unsuitable, he had a channel-section frame built to his own design by Blaker Engineering. The front axle came from a Rover while the Marendaz live rear axle was extensively modified, incorporating a straight-cut crown wheel and pinion with a final drive ratio of 3.5:1. Short semi-elliptic springs were used at the front, quarter elliptics with ball-jointed radius arms at the rear. Riley cable-operated brakes provided the stopping power. A Marles steering box was employed, and the Stafford Special rolled on Rudge-type centre-lock wire wheels. A lightweight tubular frame supported the streamlined aluminium body.

The Stafford Special's 1,496cc, overhead-valve, roller-bearing Meadows engine and gearbox had started life in a 1929 Lea Francis team car, the latter driven by Messrs Peacock and Newsome. This Robin Jackson-tuned engine featured a Cozette No. 9 supercharger fed by an SU carburettor, and incorporated domed Martlett pistons and a lightened flywheel. The engine and gearbox were mounted towards the centre of chassis for better weight distribution. It took a couple of years' development to bring the car to its final specification, with a ready-to-race weight of 1,150lbs and an estimated maximum power output of 120bhp at 5,000rpm.

In his account of the car's construction (on file), Rodney Stafford says this about its performance in the 1938 October Road Handicap at Brooklands: "...although we were handicapped right out of the race and went off the same mark as the most potent 2-litre Alta of Hunter and Aitken's 1500 Maserati, we left them standing – although I am afraid we didn't have the speed to hold them off for long."



The Stafford Special has now been restored by the current vendor, Peter Colborne-Baker, son of the second owner, John Colborne-Baber, who had bought the car after WW2 (complete and running) and competed with it at the Brighton Speed Trials, Prescott and other events. In 1951 he sold the car to Richard Shakespeare for the use of his wife, who won a number of ladies awards. Sir David Gamble owned the car in 1950, followed by Murray Beecroft and John Grice, and then Tony Mitchell. By the time the Stafford Special was rediscovered by Tim Ely in the early 1980s, it had been unused for some time and undergone considerable alteration, boasting a Hotchkiss Grand Sport engine and Jaguar rear axle.

Peter Colborne-Baber bought the Stafford Special from his friend Tim Ely in 1990, and for the next few years the car stood untouched. By this time Peter had added a classic car restoration business (later known as Colborne Restorations) to his Volkswagen dealership. Peter and his works manager, racing driver John Markey, aided by skilled Jaguar technician Robert Stacy, were determined to rebuild the car as close as possible to its original specification and, given the car's numerous Riley components, entrusted its restoration to Riley specialist Ian Gladstone of Blue Diamond Services. Blaker's straightened the chassis and the Jaguar rear axle was replaced with one from a Riley Merlin (a modification suggested by Rodney Stafford), the latter having a track close to that of the original.

Original parts were retained wherever possible, including the radiator, fuel tank, and dashboard. The original engine having been reunited with its Lea Francis chassis, a similar unit and gearbox was obtained from Frazer Nash and Meadows specialist, Bill Roberts, who rebuilt them and assembled a Cozette supercharger using new castings. The original aluminium coachwork having begun to deteriorate, a new body was commissioned from Lawrence Kent of G&A Fabrications. After extensive testing at the Haynes Motor Museum's short track, the car was dismantled, painted and reassembled, the restoration being completed in 2001. Most bills are on file together with a VSCC Eligibility Document and copies of period photographs taken at Brooklands, Prescott and Lewes.

Speed events subsequently attended include the Goodwood Sprint (2005), Brighton Speed Trials, Wiscombe Park, Prescott and Dunsfold plus various non-speed events at Brooklands. Peter always wanted to get out more, especially as the car performed really well, but time (and now his age) is making it more difficult; indeed, the Stafford Special has not been out since the first Covid-19 lockdown. Nevertheless, Peter is confident that this wonderful car will give the future owner much fun when it returns to the track.

£70,000 - 100,000
€82,000 - 120,000

559

1914 FORD MODEL T MOTOR CARAVAN

Coachwork by Dunton

Registration no. CR 4134

Engine no. to be advised

- *The oldest known motor caravan in the world*
- *Commissioned by the Bentall family*
- *Completely restored to original specification in the early 1970s*
- *HCVC concours winner*



This unique vehicle was built in 1914, just before the outbreak of the First World War, for a member of the Bentall family, founders of the eponymous British department store chain. It is based on a Ford Model T chassis, extended and strengthened by Baico, while the caravan body was built by Dunton of Reading, a company famous for their high quality traditional travellers' caravans. It is believed that the vehicle was sold in the 1920s and subsequently abandoned before being discovered derelict in Shepperton and restored in the 1970s by Mr Leo Smith with the help of his friend, Mr Robin Tanner, a cabinet maker. Amazingly, more than 95% of the original body timbers were found to be reusable. After some four years work, the restoration was finished and the vehicle was entered in the 1976 HCVC London-Brighton Run, winning seven awards including the Concours. Since then, 'CR 4134' has taken part in many in more London-Brighton Runs and in 1986 was displayed at the Camping, Caravan and Holiday Show at Earls Court. It has participated in various other rallies and historic vehicle shows, and been featured on television with Royal visitors in attendance.

Its all-timber body means that the caravan is very well insulated, while the floor is polished pine. External storage lockers are located beneath the floor at either side and at the rear. There are green velvet curtains to the windows, which can be drawn across the cab to ensure total privacy.

The driver/passenger seat is a deep-buttoned leather bench with integral storage box, which can be turned around to serve as two additional seats in the living quarters. There are four berths in the living area, while behind the cab on the offside is a wood-burning stove that provides all heating and cooking facilities. A Welsh dresser-style piece of furniture provides ample additional interior storage space.

In 1987, 'CR 4134' featured in a lengthy article in Which Motorcaravan magazine (December issue, copy available). Their tester Bill Taylor was clearly impressed: "The quality of material and workmanship is superb in every way and the result of the restoration is a pleasing and comfortable motorcaravan, albeit that it is achieved by different means. However, I do not know of a modern design that provides such a volume of storage space."

This unique and charming vehicle comes with interior ornaments, brass lamps, pots and pans, pictures, and antique memorabilia. It also comes with external lamps, a fuel can, spare wheel, spare spark plus, etc.

Interested parties should note that at the time of cataloguing the current UK V5C registration document has not been found, and the Caravan is offered with an old green style logbook and is sold on bill of sale.

£20,000 - 30,000
€24,000 - 35,000

560

1935 RAILTON EIGHT SPECIAL SALOON

Coachwork by Carbodies

Registration no. ADF 268

Chassis no. 543254

Engine no. 543554

- One of only some 1400 Railtons of all types produced
- One of the fastest British cars of its day
- Known ownership history
- Present ownership since 2004
- Extensively restored



Conceived by business partners Reid Railton and Noel Macklin, Railton cars were based on Hudson mechanicals and assembled at the old Invicta works on Macklin's Fairmile estate in Cobham, Surrey. Introduced in 1933, the first Railton used a modified Terraplane Eight chassis on which was mounted British-style coachwork. The Railton weighed less than the Terraplane and with 94bhp available from the 4,010cc sidevalve straight-eight, the result was a stylish car with outstanding performance for its day.

The car offered here is an example of the Terraplane Railton's successor, which was based on the more powerful (113bhp) 4,168cc Hudson Special Eight. 'ADF 268' (number '268' in the sales records) was sold new to Steel's Garage in Cheltenham and first registered on 3rd June 1935. The first owner was possibly a Mr Perrins. A letter from Railton Cars states that the car left the works on 30th May and is a 1935 Series II model with a Special Saloon body by Carbodies of Coventry.

In December 1937 the Railton was purchased by H S Peacock of Cheltenham, but then a telegram dated 25th January 1938 shows the car going to Hanton's Garage (James Hanton) in Laurencekirk with a mileage of approximately 19,000. The accompanying invoice gives the sale price as £140 5s. The car then went to Robert Kerr in Fordoun in November 1949 before coming back to David Hanton in May 1965. There is an old-style logbook of file issued in June 1945 together with the current V5C.

After Mr Hanton died the car was purchased by R A A Lewis of Morecambe, and there is correspondence on file with the well known Railton enthusiast Barry Mackenzie. 'ADF 268' appears to have been purchased by John Ingham of Clitheroe in September 1986. The current vendor purchased the car from dealer Jeremy Wade in August 2004. Since acquisition the following works have been carried out:

- Chassis stripped and painted
- Body stripped to bare metal; body above waistline replaced (including sliding roof); and whole car given top quality repaint
- New chrome/rubber strips fitted
- All interior leather replaced and seats completely rebuilt
- Carpet and under-felt replaced
- New headlining installed
- All woodwork re-varnished
- Engine stripped and rebuilt with new piston rings and replacement carburettor
- Headlamps and radiator re-chromed
- Flashing indicators fitted

There is a large quantity of invoices covering all of the above. The car is now in excellent condition, and it has been suggested that it should not be driven but put in a museum!

£17,000 - 25,000

£20,000 - 29,000

561

1930 LAGONDA 3-LITRE TOURER

Registration no. GP 8874

Chassis no. Z9966

Engine no. Z1715

- *Single family ownership since 1993*
- *Restored in the early 1990s*
- *VSCC concours award winner*
- *Recent engine rebuild*
- *Alvis gearbox (original included)*





Founded by ex-patriot American Wilbur Gunn in 1898, Lagonda built successful motorcycles and forecars before venturing into motor manufacturing proper in the early years of the 20th Century. Having established its reputation by winning the Moscow - St Petersburg Reliability Trial of 1910 with a 30hp six, the Staines-based firm concentrated mainly on the production of light cars before reverting to sporting and luxury models in the mid-1920s.

In 1925 designer Arthur Davidson drew up a new overhead-valve, six-cylinder engine for the forthcoming '16/65' model. Originally of 2,692cc, the seven-bearing overhead-valve unit was enlarged to 2,931cc (and later to 3,181cc) to create the 3-Litre model of 1928, finally being stretched to 3,619cc for the short-lived 3½-Litre in 1934, by which time the Meadows-engined cars were seen as the way forward. The '16/65' and early 3-Litre models, many of which were bodied by Lagonda using the Weymann system of flexibly framed, fabric covered coachwork, were intended for the carriage trade. From 1929 onwards though, the model was available in sporting 'low chassis' form, this new frame having resulted from the company's racing experience.

The current vendors purchased this handsome sporting Lagonda in 1993 from Cliff Walmsley, a local Vintage car specialist, who had carried out a 'ground upwards' restoration and won several concours events with it. The vendors entered a couple of VSCC concours events shortly after they purchased the car and came away with some more prizes. In addition, the 3-Litre has been used on Lagonda Club meetings, Continental runs, and Preston and District Vintage Car Club events.

Over the last five years some £14,000 has been spent on the car, works carried out including the installation of a superior and much more user-friendly Alvis gearbox and an engine rebuild by a local specialist (original gearbox with car). Always kept in a dry garage, 'GP 8874' has seen relatively little use over the last 29 years and is described by the private vendor as in generally good condition. The hood and tonneau cover are said to be in good order, and the car comes with a cranking handle (behind the rear seat). Accompanying documentation consists of several old MoT certificates and a V5C.

£90,000 - 110,000
€110,000 - 130,000

562

1960 VAUXHALL PA CRESTA SALOON

Registration no. RPM 56

Chassis no. 101101

- *Iconic American-styled Vauxhall saloon*
- *An older restoration*
- *Generally good condition*
- *Quantity of spares included*



"Many die-hard enthusiasts for the marque believe the PA to be one of the best-designed Vauxhalls ever to leave the factory. Even those who do not agree with this opinion must at least concede that it should go down as the most noticeable." – Trevor Alder, *Vauxhall The Postwar Years*.

With the introduction of the 'PA' series Cresta and Velox in October 1957, Vauxhall embraced American styling with even greater enthusiasm than hitherto. Plentiful chrome, garish colour schemes, wrap-around windscreens and fashionable tail fins were all featured on these two top-of-the-range sixes, which often were seen wearing whitewall tyres. Originally of 2.25 litres, the overhead-valve, straight-six engine was enlarged to 2.6 litres in 1960, producing an additional 31 horsepower, while the one major styling revision came in August that same year when a larger front grille and one-piece rear screen were adopted on the 'PADY' Velox and 'PADX' Cresta models.

The standard transmission was a three-speed manual while overdrive and the two-speed Hydra-Matic auto 'box were options. An estate conversion was available from Friary Motors of Basingstoke. Offering softly sprung comfort, the Cresta had a decent performance for the time, with a top speed of over 90mph; indeed, the company's advertising hailed the Cresta and Velox as 'Built for the motorway age'.

This restored PA-series Cresta saloon is described by the private vendor as in good condition throughout. The car is offered with a V5C Registration Certificate and comes with a quantity of spare parts to include a gearbox, rear axle and items of trim. The provision of a battery cut-out switch is the only notified deviation from factory specification.

£13,000 - 18,000

£15,000 - 21,000

563

1931 PLYMOUTH MODEL PA SEDAN

Registration no. MV 2802

Chassis no. 1663529

Engine no. PAX1053

- *Highly successful Chrysler Corporation product*
- *Right-hand drive*
- *An older restoration*
- *Generally good condition*



The introduction of a lower-price line - Plymouth - to compete head-on with Ford and Chevrolet, helped Chrysler Corporation weather the Depression years of the early 1930s. Launched in July 1928, the four-cylinder Plymouth, although not a revolutionary design, nevertheless incorporated 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.

The 3.2-litre four-cylinder PA model was a new introduction in 1931, production beginning on 1st May of that year, and the newcomer would prove to be as successful as the original. One of the PA's major selling points was its 'Floating Power' engine mountings, designed to minimise the transmission of vibration. "Smoothness of a Six and the Economy of a Four!" declared Plymouth's advertising.

This all-new design bore a strong resemblance to the parent company's upmarket DeSoto and Chrysler sixes, and the Plymouth sold well to customers who could not afford those more expensive models. There was even two 'Thrifty' models for those with even shallower pockets, plus a small-bore (2,388cc) export version. These cars were also assembled at Chrysler's overseas factories in the UK, Denmark and Sweden from semi or completely knocked down chassis.

The right-hand Plymouth PA Sedan offered here is the only known example of this model currently resident in the UK. The vendor advises us that the car has been restored and that it is in generally good condition, with a very good interior. The car is offered with a V5C Registration Certificate and comes with a quantity of spare parts. The provision of a battery cut-out switch is the only notified deviation from factory specification.

£10,000 - 15,000
€12,000 - 18,000

564

1934 AC 16/66HP COUPÉ

Registration no. AXO 270

Chassis no. L69

Engine no. UMB33

- One of only two known survivors out of 12 made
- Present ownership since 1994
- Recent restoration by Retroclassic Engineering Ltd
- New cylinder block (original with car)





AC's famous John Weller-designed, 1,991cc, overhead-camshaft six-cylinder engine entered production in 1922, later helping to secure the marque's place in motoring history when in 1926 a 2-litre AC became the first British car to win the Monte Carlo Rally. Financial difficulties saw AC taken over by the Hurlock brothers in 1930 and from then on the firm concentrated on sporting cars aimed at the discerning enthusiast. AC's long-established three-speed transaxle gave way to a conventional four-speed unitary gearbox on the 1933-introduced 16/56 and 16/66 2.0-litre models, which also came with a new chassis and Bendix brakes.

ACs of the 1930s were offered in a wide variety of factory body styles, that offered here being a fine example of the marque's rare close-coupled coupé. The car we offer is one of only 12 made, of which it is believed only two survive. The other surviving 16/66 close-coupled coupé was sold in 2016 and exported to France. That car required complete restoration, and the recently restored 'AXO 270' is believed to be the only example currently in running condition.

The current vendor purchased the AC from a friend in 1994. At first the car proved somewhat unreliable, so the decision was made in 1996 to rebuild it. Unfortunately the project stalled at the time and the car deteriorated to the point where extensive works were required.

Retroclassic Engineering Ltd of Gloucestershire began the long-postponed restoration in 2020. The engine cylinder block was replaced with a newly cast item, while most of the engine components were refurbished or replaced and others remanufactured (original block/head with car). The bodywork was repainted to a very high standard but much of the interior trim is patinated original, benefiting from some refurbishment and improvements. 'AXO 270' is finished in cream with light grey wings, while the Rattan in-filled mahogany side trims and faux landau irons are quite delightful. The owner is not in the best of health and has decided, albeit reluctantly, to offer this rare AC for sale.

£58,000 - 70,000
€68,000 - 82,000

565

1967 VOLKSWAGEN TYPE 2 CAMPERVAN

Registration no. TGC 536E

Chassis no. 237098765

- Numerous mechanical and interior upgrades
- Left-hand drive
- Tuned 1,776cc engine
- 'Freeway Flyer' gearbox



As readily recognisable as the immortal 'Beetle' itself, the VW 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 floorpan 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, and both handling and comfort improved as development progressed.

The first major revision of this outstandingly successful design occurred in 1968, by which time 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. Power units grew in size from 1,600cc to 2 litres before production ceased in 1978 with the introduction of the third generation.

Upgraded both inside and out, this left-hand drive VW split-screen campervan is powered by a 1,776cc engine featuring an up-rated camshaft, twin 45 EMPI carburettors, a Petronix electronic distributor, race exhaust system, and serpentine belt set-up. The 'Freeway Flyer' transmission has covered only 1,000miles and incorporates an up-rated fourth gear and EMPI short-shift gear lever.

Other notable features include a 6"-shortened front beam with air ride; Wilwood 4-pot brake calliper conversion; rack-and-pinion steering; Type 2 Detectives adjustable rear arms with disc brake conversion; and EMPI five-spoke wheels. The interior too incorporates numerous desirable upgrades, featuring a gas hob and sink; climate controlled central heating; pop-up TV; 240V inverter; two leisure batteries; 'rock 'n roll' bed; Safari pop-out front windows; and pop-out side windows. Offered with a V5C document.

£25,000 - 30,000

€29,000 - 35,000

566

1976 MINI 1,275CC PICKUP

Registration no. UNP 589R
Chassis no. XKU1-310169A
Engine no. 76554

Following the Mini saloon's introduction in August 1959, the van version of BMC's revolutionary small car arrived in January 1960, followed by the pickup in 1961. Built on a longer wheelbase than the saloon, the commercial Mini's front-wheel drive and compact independent rear suspension enabled it to match many more-expensive medium-sized vans for interior space. Identical - apart from the badging - Austin and Morris versions were built for the first nine years, the models being known subsequently as the Mini Van and Mini Pick-up. Benefiting from thousands of pounds spent, this Mini Pickup was treated to a 'last nut and bolt' professional refurbishment by the preceding owner's respected restoration company specialising in Aston Martins. All panels used were new Heritage items, and the paintwork is said to be 'better than factory' quality. The current vendor purchased the Mini at Bonhams' MPH sale in December 2020. We are advised the vehicle starts and drives very well, and with a tuned 1,275cc engine is certainly nippy!

£12,000 - 15,000
£14,000 - 18,000



567 * N

1947 JAGUAR 3½-LITRE SALOON PROJECT

Chassis no. B8604
Engine no. 6820

Like the majority of Britain's motor manufacturers, Jaguar Cars, as William Lyons' SS concern had been renamed in 1945, commenced post-war production with a range of pre-war designs. Essentially stopgap models pending the arrival of an entirely new generation of Jaguars, these comprised the compact 1½-Litre and the larger 2½/3½-Litre model. In 3½-litre form the Jaguar six produced 125bhp, an output good enough to propel the sturdily built Mark IV to over 90mph. The current vendor inherited this Jaguar 3-½ Litre around 11 years ago from his father, who had purchased it from the second owner. The latter had bought the car from the original owner, a doctor, in Dublin circa 1970. Restoration was commenced towards the end of the 1970s but stalled, and the car has remained in dry storage since around 1980. The vendor advises us that the Jaguar requires full restoration, although the chassis, steering and brakes are all said to be in very good working order. A potentially most rewarding project, the car is offered without documents and sold strictly as viewed. Please note that if this vehicle is to remain in the UK, it will be subject to Import VAT at the reduced rate of 5% on the hammer price. It will also require a NOVA (Notification of Vehicle Arrival) and an additional fee of £350 (plus VAT) will be charged on the Invoice to prepare the NOVA. This vehicle will not be available for immediate collection after the sale and will only be released on completion of customs clearance. If you have any questions regarding customs clearance, please contact the Bonhams Motorcar Department or our recommended shippers.

£15,000 - 25,000
£18,000 - 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.

568

1931 ROLLS-ROYCE 20/25HP 'DREADNOUGHT SPECIAL'

Coachwork by Bespoke Bodyworks

Registration no. TL 1663

Chassis no. GNS39

Engine no. Y6J

- *Unique Blower Bentley-style special*
- *Supercharged engine (190bhp, 350lb/ft torque)*
- *Shortened (108" wheelbase) chassis*
- *Extensively up-rated running gear*
- *Extensive build details and records available*





Reconfigured as a Bentley-style 'Dreadnought Special', this exciting one-off, coachbuilt Rolls-Royce 20/25 is eligible for VSCC events. One of an estimated 3,827 produced, chassis number 'GNS39' was off test on 21st January 1931 and completed with two-door drophead coupé coachwork by H J Mulliner. On 3rd March 1931 the car was given the registration 'TL 1663', which it retains. The first owner was a Mr Vincent Hemery. When photographed in 1966, the car was still fitted with its original body.

In June 2014 the Rolls-Royce was purchased by the current vendor, whose intention was to create a unique special. Without question the Dreadnought's most striking feature is its Brooklands Bentley-style aluminium race body by Bespoke Bodywork of Church Crookham, who hand-formed it over an ash frame. The chassis was shortened to the 108" wheelbase of the Bentley 3-Litre Supersports 100mph 'Green Label' model, while the springs were lowered, reset, and cord bound. Suspension movement is damped by André Hartford racing shock absorbers, while braking is looked after by bespoke Alfin aluminium brake drums with cast-iron liners and modern friction material. Boasting 'Dreadnought'-engraved spinners, the wheels are shod with road-legal Blockley racing tyres.

The 3.7-litre six-cylinder overhead-valve engine is fed by a period Godfrey Marshall K300 blower and is said to produce 190bhp at 4,000rpm and 350lb/ft of torque. This rebuilt and extensively up-rated engine incorporates a new Fiennes Restorations alloy cylinder head; forged pistons, a lightweight flywheel, and a bespoke Newman camshaft specifically ground for supercharged application. All machining work was carried out by a pre-eminent UK classic racing engine builder, and the engine was set up and dynamometer-tested by a leading UK supercharging specialist. The transmission has been rebuilt and modified to incorporate an AP Racing clutch and Laycock overdrive. The body is finished in a dark green, while the cockpit has been trimmed in Burgundy leather by Trevor Norris. The build was completed in 2018, since when only some 1,000 miles have been covered.

Accompanying this unique car are volumes of history including a copy of the original purchase order from Rolls-Royce; previous registration documents; current V5C document; restoration receipts; and a complete photographic record of all work carried out. All in all, this is an incredible, prize-winning car that attracts favourable attention wherever it goes. Obviously not a genuine Blower Bentley, it is on offer at a fraction of genuine Blower Bentley money.

£95,000 - 130,000
£110,000 - 150,000

569

1936 FRAZER-NASH BMW 315 CABRIOLET

Registration no. DGF 956

Chassis no. 68071

- Present ownership for just over 10 years
- Restored by the previous owner
- Fully documented rebuild
- 'New-old-stock' engine installed three years ago
- Lockheed hydraulic brakes conversion



Introduced in 1934, the BMW 315 boasted a 1½-litre six-cylinder engine, twin-tube chassis with transverse-leaf IFS, a synchromesh gearbox, and mechanical brakes. Good for around 65-70mph, the 315 was sold in the UK as the Frazer-Nash BMW Type 34, AFN Ltd having concluded an agreement with BMW for the importation of their motor cars, some having German bodies and others locally made coachwork.

The vendor has owned this delightful cabriolet for just over 10 years having purchased the car from Mr Steven Fathers, who had completely restored it. It remains in excellent condition today having been used purely for high days and holidays. Replaced three years ago, curing a water pump issue, the engine is a reconditioned, new-old-stock unit from Mark Garfitt and was installed with the help of Oliver Penney after a full strip down and refit. The electrics have been converted to 12-volt with an electronic regulator. The vendor advises us that the car drives really well and is ideal for touring as there is plenty of luggage space and a proper hood for when the weather turns sour.

The panel fit is exceptional and the two-tone paint very smart, while the hood remains excellent. Body-coloured wheel trims complete a charming picture. Brightwork too, is very smart, as is the beautiful tan leather interior, which remains in almost perfect condition. Additional gauges have been fitted discreetly beneath the dashboard so the driver can monitor water temperature and engine revs.

According to the vendor: "On the road it keeps up with modern traffic very well. The six-cylinder engine is nice and smooth, with good acceleration and speed. It will go faster if pushed, but it's at its best when cruising. The brakes are up-rated Lockheed hydraulic ones (replacing the original cable-operated brakes) and lend it excellent stopping power – it pulls up nice and straight. The four-speed manual is good to use – it's lovely."

In the comprehensive history file is a CD with a detailed photographic history of the car's restoration. Accompanying this are detailed handwritten notes, listing every part fitted, how long it took, and an exact description of what was done (perusal recommended). Also on file is a V5C document; a handful of invoices; some expired MoTs; a VSCC eligibility document; and a BMW Historic Vehicle Register certificate confirming the model, engine and chassis numbers, date of registration, and original colour (green). Restored to the highest standards, this rare BMW 315 Cabriolet is 'on the button' and ready to enjoy.

£28,000 - 33,000

€33,000 - 39,000

570

1962 JAGUAR MARK II 3.8-LITRE SALOON

Registration no. 5969 XJ

Chassis no. 208784DN

Engine no. LC929S

- *The Jaguar Mark II in its ultimate 3.8-litre/overdrive configuration*
- *Restored in 1997*
- *Present ownership since 2012*
- *Regularly maintained*



"One of the most impressive sights today is the rapid and purposeful progress of a Mark 2 Jaguar on a motorway, eating up the miles in the fast lane. Like the nose of a bullet, the rounded frontal shape looks right for high speed, and the sheer velocity attained is usually exhilarating." - *Autocar*.

One of the most readily recognised cars of the 1960s thanks in part to countless appearances in films and on television, Jaguar's seminal Mark 2 saloon set the standard for the class throughout its entire production life and today remains highly prized by enthusiasts. Its immediate predecessor - the 'Mark 1' - had been introduced in 1956 and is of historic significance, being the Coventry firm's first unitary construction saloon car.

With the advent of the Mark 2 in October 1959, the 3.8-litre version of Jaguar's XK twin-cam six became available for the first time in the company's medium-sized saloon, which in top-of-the-range, 3.8-litre, manual/overdrive configuration was a genuine 125mph car capable of reaching 60mph in 8.5 seconds, outstanding figures for a saloon of its size even by today's standards.

Although there was a slight performance penalty with the optional Borg-Warner automatic transmission installed, the '3.8' in this form was an increasingly popular choice, particularly in the North American market.

Representing the Jaguar Mark 2 in its ultimate 3.8-litre/overdrive configuration, this example was treated to a 'ground upwards' restoration in 1997, which included a re-spray in blue. Purchased by the current vendor in March 2012, the car has been maintained regularly and is described by them as in good condition throughout. Accompanying documentation consists of a Jaguar Heritage Trust Certificate; sundry restoration bills; a V5C Registration Certificate; an original operating, maintenance and service handbook; and a service chart.

£40,000 - 50,000

€47,000 - 59,000

571

1961 ROLLS-ROYCE SILVER CLOUD II LONG-WHEELBASE SALOON

Coachwork by Park Ward

Registration no. 667 XUY

Chassis no. LCC22

Engine no. 21LCC

- 31 years in Hong Kong
- Present ownership since 2012
- Extensive history file



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. The duo sported sleeker bodywork on a new box-section separate chassis - Rolls-Royce eschewing unitary construction for the time being - incorporating improved brakes and suspension, the latter featuring electrically controlled damping. Enlargement to 4,887cc and the adoption of a six-port cylinder head boosted the - traditionally undisclosed - power output of the dependable inlet-over-exhaust six-cylinder engine. Automatic transmission was now standard and power-assisted steering an option.

Catering for the stately limousine market in the 1950s, Rolls-Royce offered the royalty and heads of state-only Phantom IV and the generally available, if somewhat dated, Silver Wraith. Following the introduction of the Silver Cloud and Bentley S-Type, a long-wheelbase version of this more modern design was made available, with bodies closely based on the factory's standard offering. Four inches longer in the wheelbase than the standard saloon and usually fitted out with an internal division, these bodystyles were extended by Rolls-Royce's in-house coachbuilder Park Ward (soon to become H J Mulliner, Park Ward) at its London works and finished off at the factory in Crewe.

These long-wheelbase models continued after the introduction of the new 6,230cc aluminium-alloy V8 engine on the 'Cloud II/S2 in the autumn of 1959, offering a less expensive alternative to the newly introduced Phantom V. Only 299 Rolls-Royce Silver Cloud II and 57 Bentley S2 long-wheelbase saloons were made before the introduction of the Silver Cloud III.

This Silver Cloud II long-wheelbase saloon comes with copy paperwork relating to its original sale in 1961 together with history and build details; spares book; workshop manual; and its original owner's handbook. The car also comes with history relating to its time in Hong Kong, having been exported there in 1977. Brought back to the UK in 2008, the Silver Cloud was acquired by the current vendor in 2012. A well-maintained example, it is described by the vendor as in good condition throughout. We are advised the only deviation from factory specification is the application of silver wrap below the waistline which was fitted in 2013. Offered with a V5C document.

£30,000 - 40,000

€35,000 - 47,000

572

1950 AUSTIN K4 PETROL TANKER

Registration no. KXY 774

Chassis no. K4VA11714

Engine no. M0197541K1675

- Originally owned and operated by National Benzole
- Professionally restored between 1992 and 2002
- Featured in *Classic and Vintage Commercials* magazine
- Only circa 3,257 miles since restoration



The current vendor purchased this delightful Austin K4 petrol tanker from a scrap yard on the Sheerness dockside in 1991, thereby saving it from the crusher. No registration documents were present at that time, but an old delivery book was found in the cab, which revealed that the Austin's last drop had been made in May 1966. W H Brockman's name was on the book, and they turned out to be a private oil distributor that was still in business. Mr Brockman senior was happy to pass on the Austin's original logbook, which revealed that National Benzole had been the first owner and had sold the vehicle to Brockman's in 1957.

Restoration commenced at the vendor's part-owned garage business in Waddesdon. The Austin had been painted in Brockman's green and red livery, beneath which the old National Benzole colour scheme was discovered. Mid-restoration, work ceased for around three years while the Waddesdon partnership was dissolved, recommencing in 1999. Spares for the Austin K Series being scarce, many parts had to be made including the cab steps; various sections of cab panelling; rear cab guttering; rear lamp brackets; chassis extension; front cross member; tank fairing; panel work; and the petrol tank to name but a few. Specialists were employed to supply and fit the wiring loom and rear wings, and to do the sign writing. A donor chassis cab came in very useful as a pattern and source of spares.

A Gold Seal replacement fitted not long before the vehicle was taken off the road, the engine was stripped and the block found only to require cleaning and honing of the cylinders. The cylinder head was sent away for re-conditioning, and the gearbox rebuilt with new bearings. All other mechanical components were overhauled except the differential, which seemed to be in excellent condition and was left untouched. The only notified deviation from factory specification is the provision of a Kenlowe electric cooling fan.

An advertisement in the HCVS' magazine in 2001 turned up the last missing pieces of the jigsaw: the bronze components for the petrol outlets and top fittings. After ten years sterling effort, the restoration was completed in 2002 and in September 2003 the Austin featured in *Classic and Vintage Commercials* magazine in an illustrated article by Nick Larkin (copy on file). Only circa 3,257 miles have been covered since restoration and the result still looks stunning.

£30,000 - 40,000

£36,000 - 48,000

573

1919 ARROL-JOHNSTON 15.9HP TOURER

Registration no. HS 1671

Chassis no. 2988

Engine no: 2988

- *Of Scottish manufacture*
- *Restored in the mid-2000s and completed in 2010*
- *Reportedly over £23,000 spent*
- *3,000 trouble-free miles since restoration*



Produced by the Mo-Car Syndicate Ltd, Glasgow, Arrol-Johnston took its name from financial backer Sir William Arrol (builder of the Forth Railway Bridge) and its designer George Johnston, a locomotive engineer. A prototype was built in 1895 before the company's foundation in November of that year, making the Arrol-Johnston one of the very earliest British-built motor cars. The first example was produced in a coach house at Mosesfield House, Springburn; subsequently premises were found at Bluevale Camlachie in Glasgow.

According to *The Beaulieu Encyclopedia of the Automobile*: "Johnston's car was an unusual design, with an opposed-piston flat-twin engine. The connecting rod of one piston worked directly on the crankshaft, while the other acted through a rocking lever. The gearbox was driven by chain, with another single chain taking power to the rear axle. The dogcart-type body seated six passengers in three rows, with the driver in the second row." This original design, being of heavy and robust construction with high ground clearance and solid tyres, was very well suited to the Scottish roads of the period and carried on with little modification until 1906, by which time it looked distinctly dated. Arrol-Johnston survived a succession of reorganisations and changes of trading name, and built its last car in 1931.

One of Arrol-Johnston's more conventional designs, this 15.9hp model is powered by a 2.6-litre four-cylinder sidevalve engine, which drives the spiral-bevel rear axle via a four-speed right-hand change gearbox and single-plate clutch. Also called the 'Fifteen' and '15/40', some 2,100 were produced up to 1923, a few being built thereafter. Many of these examples utilised pre-war running gear due a need to fulfil customer desires for cars when the victory model failed materialise.

Restored in the mid-2000s and completed in 2010, this car benefits from a new ash body frame and steel panelling and now looks exactly as it did on leaving the factory. The vendor advises us that the previous owner's son told him that his father had spent in excess of £23,000 on the rebuild. The car is said to be an excellent runner, having covered some 3,000 miles since restoration without any issues emerging. It is understood that only two twin-block, pre-running gear examples of this model still remain, making this a very rare and near unique example. Various Scottish events have been attended and prizes won. Included in the sale is an owner's handbook, jack, tool kit, and half a dozen Arrol-Johnston spanners. Accompanying documentation consists of an old-style logbook, a current V5C Registration Certificate, and a large file of photographs and other paperwork relating to the restoration.

£20,000 - 30,000

€24,000 - 35,000

574

1913 NAPIER 15HP DOCTOR'S COUPÉ

Registration no. LK 6256

Chassis no. 12165

- Rare model from a premier make
- One of 3,274 15hp models made
- Seven owners from new



Best known for its highly successful WWI aero engines, the precision engineering firm of D Napier & Son of Lambeth was first established in 1808. Headed by Montague Napier, the company turned to automobile manufacture at the turn of the 19th Century, swiftly forging a formidable reputation thanks to the racing and record breaking exploits of its sole distributor, S F Edge. The company manufactured a diverse range of engine types before introducing the world's first commercially successful six in 1904 and moving into the luxury car market. Outclassed by Rolls-Royce's Silver Ghost, Napier's larger models faded away after 1911, to be replaced by more modest offerings.

Developed from an earlier 15hp model launched in 1907 as a more affordable foil to the huge sixes that had established Napier's reputation, the four-cylinder 15hp introduced at Olympia in 1910 was the company's most successful model. 'A sturdy car without frills,' it cost £350 in chassis form, to which Napier's own four-seater bodywork added an extra £80 (plus an extra £7 for the windscreen). The 15hp Colonial model was produced especially for those countries where rough roads prevailed, featuring raised suspension, larger wheels and an engine installed 'back to front' so that the large flywheel was protected by the front axle. As the flywheel rotated in the opposite direction to other Napiers, it was dubbed the 'anti-clockwise' model.

The Napier offered here is a unique example of an Edwardian motor car in highly original condition, having had only seven owners in its 100-plus years of history. Seating is three inside and two in the uncovered dickey at the rear. The four-cylinder 15hp engine has three forward gears plus reverse. The car has brakes on the rear wheels only, and a transmission brake operated by pedal. Top speed is around 50mph. An electric fuel pump, electric starter, and a Zenith carburettor are sensible provisions.

The original owner in 1913 was a Harley Street doctor, who was followed in 1921 by Mr A V Campbell-Lambert. Mr Campbell-Lambert drove the Napier until he was 90 years old, taking it on numerous continental holidays in the 1920s and 1930s. Upon Mr Campbell-Lambert's death in 1964, his grandson inherited the Napier, joining the VCC a year later. He took it on numerous rallies before selling the car in 1985. For 30 years, 'LK 6256' was owned by the same family and actively rallied both at home and abroad, always proving reliable. The current vendor purchased the Napier in September 2021, since then it has been used for local rallies and shows. Finished in blue/black with blue leather interior, this charming 'Brass Era' motor car is offered with a VCC Certificate of Dating and a V5C registration document.

£20,000 - 30,000
€24,000 - 35,000

575

1966 CITROËN AMI 6 BREAK ESTATE

Registration no. PUB 144D

Chassis no. AM1319480

Engine no. 026700906

- *Upmarket 2CV derivative*
- *First registered in France*
- *Left-hand drive*
- *Restored in 2009*



Introduced in 1961, the Ami 6 was a revised, enlarged, and more streamlined version of Citroën's 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 platform chassis and all-independent suspension, though the Ami 6 was only ever offered with the 602cc engine. The Ami was launched in April 1961, four months ahead of the introduction of its widely anticipated Renault 4 rival.

Both the Renault 4 and the Citroën Ami had been conceived to cater for a maturing market that required a vehicle slightly larger, better equipped and less basic than the Spartan 2CV. Highlighting the Ami's leisure potential, its advertisements featured photographs of the easily removable seats being used as picnic chairs.

The similar-engined 2CV6's and Ami 6's performance remained modest at around 105km/h (65mph) flat-out, not that that concerned the majority of their devotees for whom the roomy interior and frugal fuel consumption were of far greater importance. Offered as either a saloon or Break (estate), the Ami 6 was discontinued in 1971 after over 1 million had been produced.

This left-hand drive Ami 6 Break was first registered in France and comes with its original registration document dated 28th December 1966. It also comes with a subsequent Netherlands registration document dated 12th April 2005. Also on file are various old MoT certificates, sundry bills, a current V5C Registration Certificate, and invoices for the most recent works carried out. Restored in 2009, the car is described by the private vendor as in generally good condition, with very good bodywork and paint, while the interior has a few blemishes. A total of circa 48,100 kilometres is currently displayed on the odometer.

£10,000 - 12,000

€12,000 - 14,000

576

1991 MIURA REPLICA SPORTS BY PROVA DESIGNS

Registration no. Q818 GHG

Chassis no. 0001

Engine no. to be advised

- Originally built in 1991
- Reconfigured in 2022 with a Ferrari 348tb/ts engine and gearbox
- Not tested in its current specification
- Requires finishing



Miura prices have been on a relentlessly steepening curve for years, putting the car far out of reach of all but the most wealthy enthusiasts. As is so often the case with such exotica, the only way for the average enthusiast to enjoy them, or at least a close approximation, is a replica. Replicas of the Miura, however are relatively few.

This example is the work of Prova Designs, who built approximately 55 between 1989 and 2002, and is chassis number '0001'. The car was originally constructed in 1991 with a Renault V6 engine and gearbox but was reconfigured in 2022 with the 300bhp 3.4-litre V8 power unit from a 1992 Ferrari 348tb/ts, complete with that model's transverse gearbox.

The car has not been used on the road since and thus the transmission has not been tested.

Finished in white with a custom-made red leather interior featuring Lamborghini 'raging bull' headrest logos, the car requires finishing and currently lacks an exhaust system. Accompanying documentation consists of sundry bills, a recently expired MoT, and a V5C Registration Certificate.

£30,000 - 40,000

€35,000 - 47,000

No Reserve



577

2008 MASERATI QUATTROPORTE SALOON

Coachwork by Pininfarina

Registration no. KU08 LSD

Chassis no. ZAMFD39C00038136

Engine no. 131118

One of only a few hundred examples imported annually into the UK, this right-hand drive Quattroporte is something of a rarity, being a 4.2-litre pre-facelift model with the ZF six-speed paddle-shift gearbox. The Maserati was purchased new with an extended warranty lasting until 2011, which the next owner extended, keeping the car until 2020. There is a comprehensive service record stretching back to its early days with Maserati and Ferrari (engine) specialists, demonstrating that this car has been cherished and wanted for nothing. The last service was carried out in May 2020 at 47,529 miles. Finished in dark grey metallic with tan leather interior, this marvellous Italian Gran Turismo currently displays a total of 51,500 miles on the odometer and is described by the private vendor as in good condition throughout, commensurate with the low mileage. Offered with a current MoT, this beautiful car represents a rare opportunity to acquire one of the most exciting sports saloons of recent years at a fraction of the approximately £77,000 launch price.

£11,500 - 18,000

€14,000 - 21,000

No Reserve



578

1973 MGB GT COUPÉ

Registration no. NYY 373L

Chassis no. GHD5-298114G

Engine no. 10881

Conceived in the late 1950s and launched in 1962, the MGB was mechanically similar to the preceding MGA, though with unitary-construction bodyshell. To compensate for the newcomer's increased weight, the existing B-Series engine was stretched to 1,798cc, and 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 apart from a minor facelift for 1970 and the adoption of plastic bumpers - to comply with US legislation - for 1975, the MGB enjoyed an eighteen-year production life and sales totalling in excess of 500,000 cars. One of the last chrome bumper models, finished in Teal Blue with Yellow/Sand leather interior, this MGB GT was purchased privately in 1978 and has remained in the same family's possession since then. In 1997 the car was restored, being stripped back to bare metal and rebuilt at a cost of *circa* £13,000. Stored under cover, the 'B' has rarely been used since the rebuild's completion but has been regularly maintained. The private vendor describes the car as in good condition throughout, although now showing some signs of its age. Offered with restoration bills and a V5C.

£8,000 - 12,000

€9,400 - 14,000





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To be considered

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heather.jackson@beaulieu.co.uk 01590 614634

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The ex-Sir Henry Segrave, Grand Prix de l'ACF,

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Chassis no. 1

£700,000 - 800,000 *



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* For details of the charges payable in addition to the final hammer price, please visit [bonhams.com/buyersguide](https://www.bonhams.com/buyersguide)

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*The ex-Peter Collins/Pat Griffith, 1952 Goodwood 9-Hours race-winning,
ex-Reg Parnell/George Abecassis, 1953 Sebring 12-Hours 2nd place*

1952 ASTON MARTIN DB3 WORKS TEAM SPORTS-RACING TWO-SEATER

Chassis no. DB3/5



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FINAL CALL FOR ENTRIES | *CONSIGN TODAY*



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Coachwork by Pinin farina

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*Matching numbers example,
restored to concours standard*

1939 BMW 327/28 CABRIOLET

€280,000 - 340,000 *



**1957 LANCIA AURELIA B24S CABRIOLET
WITH HARDTOP**

€300,000 - 350,000 *



THE ZOUTE SALE[®]

Final call for entries

Important Collectors' Motor Cars

Knokke-Le Zoute, Belgium | 9 October 2022



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ENQUIRIES

Philip Kantor

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euocars@bonhams.com

Gregory Tuytens

+32 (0) 471 71 27 36

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'SANCTION LOST'**

€300,000 - 450,000 *

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Newport, Rhode Island | September 30, 2022

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£120,000 - 160,000 *

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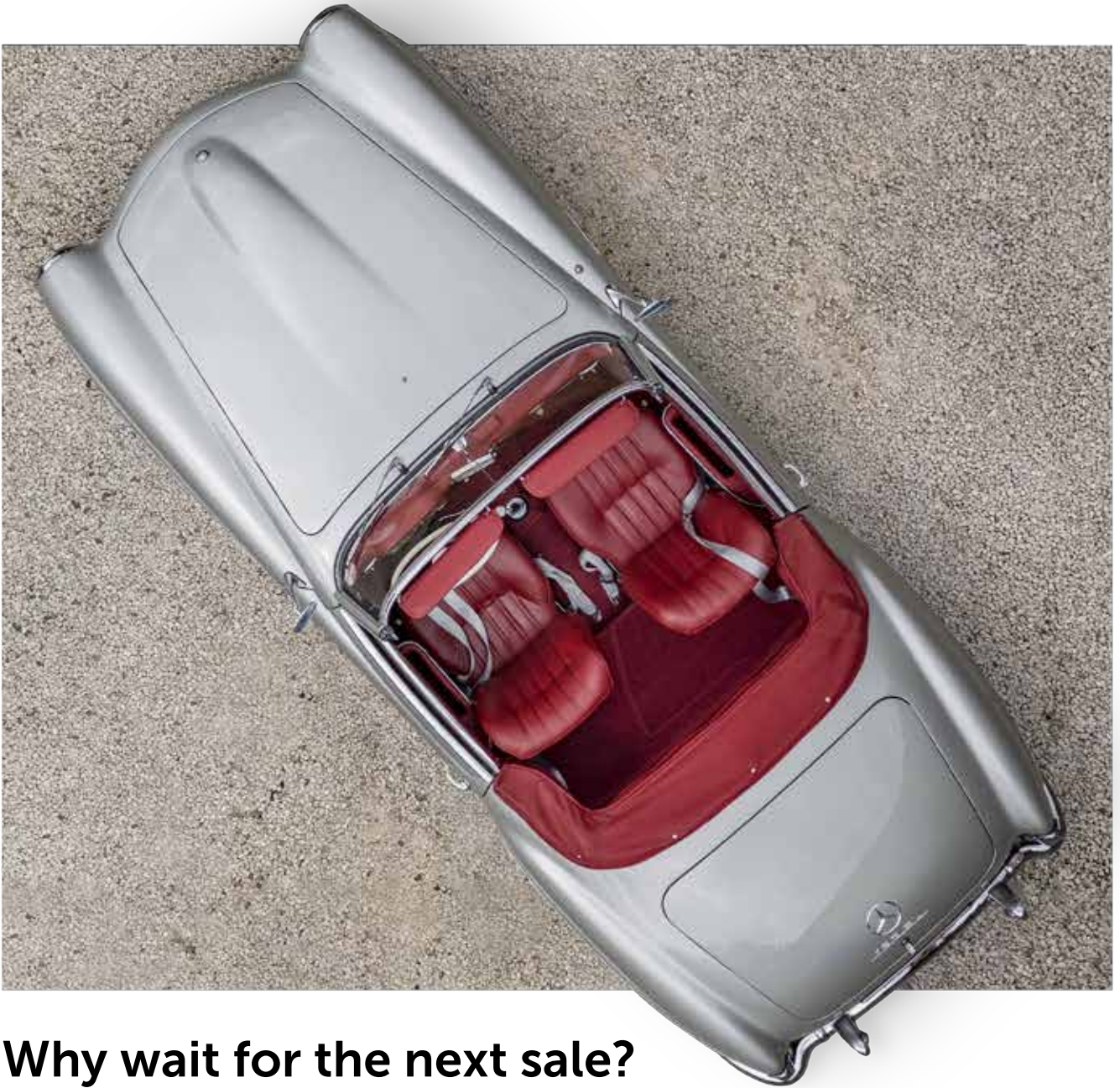
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NOTICE TO BIDDERS

This notice is addressed by *Bonhams* to any person who may be interested in a *Lot*, and to all persons participating in the auction process including auction attendees, *Bidders* and potential *Bidders* (including any eventual *Buyer* of the *Lot*). For ease of reference we refer to such persons as “*Bidders*” or “you”. Our List of Definitions and Glossary is incorporated into this *Notice to Bidders*. It is at Appendix 3 at the back of the *Catalogue*. Where words and phrases are used in this notice which are in the List of Definitions, they are printed in italics. IMPORTANT: Additional information applicable to the *Sale* may be set out in the *Catalogue* for the *Sale*, in an insert in the *Catalogue* and/or in a notice displayed at the *Sale* venue and you should read them as well. Announcements affecting the *Sale* may also be given out orally before and during the *Sale* without prior written notice. You should be alert to the possibility of changes and ask in advance of bidding if there have been any.

1. OUR ROLE

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

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

2. LOTS

Subject to the *Contractual Description* printed in bold letters in the *Entry* about the *Lot* in the *Catalogue* (see paragraph 3 below), *Lots* are sold to the *Buyer* on an “as is” basis, with all faults and imperfections. Illustrations and photographs contained in the *Catalogue* (other than photographs forming part of the *Contractual Description*) or elsewhere of any *Lots* are for identification purposes only. A photograph or illustration may not reflect an accurate reproduction of the colour(s) or true condition of the *Lot*. *Lots* are available for inspection prior to the *Sale* and it is for you to satisfy yourself as to each and every aspect of a *Lot*, including its authorship, attribution, condition, provenance, history, background, authenticity, style, period, age, suitability, quality, roadworthiness (if relevant), origin, value and estimated selling price (including the *Hammer Price*). It is your responsibility to examine any *Lot* in which you are interested. It should be remembered that the actual condition of a *Lot* may not be as good as that indicated by its outward appearance. In particular, parts may have been replaced or renewed and *Lots* may not be authentic or of satisfactory quality; the inside of a *Lot* may not be visible and may not be original or may be damaged, as for example where it is covered by upholstery or material. Given the age of many *Lots* they may have been damaged and/or repaired and you should not assume that a *Lot* is in good condition. Electronic or mechanical items or parts are sold for their artistic, historic or cultural interest and may not operate or may not comply with current statutory requirements. You should not assume that electrical items designed to operate on mains electricity will be suitable for connection to the mains electricity supply and you should obtain a report from a qualified electrician on their status before doing so. Such items which are unsuitable for connection are sold as items of interest for display purposes only. If you yourself do not have expertise regarding a *Lot*, you should consult someone who does to advise you. We can assist in arranging facilities for you to carry out or have carried out more detailed inspections and tests. Please ask our staff for details.

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

3. DESCRIPTIONS OF LOTS AND ESTIMATES

Contractual Description of a Lot

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

Estimates

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

Condition Reports

In respect of most *Lots*, you may ask *Bonhams* for a *Condition Report*

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

The Seller's responsibility to you

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

Bonhams' responsibility to you

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

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

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

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

Alterations

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

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

4. CONDUCT OF THE SALE

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

5. BIDDING

You must complete and deliver to us one of our *Bidding Forms*, either

our *Bidder Registration Form*, *Absentee Bidding Form* or *Telephone Bidding Form* in order to bid at our *Sales*.

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

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

Bidding in person

So long as you have pre-registered to bid or have updated your existing registration recently, you should come to our *Bidder* registration desk at the *Sale* venue and fill out a Registration and Bidding Form on (or, if possible, before) the day of the *Sale*. The bidding number system is sometimes referred to as “paddle bidding”. You will be issued with a large card (a “paddle”) with a printed number on it. This will be attributed to you for the purposes of the *Sale*. Should you be a successful *Bidder* you will need to ensure that your number can be clearly seen by the *Auctioneer* and that it is your number which is identified as the *Buyer's*. You should not let anyone else use your paddle as all *Lots* will be invoiced to the name and address given on your *Bidder* Registration Form. Once an invoice is issued it will not be changed. If there is any doubt as to the *Hammer Price*, or whether you are the successful *Bidder* of, a particular *Lot*, you must draw this to the attention of the *Auctioneer* before the next *Lot* is offered for *Sale*. At the end of the *Sale*, or when you have finished bidding please return your paddle to the *Bidder* registration desk.

Bidding by telephone

If you wish to bid at the *Sale* by telephone, and have pre-registered to bid or have updated your existing registration details recently, please complete a Registration and Bidding Form, which is available from our offices or in the *Catalogue*. Please then return it to the office responsible for the *Sale* at least 24 hours in advance of the *Sale*. It is your responsibility to check with our Bids Office that your bid has been received. Telephone calls will be recorded. The telephone bidding facility is a discretionary service offered at no additional charge and may not be available in relation to all *Lots*. We will not be responsible for bidding on your behalf if you are unavailable at the time of the *Sale* or if the telephone connection is interrupted during bidding. Please contact us for further details.

Bidding by post or fax

Absentee Bidding Forms can be found in the back of this *Catalogue* and should be completed and sent to the office responsible for the *Sale*, once you have pre-registered to bid or have updated your existing registration details recently. It is in your interests to return your form as soon as possible, as if two or more *Bidders* submit identical bids for a *Lot*, the first bid received takes preference. In any event, all bids should be received at least 24 hours before the start of the *Sale*. Please check your *Absentee Bidding Form* carefully before returning it to us, fully completed and signed by you. It is your responsibility to check with our Bids Office that your bid has been received. This additional service is complimentary and is confidential. Such bids are made at your own risk and we cannot accept liability for our failure to receive and/or place any such bids. All bids made on your behalf will be made at the lowest level possible subject to *Reserves* and other bids made for the *Lot*. Where appropriate your bids will be rounded down to the nearest amount consistent with the *Auctioneer's* bidding increments. New *Bidders* must also provide proof of identity and address when submitting bids. Failure to do this will result in your bid not being placed.

Bidding via the internet

In order to bid online in a *Sale*, you must be 18 or over and you must register to bid via the *Bonhams* App or www.bonhams.com. Once you have registered, you should keep your account details strictly confidential and not permit any third party to access your account on your behalf or otherwise. You will be liable for any and all bids made via your account. Please note payment must be made from a bank account in the name of the registered bidder.

Individuals: Enter your full name, email, residential address, date of birth and nationality and provide a valid credit card in your name which will be verified via Stripe before you are able to bid. If your credit card fails verification, you will not be permitted to bid and you should contact Client Services for assistance. We may in addition request a financial reference and/or deposit from you prior to letting you bid. If you are bidding as agent on behalf of another party, you agree: (i) to disclose this fact to Client Services; (ii) to provide such information as we require to enable us to complete our identification and anti-money laundering checks on that third party; and (iii) where your bid is successful, you are jointly and severally liable with that other party for the full amounts owing for the successful bid. Where you are the successful bidder for any *Lot* with a hammer price equal to or in excess of £5,000/\$10,000/HKD50,000/AUS\$10,000 depending on the jurisdiction and currency of the *Sale*, and if you have not provided such documents previously, you will be required to upload or provide to Client Services your Government issued photo ID and (if not on the ID) proof of your address before the *lot* can be released to you. We reserve the right to request ID documentation from any bidder or successful buyer regardless of these thresholds and to refuse to release any purchased

lot until such documentation is provided.

Companies: You must select the option to set up a business account and then provide your full name, email, residential address, date of birth and the full name of the company. You must provide a credit card for verification either in your name or the name of the company but payment must be made from an account in the company's name. If your credit card fails verification, you will not be permitted to bid and please contact Client Services for assistance. We may in addition require a bank reference or deposit prior to letting you bid. For all successful bids, we require the company's Certificate of Incorporation or equivalent documentation confirming the company's name and registered address, documentary proof of each beneficial owner owning 25% or more of the company, and proof of your authority to transact before the lot can be released to you. We reserve the right to request any further information from any bidder that we may require in order to carry out any identification, anti-money laundering or anti-terrorism financing checks conducted by us. We may at our discretion postpone or cancel your registration, not permit you to bid and/or postpone or cancel completion of any purchase you may make.

Bidding through an agent

Bids will be treated as placed exclusively by and on behalf of the person named on the *Bidding Form* unless otherwise agreed by us in writing in advance of the Sale. If you wish to bid on behalf of another person (your principal) you must complete the pre-registration requirements set out above both on your own behalf and with full details of your principal, and we will require written confirmation from the principal confirming your authority to bid.

You are specifically referred to your due diligence requirements concerning your principal and their source of funds, and the warranties you give in the event you are the Buyer, which are contained in paragraph 3 of the Buyer's Agreement, set out at Appendix 2 at the back of the Catalogue.

Nevertheless, as the *Bidding Form* explains, any person placing a bid as agent on behalf of another (whether or not he has disclosed that fact) will be jointly and severally liable with the principal to the Seller and to Bonhams under any contract resulting from the acceptance of a bid. Equally, please let us know if you intend to nominate another person to bid on your behalf at the Sale unless this is to be carried out by us pursuant to a Telephone or Absentee *Bidding Form* that you have completed. If we do not approve the agency arrangements in writing before the Sale, we are entitled to assume that the person bidding at the Sale is bidding on his own behalf. Accordingly, the person bidding at the Sale will be the Buyer and will be liable to pay the *Hammer Price* and *Buyer's Premium* and associated charges. If we approve the identity of your client in advance, we will be in a position to address the invoice to your principal rather than you. We will require proof of the agent's client's identity and residence in advance of any bids made by the agent on his behalf. Please refer to our *Conditions of Business* and contact our Customer Services Department for further details. Bonhams undertakes Customer Due Diligence (CDD) into its Sellers and Buyers as required by the Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 ("the Regulations"). Bonhams' interpretation of the Regulations and Treasury Approved Industry Guidance is that CDD under the Regulations is not required by Buyers into Sellers at Bonhams auctions or vice versa.

6. CONTRACTS BETWEEN THE BUYER AND SELLER AND THE BUYER AND BONHAMS

On the Lot being knocked down to the Buyer, a *Contract for Sale of the Lot* will be entered into between the Seller and the Buyer on the terms of the *Contract for Sale* set out in Appendix 1 at the back of the Catalogue. You will be liable to pay the *Purchase Price*, which is the *Hammer Price* plus any applicable VAT. At the same time, a separate contract is also entered into between us as Auctioneers and the Buyer. This is our *Buyer's Agreement*, the terms of which are set out in Appendix 2 at the back of the Catalogue. Please read the terms of the *Contract for Sale* and our *Buyer's Agreement* contained in the Catalogue in case you are the successful Bidder including the warranties as to your status and source of funds. We may change the terms of either or both of these agreements in advance of their being entered into, by setting out different terms in the *Catalogue* and/or by placing an insert in the *Catalogue* and/or by notices at the Sale venue and/or by oral announcements before and during the Sale. It is your responsibility to ensure you are aware of the up to date terms of the *Buyer's Agreement* for this Sale.

7. BUYER'S PREMIUM AND OTHER CHARGES PAYABLE BY THE BUYER

Under the *Buyer's Agreement*, a premium (the *Buyer's Premium*) is payable to us by the Buyer in accordance with the terms of the *Buyer's Agreement* and at rates set out below, calculated by reference to the *Hammer Price* and payable in addition to it. Storage charges and Expenses are also payable by the Buyer as set out in the *Buyer's Agreement*. All the sums payable to us by the Buyer are subject to VAT. For this Sale the following rates of *Buyer's Premium* will be payable by Buyers on each lot purchased:

(a) Motor Cars and Motorcycles
15% on the first £500,000 of the *Hammer Price*
12% from £500,001 of the *Hammer Price*

(b) Automobiles
27.5% of the *Hammer Price* on the first £20,000; plus
26% of the *Hammer Price* from £20,001 and up to £700,000; plus
20% of the *Hammer Price* from £700,001 and up to £4,000,000; plus
13.9% of the *Hammer Price* above £4,000,001

Storage and handling charges may also be payable by the Buyer as detailed on the specific Sale Information page at the front of the catalogue.

The *Buyer's Premium* and all other charges payable to us by the Buyer are subject to VAT at the prevailing rate, currently 20%.

VAT may also be payable on the *Hammer Price* of the Lot, where indicated by a symbol beside the Lot number. See paragraph 8 below for details.

On certain Lots, which will be marked "AR" in the *Catalogue* and which are sold for a *Hammer Price* of £1,000 or greater (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale), the *Additional Premium* will be payable to us by the Buyer to cover our Expenses relating to the payment of royalties under the Artists Resale Right Regulations 2006. The *Additional Premium* will be a percentage of the amount of the *Hammer Price* calculated in accordance with the table below, and shall not exceed £12,500 (converted into the currency of the Sale using the European Central Bank Reference rate prevailing on the date of the Sale).

<i>Hammer Price</i>	Percentage amount
From €0 to €50,000	4%
From €50,000.01 to €200,000	3%
From €200,000.01 to €350,000	1%
From €350,000.01 to €500,000	0.5%
Exceeding €500,000	0.25%

8. VAT

The prevailing rate of VAT at the time of going to press is 20%, but this is subject to government change and the rate payable will be the rate in force on the date of the Sale.

The following symbols, shown beside the Lot number, are used to denote that VAT is due on the *Hammer Price* and *Buyer's Premium*:

- † VAT at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- Ω VAT on imported items at the prevailing rate on *Hammer Price* and *Buyer's Premium*
- * VAT on imported items at a preferential rate of 5% on *Hammer Price* and the prevailing rate on *Buyer's Premium*
- G Gold bullion exempt from VAT on the *Hammer Price* and subject to VAT at the prevailing rate on the *Buyer's Premium*
- Zero rated for VAT, no VAT will be added to the *Hammer Price* or the *Buyer's Premium*
- α Buyers from within the UK: VAT is payable at the prevailing rate on just the *Buyer's Premium* (NOT the *Hammer Price*). Buyers from outside the UK: VAT is payable at the prevailing rate on both *Hammer Price* and *Buyer's Premium*. If a Buyer, having registered under a non-UK address, decides that the item is not to be exported from the UK, then he should advise Bonhams immediately.

In all other instances no VAT will be charged on the *Hammer Price*, but VAT at the prevailing rate will be added to *Buyer's Premium* which will be invoiced on a VAT inclusive basis.

9. PAYMENT

It is of critical importance that you ensure that you have readily available funds to pay the *Purchase Price* and the *Buyer's Premium* (plus VAT and any other charges and Expenses to us) in full before making a bid for the Lot. If you are a successful Bidder, payment will be due to us by 4.30 pm on the second working day after the Sale so that all sums are cleared by the eighth working day after the Sale. Payments made by anyone other than the registered Buyer will not be accepted. Bonhams reserves the right to vary the terms of payment at any time.

Bonhams' preferred payment method is by bank transfer.

You may electronically transfer funds to our Account. If you do so, please quote your paddle number and invoice number as the reference. Our Account details are as follows:

Bank: National Westminster Bank Plc
Address: PO Box 4RY
250 Regent Street
London W1A 4RY
Account Name: Bonhams 1793 Limited
Account Number: 25563009
Sort Code: 56-00-27
IBAN Number: GB 33 NWBK 560027 25563009

If paying by bank transfer, the amount received after the deduction of any bank fees and/or conversion of the currency of payment to pounds sterling must not be less than the sterling amount payable, as set out on the invoice.

Payment may also be made by one of the following methods:

Sterling personal cheque drawn on a UK branch of a bank or building society: all cheques must be cleared before you can collect your purchases and should be made payable to Bonhams 1793 Limited.

Cash: you may pay for Lots purchased by you at this Sale with notes or coins in the currency in which the Sale is conducted (but not any other currency) provided that the total amount payable by you in respect of all Lots purchased by you at the Sale does not exceed £3,000, or the equivalent in the currency in which the Sale is conducted, at the time when payment is made. If the amount payable by you for Lots exceeds that sum, the balance must be paid otherwise than in coins or notes; this limit applies to both payment at our premises and direct deposit into our bank account.

Debit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and debit cards issued by Visa and MasterCard only). There is no limit on payment value if payment is made in person using Chip & Pin verification.

Payment by telephone may also be accepted up to £5,000, subject to appropriate verification procedures. If the amount payable by you for Lots exceeds that sum, the balance must be paid by other means.

Credit cards issued in the name of the Buyer (including China Union Pay (CUP) cards and credit cards issued by Visa and MasterCard only). There is a £5,000 limit on payment value if payment is made in person using Chip & Pin verification.

It may be advisable to notify your debit or credit card provider of your intended purchase in advance to reduce delays caused by us having to seek authority when you come to pay.

Note: only one debit or credit card may be used for payment of an account balance. If you have any questions with regards to card payments, please contact our Customer Services Department. We reserve the rights to investigate and identify the source of any funds received by us, to postpone completion of the sale of any Lot at our discretion while we complete our investigations, and to cancel the Sale of any Lot if you are in breach of your warranties as Buyer, if we consider that such Sale would be unlawful or otherwise cause liabilities for the Seller or Bonhams, or would be detrimental to Bonhams' reputation.

10. COLLECTION AND STORAGE

The Buyer of a Lot will not be allowed to collect it until payment in full and in cleared funds has been made (unless we have made a special arrangement with the Buyer). For collection and removal of purchased Lots, please refer to Sale Information at the front of the Catalogue. Our offices are open 9.00am – 5pm Monday to Friday. Details relating to the collection of a Lot, the storage of a Lot and our Storage Contractor after the Sale are set out in the Catalogue.

11. SHIPPING

For information and estimates on domestic and international shipping as well as export licenses please contact Alban Shipping on +44 (0) 1582 493 099 enquiries@albanshipping.co.uk

12. EXPORT/TRADE RESTRICTIONS

It is your sole responsibility to comply with all export and import regulations relating to your purchases and also to obtain any relevant export and/or import licence(s). Export licences are issued by Arts Council England and application forms can be obtained from its Export Licensing Unit. The detailed provisions of the export licensing arrangements can be found on the ACE website <http://www.artscouncil.org.uk/what-we-do/supporting-museums-cultural-property/export-controls/export-licensing/> or by phoning ACE on +44 (0)20 7973 5188. The need for import licences varies from country to country and you should acquaint yourself with all relevant local requirements and provisions. The refusal of any import or export licence(s) or any delay in obtaining such licence(s) shall not permit the rescission of any Sale nor allow any delay in making full payment for the Lot. Generally, please contact our shipping department before the Sale if you require assistance in relation to export regulations.

13. CITES REGULATIONS

Please be aware that all Lots marked with the symbol Y are subject to CITES regulations when exporting these items outside the UK. These regulations may be found at: <https://www.gov.uk/guidance/apply-for-cites-permits-and-certificates-to-trade-endangered-species#how-to-apply> or may be requested from: Enquiries: wildlife.licensing@apha.gov.uk Applications: CITESapplication@apha.gov.uk Address: UK CITES Management Authority Centre for International Trade Horizon House, Deane Road, Bristol BS1 5AH The refusal of any CITES licence or permit and any delay in obtaining such licences or permits shall not give rise to the rescission or cancellation of any Sale, nor allow any delay in making full payment for the Lot.

14. THE SELLERS AND/OR BONHAMS' LIABILITY

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

15. BOOKS

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

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.

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 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 'S5B' and bearing yellow labels are for obsolete calibres and no licence is required unless ammunition is held. Unmarked *Lots* require no licence.

Please do not hesitate to contact the Modern Sporting Gun Department should you have any queries.

Taxidermy and Related Items

On behalf of the *Seller* of these articles, *Bonhams* undertakes to comply fully with Cites and DEFFRA 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 Kutichinsky

When the maker's name appears in the title, in *Bonhams'* opinion the piece is by that maker.

2. A diamond brooch, signed Kutichinsky

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 Kutichinsky

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 certainly 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 certainly as to authorship is expressed than in the preceding category;
- "Studio/Workshop of Jacopo Bassano": in our opinion a work by an unknown hand in a studio of the artist which may or may not have been executed under the artist's direction;
- "Circle of Jacopo Bassano": in our opinion a work by a hand closely associated with a named artist but not necessarily his pupil;
- "Follower of Jacopo Bassano": in our opinion a work by a painter working in the artist's style, contemporary or nearly contemporary, but not necessarily his pupil;
- "Manner of Jacopo Bassano": in our opinion a work in the style of the artist and of a later date;
- "After Jacopo Bassano": in our opinion, a copy of a known work of the artist;
- "Signed and/or dated and/or inscribed": in our opinion the signature and/or date and/or inscription are from the hand of the artist;
- "Bears a signature and/or date and/or inscription": in our opinion the signature and/or date and/or inscription have been added by another hand.

22. PORCELAIN AND GLASS

Damage and Restoration

For your guidance, in our *Catalogues* we attempt to detail, as far

as practicable, all significant defects, cracks and restoration. Such practicable *Descriptions* of damage cannot be definitive, and in providing *Condition Reports*, we cannot *Guarantee* that there are no other defects present which have not been mentioned. *Bidders* should satisfy themselves by inspection, as to the condition of each *Lot*. Please see the *Contract for Sale* printed in this *Catalogue*. Because of the difficulty in determining whether an item of glass has been repolished, in our *Catalogues* reference is only made to visible chips and cracks. No mention is made of repolishing, severe or otherwise.

23. VEHICLES

The Veteran Car Club of Great Britain

Dating Plates and Certificates

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

24. WINE

Lots which are lying under Bond and those liable to VAT may not be available for immediate collection.

Examining the wines

It is occasionally possible to provide a pre-*Sale* tasting for larger parcels (as defined below). This is generally limited to more recent and everyday drinking wines. Please contact the department for details.

It is not our policy to inspect every unopened case. In the case of wines older than 20 years the boxes will usually have been opened and levels and appearance noted in the *Catalogue* where necessary. You should make proper allowance for variations in ullage levels and conditions of corks, capsules and labels.

Corks and Ullages

Ullage refers to the space between the base of the cork and the wine.

Ullage levels for Bordeaux shaped bottles are only normally noted when below the neck and for Burgundy, Alsace, German and Cognac shaped bottles when greater than 4 centimetres (cm). Acceptable ullage levels increase with age; generally acceptable levels are as follows:

Under 15 years old – into neck or less than 4cm

15 to 30 years old – top shoulder (ts) or up to 5cm

Over 30 years old – high shoulder (hs) or up to 6cm

It should be noted that ullages may change between publication of the *Catalogue* and the *Sale* and that corks may fall 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 – Châteaueu 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 This *lot* contains one or more regulated plant or animal species and is subject to CITES regulations. It is the *buyer's* responsibility to investigate such regulations and to obtain any necessary import or export certificates. A *buyer's* inability to obtain such certificates cannot justify a delay in payment or cancellation of a sale.
- 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 elephant ivory and is therefore subject to both CITES regulations and the UK Ivory Act 2018. It has been registered or has an exemption certificate allowing it to be offered for sale and sold under the provisions of the Ivory Act 2018. Property containing African elephant ivory cannot be imported to the USA. The EU and the UK have in place wide-ranging restrictions on dealing with property containing elephant ivory, including restrictions on import and/or export. It is a buyer's responsibility to obtain any export or import licences, certifications and any other required documentation, where applicable. *Bonhams* is not able to assist buyers with the shipment of any lots containing elephant ivory into the US, the UK or the EU. A buyer's inability to export or import these lots cannot justify a delay in payment or cancellation of a sale.

•, †, *, 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

BUYERS SALE CONTRACT WITH SELLER

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

Under this contract the Seller's liability in respect of the quality of the Lot, its fitness for any purpose and its conformity with any Description is limited. You are strongly advised to examine the Lot for yourself and/or obtain an independent examination of it before you buy it.

1 THE CONTRACT

1.1 These terms and the relevant terms for *Bidders* and *Buyers* in the *Notice to Bidders* govern the *Contract for Sale of the Lot* by the *Seller* to the *Buyer*.

1.2 The Definitions and Glossary contained in Appendix 3 in the *Catalogue* are incorporated into this *Contract for Sale* and a separate copy can also be provided by *Bonhams* on request. Where words and phrases are used which are in the List of Definitions, they are printed in italics.

1.3 The *Seller* sells the *Lot* as the principal to the *Contract for Sale*, such contract being made between the *Seller* and you through *Bonhams* which acts in the sole capacity as the *Seller's* agent and not as an additional principal. However, if the *Catalogue* states that *Bonhams* sells the *Lot* as principal, or such a statement is made by an announcement by the *Auctioneer*, or by a notice at the *Sale*, or an insert in the *Catalogue*, then *Bonhams* is the *Seller* for the purposes of this agreement.

1.4 The contract is made on the fall of the *Auctioneer's* hammer in respect of the *Lot* when it is knocked down to you.

2 SELLER'S WARRANTIES AND 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 items consigned for sale by the *Seller* are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering, terrorist financing or breach of any applicable international trade sanctions;

2.1.6 subject to any alterations expressly identified as such made by announcement or notice at the *Sale* venue or by the *Notice to Bidders* or by an insert in the *Catalogue* or on the *Bonhams* website, the *Lot* corresponds with the *Contractual Description* of the *Lot*, being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters and (except for colour) with any photograph of the *Lot* in the *Catalogue*.

3 DESCRIPTIONS OF THE LOT

3.1 Paragraph 2.1.5 sets out what is the *Contractual Description* of the *Lot*. In particular, the *Lot* is not sold as corresponding with any part of the *Entry* in the *Catalogue* which is not printed in bold letters, the remainder of which *Entry* merely sets out (on the *Seller's* behalf) *Bonhams'* opinion about the *Lot* and which is not part of the *Contractual Description* upon which

the *Lot* is sold. Any statement or representation other than that part of the *Entry* referred to in paragraph 2.1.5 (together with any express alteration to it as referred to in paragraph 2.1.5), including any *Description* or *Estimate*, whether made orally or in writing, including in the *Catalogue* or on *Bonhams'* Website, or by conduct, or otherwise, and whether by or on behalf of the *Seller* or *Bonhams* and whether made prior to or during the *Sale*, is not part of the *Contractual Description* upon which the *Lot* is sold.

3.2 Except as provided in paragraph 2.1.5, the *Seller* does not make or give and does not agree to make or give any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact, or undertake any duty of care, in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been *Bonhams*. No such *Description* or *Estimate* is incorporated into this *Contract for Sale*.

4 FITNESS FOR PURPOSE AND SATISFACTORY QUALITY

4.1 The *Seller* does not make and does not agree to make any contractual promise, undertaking, obligation, guarantee, warranty, or representation of fact in relation to the satisfactory quality of the *Lot* or its fitness for any purpose.

4.2 The *Seller* will not be liable for any breach of any undertaking, whether implied by the Sale of Goods Act 1979 or otherwise, as to the satisfactory quality of the *Lot* or its fitness for any purpose.

5 RISK, PROPERTY AND TITLE

5.1 Risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*, or upon collection of the *Lot* if earlier. The *Seller* will not be responsible thereafter for the *Lot* prior to you collecting it from *Bonhams* or the *Storage Contractor*, with whom you have separate contract(s) as *Buyer*. You will indemnify the *Seller* and keep the *Seller* fully indemnified from and against all claims, proceedings, costs, expenses and losses arising in respect of any injury, loss and damage caused to the *Lot* beyond 7 days from the day of the fall of the *Auctioneer's* hammer until you obtain full title to it.

5.2 Title to the *Lot* remains in and is retained by the *Seller* until: (i) the *Purchase Price* and all other sums payable by you to *Bonhams* in relation to the *Lot* have been paid in full to and received in cleared funds by *Bonhams*, and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

6 PAYMENT

6.1 Your obligation to pay the *Purchase Price* arises when the *Lot* is knocked down to you on the fall of the *Auctioneer's* hammer in respect of the *Lot*.

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

7 COLLECTION OF THE LOT

7.1 Unless otherwise agreed in writing with you by *Bonhams*, the *Lot* will be released to you or to your order only when: (i) *Bonhams* has received cleared funds to the amount of the full *Purchase Price* and all other sums owed by you to the *Seller* and to *Bonhams* and (ii) *Bonhams* has completed its investigations pursuant to clause 3.11 of the *Buyer's Agreement* with *Bonhams* set out in Appendix 2 in the catalogue.

7.2 The *Seller* is entitled to withhold possession from you of any other *Lot* he has sold to you at the same or at any other *Sale* and whether currently in *Bonhams'* possession or not, until payment in full and in cleared funds of the *Purchase Price* and all other sums due to the *Seller* and/or *Bonhams* in respect of the *Lot*.

7.3 You should note that *Bonhams* has reserved the right not to release the *Lot* to you until its investigations under paragraph 3.11 of the *Buyer's Agreement* set out in Appendix 2 have been completed to *Bonhams'* satisfaction.

7.4 You will collect and remove the *Lot* at your own expense from *Bonhams'* custody and/ or control or from the *Storage Contractor's* custody in accordance with *Bonhams'* instructions or requirements.

7.5 You will be wholly responsible for packing, handling and transport of the *Lot* on collection and for complying with all import or export regulations in connection with the *Lot*.

7.6 You will be wholly responsible for any removal, storage or other charges or expenses incurred by the *Seller* if you do not remove the *Lot* in accordance with this paragraph 7 and will indemnify the *Seller* against all charges, costs, including any legal costs and fees, expenses and losses suffered by the *Seller* by reason of your failure to remove the *Lot* including any charges due under any *Storage Contract*. All such sums due to the *Seller* will be payable on demand.

8 FAILURE TO PAY FOR THE LOT

8.1 If the *Purchase Price* for a *Lot* is not paid to *Bonhams* in full in accordance with the *Contract for Sale*, the *Seller* will be entitled, with the prior written agreement of *Bonhams* but without further notice to you, to exercise one or more of the following rights (whether through *Bonhams* or otherwise):

8.1.1 to terminate immediately the *Contract for Sale* of the *Lot* for your breach of contract;

8.1.2 to resell the *Lot* by auction, private treaty or any other means on giving seven days' written notice to you of the intention to resell; to retain possession of the *Lot*;

8.1.3 to remove and store the *Lot* at your expense;

8.1.4 to take legal proceedings against you for any sum due under the *Contract for Sale* and/or damages for breach of contract;

8.1.5 to be paid interest on any monies due (after as well as before judgement or order) at the annual rate of 5% per annum above the base rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;

8.1.6 to repossess the *Lot* (or any part thereof) which has not become your property, and for this purpose (unless the *Buyer* buys the *Lot* as a *Consumer* from the *Seller* selling in the course of a *Business*) you hereby grant an irrevocable licence to the *Seller* by himself and to his servants or agents to enter upon all or any of your premises (with or without vehicles) during normal *Business* hours to take possession of the *Lot* or part thereof;

8.1.7 to retain possession of any other property sold to you by the *Seller* at the *Sale* or any other auction or by private treaty until all sums due under the *Contract for Sale* shall have been paid in full in cleared funds;

8.1.8 to retain possession of, and on three months' written notice to sell, *Without Reserve*, any of your other property in the possession of the *Seller* and/or of *Bonhams* (as bailee for the *Seller*) for any purpose (including, without limitation, other goods sold to you) and to apply any monies due to you as a result of such *Sale* in satisfaction or part satisfaction of any amounts owed to the *Seller* or to *Bonhams*; and

8.1.9 so long as such goods remain in the possession of the *Seller* or *Bonhams* as its bailee, to rescind the contract for the *Sale* of any other goods sold to you by the *Seller* at the *Sale* or at any other auction or by private treaty and apply any monies received from you in respect of such goods in part or full satisfaction of any amounts owed to the *Seller* or to *Bonhams* by you.

8.2 You agree to indemnify the *Seller* against all legal and other costs of enforcement, all losses and other expenses and costs (including any monies payable to *Bonhams* in order to obtain the release of the *Lot*) incurred by the *Seller* (whether or not court proceedings will have been issued) as a result of *Bonhams* taking steps under this paragraph 8 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 8.1.6 from the date upon which the *Seller* becomes liable to pay the same until payment by you.

8.3 On any resale of the *Lot* under paragraph 8.1.2, the *Seller* will account to you in respect of any balance remaining from any monies received by him or on his behalf in respect of the *Lot*, after the payment of all sums due to the *Seller* and to *Bonhams*, within 28 days of receipt of such monies by him or on his behalf.

9 THE SELLER'S LIABILITY

9.1 The *Seller* will not be liable for any injury, loss or damage caused by the *Lot* after the fall of the *Auctioneer's* hammer in respect of the *Lot*.

9.2 Subject to paragraph 9.3 below, except for breach of the express undertaking provided in paragraph 2.1.5, the *Seller* will not be liable for any breach of any term that the *Lot* will correspond with any *Description* applied to it by or on behalf of the *Seller*, whether implied by the Sale of Goods Act 1979 or otherwise.

9.3 Unless the *Seller* sells the *Lot* in the course of a *Business* and the *Buyer* buys it as a *Consumer*,

9.3.1 the *Seller* will not be liable (whether in negligence, other tort, breach of contract or statutory duty or in restitution or under the Misrepresentation Act 1967, or in any other way) for any lack of conformity with, or inaccuracy, error, misdescription or omission in any *Description* of the *Lot* or any *Entry* or *Estimate* in relation to the *Lot* made by or on behalf of the *Seller* (whether made in writing, including in the *Catalogue*, or on the Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the *Sale*;

9.3.2 the *Seller* will not be liable for any loss of *Business*, *Business* profits or revenue or income or for loss of reputation or for disruption to *Business* or wasted time on the part of the *Buyer* or of the *Buyer's* management or staff or, for any indirect losses or consequential damages of any kind, irrespective in any case of the nature, volume or source of the loss or damage alleged to be suffered, and irrespective of whether the said loss or damage is caused by or claimed in respect of any negligence, other tort, breach of contract, statutory duty, restitutionary claim or otherwise;

9.3.3 in any circumstances where the *Seller* is liable to you in respect of the *Lot*, or any act, omission, statement, or representation in respect of it, or this agreement or its performance, and whether in damages, for an indemnity or contribution or for a restitutionary remedy or in any way whatsoever, the *Seller's* liability will be limited to payment of a sum which will not exceed by way of maximum the amount of the *Purchase Price* of the *Lot* irrespective in any case of the nature, volume or source of any loss or damage alleged to be suffered or sum claimed as due, and irrespective of whether the liability arises from any negligence, other tort, breach of contract, statutory duty, bailee's duty, restitutionary claim or otherwise.

9.4 Nothing set out in paragraphs 9.1 to 9.3 above will be construed as excluding or restricting (whether directly or indirectly) any person's liability or excluding or restricting any person's rights or remedies in respect of (i) fraud, or (ii) death or personal injury caused by the *Seller's* negligence (or any person under the *Seller's* control or for whom the *Seller* is legally responsible), or (iii) acts or omissions for which the *Seller* is liable under the Occupiers Liability Act 1957, or (iv) any other liability to the extent the same may not be excluded or restricted as a

matter of law.

10 MISCELLANEOUS

10.1 You may not assign either the benefit or burden of the *Contract for Sale*.

10.2 The *Seller's* failure or delay in enforcing or exercising any power or right under the *Contract for Sale* will not operate or be deemed to operate as a waiver of its rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect the *Seller's* ability subsequently to enforce any right arising under the *Contract for Sale*.

10.3 If either party to the *Contract for Sale* is prevented from performing that party's respective obligations under the *Contract for Sale* by circumstances beyond its reasonable control or if performance of its obligations would by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 6.

10.4 Any notice or other communication to be given under the *Contract for Sale* must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission, if to the *Seller*, addressed c/o *Bonhams* at its address or fax number in the *Catalogue* (marked for the attention of the Company Secretary), and if to you to the address or fax number of the *Buyer* given in the *Bidding Form* (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.

10.5 If any term or any part of any term of the *Contract for Sale* is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.

10.6 References in the *Contract for Sale* to *Bonhams* will, where appropriate, include reference to *Bonhams'* officers, employees and agents and to any subsidiary of *Bonhams Holdings Limited* and to its officers, employees and agents.

10.7 The headings used in the *Contract for Sale* are for convenience only and will not affect its interpretation.

10.8 In the *Contract for Sale* "including" means "including, without limitation".

10.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.

10.10 Reference to a numbered paragraph is to a paragraph of the *Contract for Sale*.

10.11 Save as expressly provided in paragraph 10.12 nothing in the *Contract for Sale* confers (or purports to confer) on any person who is not a party to the *Contract for Sale* any benefit conferred by, or the right to enforce any term of, the *Contract for Sale*.

10.12 Where the *Contract for Sale* confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of the *Seller*, it will also operate in favour and for the benefit of *Bonhams*, *Bonhams'* holding company and the subsidiaries of such holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

11 GOVERNING LAW

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

APPENDIX 2

BUYER'S AGREEMENT WITH BONHAMS

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

1 THE CONTRACT

- 1.1 These terms govern the contract between *Bonhams* personally and the *Buyer*, being the person to whom a *Lot* has been knocked down by the *Auctioneer*.
- 1.2 The Definitions and Glossary contained in Appendix 3 to the *Catalogue* for the *Sale* are incorporated into this agreement and a separate copy can also be provided by us on request. Where words and phrases which are defined in the List of Definitions are used in this agreement, they are printed in italics. Reference is made in this agreement to information printed in the *Notice to Bidders*, printed in the *Catalogue* for the *Sale*, and where such information is referred to it is incorporated into this agreement.
- 1.3 Except as specified in paragraph 4 of the *Notice to Bidders* the *Contract for Sale* of the *Lot* between you and the *Seller* is made on the fall of the *Auctioneer's* hammer in respect of the *Lot*, when it is knocked down to you. At that moment a separate contract is also made between you and *Bonhams* on the terms in this *Buyer's Agreement*.
- 1.4 We act as agents for the *Seller* and are not answerable or personally responsible to you for any breach of contract or other

- default by the *Seller*, unless *Bonhams* sells the *Lot* as principal.
- 1.5 Our personal obligations to you are governed by this agreement and we agree, subject to the terms below, to the following obligations:
- 1.5.1 we will, until the date and time specified in the *Notice to Bidders* or otherwise notified to you, store the *Lot* in accordance with paragraph 5;
- 1.5.2 subject to any power of the *Seller* or us to refuse to release the *Lot* to you, we will release the *Lot* to you in accordance with paragraph 4 once you have paid to us, in cleared funds, everything due to us and the *Seller* and following completion of our enquiries pursuant to paragraph 3.11;
- 1.5.3 we will provide guarantees in the terms set out in paragraphs 9 and 10.
- 1.6 We do not make or give and do not agree to make or give any contractual promise, undertaking, obligation, *Guarantee*, warranty, representation of fact in relation to any *Description* of the *Lot* or any *Estimate* in relation to it, nor of the accuracy or completeness of any *Description* or *Estimate* which may have been made by us or on our behalf or by or on behalf of the *Seller* (whether made orally or in writing, including in the *Catalogue* or on *Bonhams' Website*, or by conduct, or otherwise), and whether made before or after this agreement or prior to or during the *Sale*. No such *Description* or *Estimate* is incorporated into this agreement between you and us. Any such *Description* or *Estimate*, if made by us or on our behalf, was (unless *Bonhams* itself sells the *Lot* as principal) made as agent on behalf of the *Seller*.
- 2 PERFORMANCE OF THE CONTRACT FOR SALE**
- You undertake to us personally that you will observe and comply with all our obligations and undertakings to the *Seller* under the *Contract for Sale* in respect of the *Lot*.
- 3 PAYMENT AND BUYER WARRANTIES**
- 3.1 Unless agreed in writing between you and us or as otherwise set out in the *Notice to Bidders*, you must pay to us by not later than 4.30pm on the second working day following the *Sale*: the *Purchase Price* for the *Lot*;
- 3.1.1 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 the *Purchase Price* of each *Lot* and secondly pro-rata to pay all amounts due to *Bonhams*.
- 3.8 You warrant that neither you nor - if you are a company, your directors, officers or your owner or their directors or shareholders - are an individual or an entity that is, or is owned or controlled by individuals or entities that are:
- 3.8.1 the subject of any sanctions administered or enforced by the U.S. Department of the Treasury's Office of Foreign Assets Control, the U.S. Department of State, the United Nations Security Council, the European Union, Her Majesty's Treasury, or other relevant sanctions authority ("Sanctions" and a "Sanctioned Party"); or
- 3.8.2 located, organised or resident in a country or territory that is, or whose government is, the subject of Sanctions, including without limitation, Iran, North Korea, Sudan, Russia, and Syria); and further
- 3.8.3 that the property you purchase will not be transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority.
- 3.9 You warrant that the funds being used for your purchase have no link with criminal activity including without limitation money laundering, tax evasion or terrorist financing, and that you not under investigation for neither have been charged nor convicted in connection with any criminal activity.
- 3.10 Where you are acting as agent for another party ("your Principal"), you undertake and warrant that:
- 3.10.1 you have conducted suitable customer due diligence into your Principal under applicable Sanctions and Anti-Money Laundering laws and regulations;
- 3.10.2 your Principal is not a Sanctioned Party and not owned, partially owned or controlled by a Sanctioned Party, and you have no reason to suspect that your Principal has been charged or convicted with, money laundering, terrorism or other crimes;

- 3.10.3 funds used for your or your Principal's purchase are not connected with or derived from any criminal activity, including without limitation tax evasion, money laundering or terrorist financing;
- 3.10.4 items purchased by you and your Principal through *Bonhams* are not being transferred to or used in a country in contravention of any Sanctions administered or enforced by the U.S., the United Nations Security Council, the European Union or Her Majesty's Treasury or any other relevant Sanctions authority, or purchased or to be used in any way connected with or to facilitate breaches of applicable Tax, Anti-Money Laundering or Anti-Terrorism laws and regulations; and
- 3.10.5 that you consent to *Bonhams* relying upon your customer due diligence, undertaking to retain records of your due diligence for at least 5 years and to make such due diligence records available for inspection by an independent auditor in the event we request you to do so.
- 3.11 We reserve the rights to make enquiries about any person transacting with us and to identify the source of any funds received from you. In the event we have not completed our investigations in respect of anti-terrorism financing, anti-money laundering or other financial and identity checks concerning either you or the *Seller*, to our satisfaction at our discretion, we shall be entitled to retain *Lots* and/or proceeds of *Sale*, postpone or cancel any sale and to take any other actions required or permitted under applicable law, without liability to you.
- 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, and once we have completed our investigations under paragraph 3.11, 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 in this instance 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 3, 6 and 10, to be responsible as *bailee* to you for damage to or the loss or destruction of the *Lot* (notwithstanding that it is not your property before payment of the *Purchase Price*). If you do not collect the *Lot* before the time and date set out in the *Notice to Bidders* (or if no date is specified, by 4.30pm on the seventh day after the *Sale*) we may remove the *Lot* to another location, the details of which will usually be set out in the relevant section of the *Catalogue*. If you have not paid for the *Lot* in accordance with paragraph 3, and the *Lot* is moved to any third party's premises, the *Lot* will be held by such third party strictly to *Bonhams'* order and we will retain our lien over the *Lot* until we have been paid in full in accordance with paragraph 3.
- 6 RESPONSIBILITY FOR THE LOT**
- 6.1 Title (ownership) in the *Lot* passes to you (i) on payment of the *Purchase Price* to us in full in cleared funds and (ii) when investigations have been completed to our satisfaction under paragraph 3.11.
- 6.2 Please note however, that under the *Contract for Sale*, the risk in the *Lot* passes to you after 7 days from the day upon which it is knocked down to you or upon collection of the *Lot* if earlier, and you are advised to obtain insurance in respect of the

- Lot as soon as possible after the Sale.
- 7 FAILURE TO PAY OR TO REMOVE THE LOT AND PART PAYMENTS**
- 7.1 If all sums payable to us are not so paid in full at the time they are due and/or the Lot is not removed in accordance with this agreement, we will (without further notice to you unless otherwise provided below), be entitled to exercise one or more of the following rights (without prejudice to any rights we may exercise on behalf of the Seller):
- 7.1.1 to terminate this agreement immediately for your breach of contract;
- 7.1.2 to retain possession of the Lot;
- 7.1.3 to remove, and/or store the Lot at your expense;
- 7.1.4 to take legal proceedings against you for payment of any sums payable to us by you (including the Purchase Price) and/or damages for breach of contract;
- 7.1.5 to be paid interest on any monies due to us (after as well as before judgement or order) at the annual rate of 5% per annum above the base lending rate of National Westminster Bank Plc from time to time to be calculated on a daily basis from the date upon which such monies become payable until the date of actual payment;
- 7.1.6 to repossess the Lot (or any part thereof) which has not become your property, and for this purpose (unless you buy the Lot as a Consumer) you hereby grant an irrevocable licence to us, by ourselves, our servants or agents, to enter upon all or any of your premises (with or without vehicles) during normal business hours to take possession of any Lot or part thereof;
- 7.1.7 to sell the Lot Without Reserve by auction, private treaty or any other means on giving you three months' written notice of our intention to do so;
- 7.1.8 to retain possession of any of your other property in our possession for any purpose (including, without limitation, other goods sold to you or with us for Sale) until all sums due to us have been paid in full;
- 7.1.9 to apply any monies received from you for any purpose whether at the time of your default or at any time thereafter in payment or part payment of any sums due to us by you under this agreement;
- 7.1.10 on three months' written notice to sell, Without Reserve, any of your other property in our possession or under our control for any purpose (including other goods sold to you or with us for Sale) and to apply any monies due to us as a result of such Sale in payment or part payment of any amounts owed to us;
- 7.1.11 refuse to allow you to register for a future Sale or to reject a bid from you at any future Sale or to require you to pay a deposit before any bid is accepted by us at any future Sale in which case we will be entitled to apply such deposit in payment or part payment, as the case may be, of the Purchase Price of any Lot of which you are the Buyer.
- 7.1.12 having made reasonable efforts to inform you, to release your name and address to the Seller, so they might take appropriate steps to recover the amounts due and legal costs associated with such steps.
- 7.2 You agree to indemnify us against all legal and other costs, all losses and all other Expenses (whether or not court proceedings will have been issued) incurred by us as a result of our taking steps under this paragraph 7 on a full indemnity basis together with interest thereon (after as well as before judgement or order) at the rate specified in paragraph 7.1.5 from the date upon which we become liable to pay the same until payment by you.
- 7.3 If you pay us only part of the sums due to us such payment shall be applied firstly to the Purchase Price of the Lot (or where you have purchased more than one Lot pro-rata towards the Purchase Price of each Lot) and secondly to the Buyer's Premium (or where you have purchased more than one Lot pro-rata to the Buyer's Premium on each Lot) and thirdly to any other sums due to us.
- 7.4 We will account to you in respect of any balance we hold remaining from any monies received by us in respect of any Sale of the Lot under our rights under this paragraph 7 after the payment of all sums due to us and/or the Seller within 28 days of receipt by us of all such sums paid to us.
- 8 CLAIMS BY OTHER PERSONS IN RESPECT OF THE LOT**
- 8.1 Whenever it becomes apparent to us that the Lot is the subject of a claim by someone other than you and other than the Seller (or that such a claim can reasonably be expected to be made), we may, at our absolute discretion, deal with the Lot in any manner which appears to us to recognise the legitimate interests of ourselves and the other parties involved and lawfully to protect our position and our legitimate interests. Without prejudice to the generality of the discretion and by way of example, we may:
- 8.1.1 retain the Lot to investigate any question raised or reasonably expected by us to be raised in relation to the Lot; and/or
- 8.1.2 deliver the Lot to a person other than you; and/or
- 8.1.3 commence interpleader proceedings or seek any other order of any court, mediator, arbitrator or government body; and/or
- 8.1.4 require an indemnity and/or security from you in return for pursuing a course of action agreed to by you.
- 8.2 The discretion referred to in paragraph 8.1:
- 8.2.1 may be exercised at any time during which we have actual or constructive possession of the Lot, or at any time after such possession, where the cessation of such possession has occurred by reason of any decision, order or ruling of any court, mediator, arbitrator or government body; and
- 8.2.2 will not be exercised unless we believe that there exists a serious prospect of a good arguable case in favour of the claim.
- 9 FORGERIES**
- 9.1 We undertake a personal responsibility for any Forgery in accordance with the terms of this paragraph 9.

- 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 Lot and that invoice has been paid; and
- 9.2.2 you notify us in writing as soon as reasonably practicable after you have become aware that the Lot is or may be a Forgery, and in any event within one year after the Sale, that the Lot is a Forgery; and
- 9.2.3 within one month after such notification has been given, you return the Lot to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the Lot is a Forgery and details of the Sale and Lot number sufficient to identify the Lot.
- 9.3 Paragraph 9 will not apply in respect of a Forgery if:
- 9.3.1 the Entry in relation to the Lot contained in the Catalogue 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 it can be established that the Lot is a Forgery only by means of a process not generally accepted for use until after the date on which the Catalogue was published or by means of a process which it was unreasonable in all the circumstances for us to have employed.
- 9.4 You authorise us to carry out such processes and tests on the Lot as we in our absolute discretion consider necessary to satisfy ourselves that the Lot is or is not a Forgery.
- 9.5 If we are satisfied that a Lot is a Forgery we will (as principal) purchase the Lot from you and you will transfer the title to the Lot in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims, 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 Purchase Price, Buyer's Premium, VAT and Expenses paid by you in respect of the Lot.
- 9.6 The benefit of paragraph 9 is personal to, and incapable of assignment by, you.
- 9.7 If you sell or otherwise dispose of your interest in the Lot, all rights and benefits under this paragraph 9 will cease.
- 9.8 Paragraph 9 does not apply to a Lot made up of or including a Chinese painting or Chinese paintings, a motor vehicle or motor vehicles, a Stamp or Stamps or a Book or Books.
- 10 OUR LIABILITY**
- 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 Description of the Lot or any Entry or Estimate in respect of it, made by us or on our behalf or by or on behalf of the Seller (whether made in writing, including in the Catalogue, or on the Bonhams' Website, or orally, or by conduct or otherwise) and whether made before or after this agreement or prior to or during the Sale.
- 10.2 Our duty to you while the Lot 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 Lot or to other persons or things caused by:
- 10.2.1 handling the Lot if it was affected at the time of Sale to you by woodworm and any damage is caused as a result of it being affected by woodworm; or
- 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 BOOKS MISSING TEXT OR ILLUSTRATIONS**
- Where the Lot is made up wholly of a Book or Books and any Book does not contain text or illustrations (in either case referred to as a "non-conforming Lot"), we undertake a personal responsibility for such a non-conforming Lot in accordance with the terms of this paragraph, if:
- the original invoice was made out by us to you in respect of the Lot and that invoice has been paid; and
- you notify us in writing as soon as reasonably practicable after you have become aware that the Lot is or may be a non-conforming Lot, and in any event within 20 days after the Sale (or such longer period as we may agree in writing) that the Lot is a non-conforming Lot; and
- within 20 days of the date of the relevant Sale (or such longer period as we may agree in writing) you return the Lot to us in the same condition as it was at the time of the Sale, accompanied by written evidence that the Lot is a non-conforming Lot and details of the Sale and Lot number sufficient to identify the Lot but not if: the Entry in the Catalogue in respect of the Lot indicates that the rights given by this paragraph do not apply to it; or the Entry in the Catalogue in respect of the Lot reflected the then accepted general opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or it can be established that the Lot is a non-conforming Lot only by means of a process not generally accepted for use until after the date on which the Catalogue was published or by means of a process which it was unreasonable in all the circumstances for us to have employed; or
- the Lot comprises atlases, maps, autographs, manuscripts, extra illustrated books, music or periodical publications; or the Lot was listed in the Catalogue under "collections" or "collections and various" or the Lot was stated in the Catalogue to comprise or contain a collection, issue or Books which are undescribed or the missing text or illustrations are referred to or the relevant parts of the Book contain blanks, half titles or advertisements.
- If we are reasonably satisfied that a Lot is a non-conforming Lot, we will (as principal) purchase the Lot from you and you will transfer the title to the Lot in question to us, with full title guarantee, free from any liens, charges, encumbrances and adverse claims and we will pay to you an amount equal to the sum of the Purchase Price and Buyer's Premium paid by you in respect of the Lot.
- The benefit of paragraph 10 is personal to, and incapable of assignment by, you and if you sell or otherwise dispose of your interest in the Lot, all rights and benefits under this paragraph will cease.
- 12 MISCELLANEOUS**
- 12.1 You may not assign either the benefit or burden of this agreement.
- 12.2 Our failure or delay in enforcing or exercising any power or right under this agreement will not operate or be deemed to operate as a waiver of our rights under it except to the extent of any express waiver given to you in writing. Any such waiver will not affect our ability subsequently to enforce any right arising under this agreement.
- 12.3 If either party to this agreement is prevented from performing that party's respective obligations under this agreement by circumstances beyond its reasonable control (including without limitation governmental intervention, industrial action, insurrection, warfare (declared or undeclared), terrorism, power failure, epidemic or natural disaster) or if performance of its obligations would be by reason of such circumstances give rise to a significantly increased financial cost to it, that party will not, for so long as such circumstances prevail, be required to perform such obligations. This paragraph does not apply to the obligations imposed on you by paragraph 3.
- 12.4 Any notice or other communication to be given under this agreement must be in writing and may be delivered by hand or sent by first class post or air mail or fax transmission (if to Bonhams marked for the attention of the Company Secretary), to the address or fax number of the relevant party given in the Contract Form (unless notice of any change of address is given in writing). It is the responsibility of the sender of the notice or communication to ensure that it is received in a legible form within any applicable time period.
- 12.5 If any term or any part of any term of this agreement is held to be unenforceable or invalid, such unenforceability or invalidity will not affect the enforceability and validity of the remaining terms or the remainder of the relevant term.
- 12.6 References in this agreement to Bonhams will, where appropriate, include reference to Bonhams' officers, employees and agents.
- 12.7 The headings used in this agreement are for convenience only and will not affect its interpretation.
- 12.8 In this agreement "including" means "including, without limitation".
- 12.9 References to the singular will include reference to the plural (and vice versa) and reference to any one gender will include reference to the other genders.
- 12.10 Reference to a numbered paragraph is to a paragraph of this agreement.
- 12.11 Save as expressly provided in paragraph 12.12 nothing in this agreement confers (or purports to confer) on any person who is not a party to this agreement any benefit conferred by, or the right to enforce any term of, this agreement.
- 12.12 Where this agreement confers an immunity from, and/or an exclusion or restriction of, the responsibility and/or liability of Bonhams, it will also operate in favour and for the benefit of Bonhams' holding company and the subsidiaries of such

holding company and the successors and assigns of *Bonhams* and of such companies and of any officer, employee and agent of *Bonhams* and such companies, each of whom will be entitled to rely on the relevant immunity and/or exclusion and/or restriction within and for the purposes of Contracts (Rights of Third Parties) Act 1999, which enables the benefit of a contract to be extended to a person who is not a party to the contract, and generally at law.

13 GOVERNING LAW

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

DATA PROTECTION – USE OF YOUR INFORMATION

Where we obtain any personal information about you, we shall only use it in accordance with the terms of our Privacy Policy (subject to any additional specific consent(s) you may have given at the time your information was disclosed). A copy of our Privacy Policy can be found on our *Website* www.bonhams.com or requested by post from Customer Services Department, 101 New Bond Street, London W1S 1SR, United Kingdom or by email from info@bonhams.com.

APPENDIX 3

DEFINITIONS AND GLOSSARY

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

LIST OF DEFINITIONS

“Account” the bank account of *Bonhams* into which all sums received in respect of the *Purchase Price* of any *Lot* will be paid.

“Additional Premium” a premium, calculated in accordance with the *Notice to Bidders*, to cover *Bonhams’ Expenses* relating to the payment of royalties under the Artists Resale Right Regulations 2006 which is payable by the *Buyer* to *Bonhams* on any *Lot* marked [AR] which sells for a *Hammer Price* which together with the *Buyer’s Premium* (but excluding any VAT) equals or exceeds 1000 euros (converted into the currency of the *Sale* using the European Central Bank Reference rate prevailing on the date of the *Sale*).

“Auctioneer” the representative of *Bonhams* conducting the *Sale*.

“Bidder” Any person considering, attempting or making a Bid, including those who have completed a *Bidding Form*.

“Bidding Form” our Bidding Registration Form, our Absentee Bidding Form or our Telephone Bidding Form.

“Bonhams” *Bonhams* 1793 Limited or its successors or assigns. *Bonhams* is also referred to in the *Buyer’s Agreement*, the Conditions of Business and the *Notice to Bidders* by the words “we”, “us” and “our”.

“Book” a printed *Book* offered for *Sale* at a specialist *Book Sale*.

“Business” includes any trade, *Business* and profession.

“Buyer” the person to whom a *Lot* is knocked down by the *Auctioneer*. The *Buyer* is also referred to in the *Contract for Sale* and the *Buyer’s Agreement* by the words “you” and “your”.

“Buyer’s Agreement” the contract entered into by *Bonhams* with the *Buyer* (see Appendix 2 in the *Catalogue*).

“Buyer’s Premium” the sum calculated on the *Hammer Price* at the rates stated in the *Notice to Bidders*.

“Catalogue” the *Catalogue* relating to the relevant *Sale*, including any representation of the *Catalogue* published on our *Website*.

“Commission” the *Commission* payable by the *Seller* to *Bonhams* calculated at the rates stated in the *Contract Form*.

“Condition Report” a report on the physical condition of a *Lot* provided to a *Bidder* or potential *Bidder* by *Bonhams* on behalf of the *Seller*.

“Conditions of Sale” the *Notice to Bidders*, *Contract for Sale*, *Buyer’s Agreement* and Definitions and Glossary.

“Consignment Fee” a fee payable to *Bonhams* by the *Seller* calculated at rates set out in the Conditions of Business.

“Consumer” a natural person who is acting for the relevant purpose outside his trade, *Business* or profession.

“Contract Form” the *Contract Form*, or vehicle *Entry* form, as applicable, signed by or on behalf of the *Seller* listing the *Lots* to be offered for *Sale* by *Bonhams*.

“Contract for Sale” the *Sale* contract entered into by the *Seller* with the *Buyer* (see Appendix 1 in the *Catalogue*).

“Contractual Description” the only *Description* of the *Lot* (being that part of the *Entry* about the *Lot* in the *Catalogue* which is in bold letters, any photograph (except for the colour) and the contents of any *Condition Report*) to which the *Seller* undertakes in the *Contract 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.

“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.

“warranty”: a legal assurance or promise, upon which the person to whom the warranty was given has the right to rely.

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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Registration and Bidding Form

(Attendee / Absentee / Online / Telephone Bidding)

Please circle your bidding method above.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Paddle number (for office use only)

Bonhams

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If successful

I will collect the purchases myself
Please arrange shippers to contact me with a quote and I agree that you may pass them my contact details.

Sale title: The Beaulieu Sale	Sale date: 9 & 10 September 2022
Sale no. 27659	Sale venue: Beaulieu, Hampshire

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£500 - 1,000by 50s	£50,000 - 100,000by 5,000s
£1,000 - 2,000by 100s	£100,000 - 200,000by 10,000s
£2,000 - 5,000by 200 / 500 / 800s	above £200,000at the auctioneer's discretion
£5,000 - 10,000by 500s	

The auctioneer has discretion to split any bid at any time.

Customer Number	Title
First Name	Last Name
Company name (if applicable)	
Company Registration number (if applicable)	
Address	
	City
Post / Zip code	County / State
Telephone (mobile)	Country
Telephone (landline)	
E-mail (in capitals)	

Please answer all questions below

1. ID supplied: Government issued ID and (if the ID does not confirm your address) current utility bill/ bank statement. If a company, please provide the Certificate of Incorporation, your ID (as above) (plus, if not a director, a letter authorising you to act), and documentary evidence of the company's beneficial owners

2. Are you representing the Bidder? If yes, please complete question 3.

3. Bidder's name, address and contact details (phone and email):

Bidder's ID: Government issued ID and (if the ID does not confirm their address) current utility bill/bank statement

Are you acting in a business capacity?

Yes No

If registered for VAT in the EU please enter your registration here:

/ - -

Please note that all telephone calls are recorded.

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

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

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Bidder/Agent's (please delete one) signature:	Date:
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* Covering Bid: A maximum bid (exclusive of Buyers Premium and VAT) to be executed by Bonhams only if we are unable to contact you by telephone, or should the connection be lost during bidding.

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UK/02/22

Index

Lot No	Year	Model
564	1934	AC 16/66hp Coupé
523		AC Cobra Aluminium Bodysell
573	1919	Arrol-Johnston 15.9hp Tourer
555	1931	Aston Martin 1½-Litre Le Mans/Intern'l 'Team Car' Tourer
535	1955	Aston Martin DB2/4 3.0-Litre Drophead Coupé
525	1959	Aston Martin DB Mark III Sports Saloon
542	1963	Aston Martin Lagonda Rapide Sports Saloon
556	1973	Aston Martin V8 Series 2
506	1978	Aston Martin V8 Series 3 Sports Saloon
572	1950	Austin K4 Petrol Tanker
529	1927	Austin Seven 'Chummy' Tourer
504	1937	Austin Seven Ruby Saloon
543	c.1995	Autech Gavia Zagato Coupé
534	2005	Bentley Arnage T Mulliner Sports Saloon
537	1987	BMW 325i Cabriolet
546	1936	BSA 10hp Scout Tourer
510	1957	Chevrolet Corvette Convertible with Hardtop
575	1966	Citroën Ami 6 Break Estate
508	1984	Citroën 2CV6 Special Saloon
509	1909	Daimler Model TB22 Drophead
522	1963	Daimler 2½-Litre V8 Saloon
559	1914	Ford Model T Motor Caravan
533	1956	Ford Thunderbird Convertible with Hardtop
527	1949	Fordson 7V Box Van
521	1939	Frazer Nash-BMW 335 Sunroof Saloon
569	1936	Frazer Nash-BMW 315 Cabriolet
536	c.1931	Hampton 16hp Open Sports Tourer
528	1910	Humber 16/20 HP Tourer
532	1929	Invicta 4½-Litre Tourer
567	1947	Jaguar 3½-Litre Saloon Project
511	1952	Jaguar XK120 Roadster
530	1953	Jaguar Mark VII Saloon
570	1962	Jaguar Mark II 3.8-Litre Saloon
514	1973	Jaguar E-Type Series III Roadster
531	1983	Jaguar XJ-S V12 HE Coupé
520	1933	Lagonda 16/80 T5 Tourer
561	1930	Lagonda 3-Litre Tourer
551	1932	Lanchester 30hp Tourer
501	1951	Land Rover Series I 4x4 Utility
524	1956	Land Rover Series I 4x4 Military Vehicle
577	2008	Maserati Quattroporte
515	1960	Mercedes-Benz 220 SE 'Ponton' Cabriolet
547	1982	Mercedes-Benz 380SL Roadster
526	1934	MG Midget PA Tourer
550	1956	MGA 1500 Roadster
517	1967	MG Midget Mark III Roadster
578	1973	MGB GT Coupé
566	1976	Mini 1,275cc Pickup
576	1991	Miura Replica Sports by Prova Designs
505	1967	Morgan Plus 4 Roadster
540	1926	Morris Cowley 11.9hp Tourer
538	1967	Morris Minor Pickup



539	1970	Morris A60 SunTor Camper Van
554	1912	Mors 12/15hp Model NX Roadster
574	1913	Napier 15hp Doctor's Coupé
553	1910	Overland Model 46 Roadster
563	1931	Plymouth Model PA Sedan
560	1935	Railton Eight Special Saloon
557	1970	Realm Engineering XKSS Replica Sports
507	1989	Renault GTA Turbo Coupé
518	1934	Riley 1½-Litre 12hp Lynx Tourer Project
549	1937	Riley 1½-Litre Falcon 'Woodie' Estate
544	1928	Rolls-Royce 20hp Landauette
568	1931	Rolls-Royce 20/25hp 'Dreadnought Special'
519	1936	Rolls-Royce 25/30hp Estate Coach
545	1955	Rolls-Royce Silver Wraith Long-Wheelbase Limousine
571	1961	Rolls-Royce Silver Cloud II Long-Wheelbase Saloon
541	1982	Rolls-Royce Silver Spirit Saloon
503	1939	Rover 'Twenty' Tickford Foursome Drophead Coupé
502	1939	Rover 'Twenty' Tickford Foursome Drophead Coupé
558	1937	Stafford Special 1½-Litre Racing Monoposto
552	1924	Sunbeam 24/70hp Tourer
516	1934	Triumph Gloria 10hp Sports Tourer
548	1923	Vauxhall Type OD 23-60 Malvern Tourer
562	1960	Vauxhall PA Cresta Saloon
565	1967	Volkswagen Type 2 Campervan
512	1932	Wolseley Hornet Special Sports





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